



From the President



Thanksgiving is done and Christmas is around the corner. Sometimes it's nice to slow down and reflect and appreciate all the blessings we have. For many, Polar and Christmas trains are in full swing. Very little rest is had during the holidays for those of you that work so hard at finishing the year out strong. I can remember when all our cars were parked as the season finished up in October. Not anymore. For many excursion operators, the holiday trains are instrumental for a strong year finish.

As we look forward to January, I'm excited to see the growth of the next generation. Johnathan Smith is the appointed VP of Youth Development. This is an important program that will help our industry to continue on for future generations. We already see a diversification of operations within our membership, leadership and those teaching. We have service industries, tourist operators, short lines and private car owners. We now match that with our age groups within the RPCA leadership. For all of us, we have to continue to encourage this movement. This is our moment to shine as we work side by side with teaching and guiding the next generation of railroaders. It's also their opportunity to teach us as we have to become open to learning from a different perspectives based on technology and social media that is new to many of us. It's an exciting but yet troublesome time within our industry. Many of our future leaders are watching us as we navigate these waters. And some of them, will provide solutions that will help guide our steps. Sometimes, we just have to be still and listen.

I'm proud to say we already see examples of the next generation taking the lead at Huntington. Joe Rosenthal & Chris Lockwood are just two individuals of the many men & women that it takes to pull off the New River Train. Over the last several years, I've watched both of these men take on more and more responsibility. Despite all the many changes, price increases, political issues and logistical issues, they pulled off the impossible. If they chose not to step up over the last few years, all could have been lost. Whatever the future holds for Huntington and the New River Train, they have already taught us a valuable lesson. Don't push the next generation away in your organizations. Encourage them.

Keep all your holidays safe.

Merry Christmas and Happy New Year.

W. Roger Fuehring

IMPORTANT UMLER UPDATE

Notice: The thing we've been talking about for over 2 years is here. A major update to Umler on Dec 6, 2018 will include the new weight fields of Load Limit (all the people, crew, water and fuel) your car carries and the sum of that Load and the Tare weight are the Gross Rail Load for ALL passenger cars. These 2 new fields already exist for freight cars.

NOTE! If you provided weights to Amtrak, that does NOT get them input to Umler!!! Amtrak can not input data to a different reporting mark in Umler without proper authority, and they don't have the personnel nor time to do so. This is the car owner's responsibility to input this data under the owner's reporting mark and car number, the car number in many cases is different in Umler than Amtrak records.

NOTE! For our AAPRCO dual members with car registered under the AAPRCO reporting mark PPCX, sorry, but RPCNB is not authorized to perform Umler services for the PPCX reporting mark. You will need to contact Bart Barton to get your Umler registration updated.

NOTE! The three fields, current Tare, plus the 2 new fields, are **MANDATORY** immediately upon the Umler system coming back up live after the update.

That means if you have a passenger car in Umler, it will IMMEDIATELY be "In Conflict". In conflict means that by the rules no railroad should accept it for movement! All cars in Umler, not just Amtrak approved, or sequestered on a short line, and includes all Amtrak and commuter rail cars. It is every passenger car in the data base! That means all passenger cars in North America! If it is in Umler, it will be immediately in conflict.

Because the 2 new data fields don't exist now in Umler, we can't preload the 2 new fields to avoid being in conflict. Once the update is done and the 2 new fields are available, we can load the data, but the car is in conflict until we do. As soon as the data is input, the computer removes the conflict.

Being in conflict is the first of 3 steps the computer takes before deleting a car from Umler. If the fields do not have acceptable information in them by the end of those 3 steps of about 30 days each, your car could be deleted from Umler by the computer, won't be deleted by us.

There is an Excel work book weight calculator on the RPCNB web site. USE IT! Fill in the cells on the left side with the Tare weight, how many passengers, how many assigned to car crew members, gallons of water, gallons of fuel. If your car is an Amtrak certified PV, those numbers must match what you sent Amtrak! The work book will calculate the Load Limit and Gross Rail Load for you using the Amtrak standard weights for people, water and fuel. Make sure to fill in the identification for the car at the top, the date, save it for your records and send it as an attachment to RPCNB.

If you do not know what your Tare weight is, you need to find out. Get someone to help you if needed. But be careful, using old data from Cyclopedia can lead you in the wrong direction if your car has been changed any since it was built.

Only 2 RPCNB members have identified themselves as available to weigh cars. Morristown & Erie on the east coast, Gateway Railcar in the mid-west. There are others, but they haven't identified themselves. Otherwise you will need to find a qualified person that can take the original Tare weight, and modify it by what modifications have been made to the car to estimate the current Tare weight.

Under the RPCNB fee schedule, line item corrections are \$30 per line. That means to correct/input the 3 weight fields would cost you \$90. Because of the significant affect on the industry, the RPCNB Board of Directors have authorized the staff to update all 3 weight fields for \$50 total if all 3 weights are provided at the same time, but only until the 2nd step towards deletion ends. After that, it is considered an emergency change, and RPCNB fee for that is \$100 per line. That means if you haven't provided the weight data before early February 2019, it is going to cost you much more.

**Pamm and Dan Monaghan
Co-Managers RPCNB**

New Insurance Requirements from Amtrak

Your insurance team has been evaluating the new requirements outlined by Amtrak for private car owners and inspectors. First, we will address PV owners.

The requirement for car owners includes Workers Compensation Employers Liability Insurance for \$1,000,000 covering the car owner and all employees of the car owner was instituted in the new tariff on May 1st. At this time, we don't believe that the car owner will have to provide coverage. In the final

version of the new tariff, Amtrak may say that if your state does not require Workers Compensation insurance, that requirement could be waived. This is still a work in progress and we'll update you. Car insurance limits have been increased to a minimum of \$4 million and mandatory Waiver of Subrogation (WOS). The RPCA Insurance Program already provides an option for this level of coverage and the WOS. Please contact your RPCA agent for increasing coverage and the effective date you will need it for. At this time, we don't know if the new requirement will be January 1, 2019 or the renewal date of the RPCA policy.

Private car property insurance naming Amtrak as additional insured is still the same as described in the new tariff on May 1st. No limits are specified. This should not be a problem for RPCA policy holders. Private Car Inspectors will be required to provide insurance beginning January 1, 2019 for a Temporary Permit. Otherwise, it will be July 1, 2019. The inspector must provide Workers Compensation Insurance for his employees during any inspection done on Amtrak property. If the inspector has no employees, this coverage may be not required.

Inspectors will be required to provide Commercial General Liability insurance for \$2 million each occurrence, \$2 million annual aggregate and \$2 million for products and completed operations. We are currently trying to put together a policy providing this coverage if the inspector is an RPCA member. Inspectors will be required to provide automobile liability insurance with minimum limits of the jurisdiction they are operating in. Additional coverage up to \$5 million is required if transporting and/or disposing of hazardous material or waste off Amtrak property. In this case, we are trying to put together a \$4 million excess liability policy. This proposed policy change is still being worked on by your RPCA representatives for company owned vehicles only. We will update you when it is finalized.

At this time, United Short Line Insurance Services, Inc. (USIS) is discussing the car inspector needs with the underwriter and hopes to have answers in the near future.

Tom Johnson, Chairman
Insurance Committee

Safety

Christmas Excitement



Santa Express, North Pole Express and a host of other names are coming to a railway depot near you. It is a time for the list to be made to see who has been naughty or nice. As we prepare to volunteer for the local Christmas trains, we all need to remember to put safety at the top of our list.

Knowing the great people who make up RPCA, I know that you are all involved in your local museum, foundation or railway. It is important that you share your safety practice with the folks who operate these trains and the patrons who pay to ride them. The excitement is difficult to contain and this is especially so in the little

ones. In this vein, I would like to ask that we put an extra effort on the safety of the public from the time they arrive in the parking lot, until they board the train.

Crowd control is one of my biggest worries. Kids running through the parking lot making their way to see the lights and sounds of the season are a real hazard. Well lighted parking with directional flow would be one step in making this area safer for the arriving families. Walkways from the parking lot to the platform area would also be helpful. I saw this sort of thing first hand a few years ago at the Strasburg RR when they had Thomas in the depot. Plastic orange fencing on each side of the walkway and crossing guards posted as Thomas departed and arrived.

Another concern is how to control the ticket holders making their way to the platform and waiting for the next departure. Yellow lines along the edge of the platform that may or may not be visible in the dark or under snow might not have the desired effect in terms of safety. Stringing ropes or stands of LED lights along the boarding platforms may be more effective in controlling the ticket holders as trains arrive or depart.

The hot chocolate and cookies are awaiting those who braved cold, wind and maybe snow to take a ride on a magical train and to see Santa. Let's make it something special for them and a safe season for all.

I hope to see all of you in Cincinnati next month. Be safe and keep the spirit of Christmas with you.

Gary Carter

2019 Conference Update



Conference Information

Online registration and Hotel reservation is live and has been mailed. Don't wait until it is too late. Reservations are strong and Offsite events are nearly 75% full. Vendor tables are also filling up fast.

We have a full slate of exciting seminars, along with

additional FRA 219 presentation.

seminars will include the following:

- 92 Day Inspections / Blue Card Information
- Safety Committee
- Insurance Updates
- RPCNB / Umler Updates
- Passenger Car and locomotive running gear (At Whitewater Valley RR Shops)
- Legislative action
- Social Media

Shuttle service will be available between the Hotel and Amtrak Station

Side Activities : Evening Train Ride on the LM&M Railroad, Train Ride & Shop Seminars at the Whitewater Valley Railroad, Evening Reception at Cincinnati Union Terminal, Annual Banquet featuring Jim Wrinn from TRAINS magazine as our guest Speaker, Extra Cost Activity to the National Museum of The US Air Force

Stay tuned to rpca2019.com for more updates.



Those attending will participate in an event in Cincinnati's grand art deco masterpiece, Union Terminal. It has reopened after a 30-month, \$228-million restoration project. The building is home to several museums and is a night time stop on Amtrak's tri-weekly Cardinal.

Cody Hefner, a representative of the Cincinnati Museum Center, the terminal's caretaker, said they carried on and protected the legacy of the craftsmen who poured their blood, sweat, and tears into the building during its original construction from 1929 to 1933."

The restoration work was extensive, going all the way down to the building's substructure. The classic murals in the rotunda were painstakingly restored to the way they appeared when the building opened to the public in 1933. Even the classic, neon-lined clock on the front of the building was given a complete overhaul.

During the restoration project, Amtrak had moved its waiting room and ticketing facilities to an adjacent building, but service was able to continue uninterrupted. Amtrak moved back into the Union Terminal facilities during the first week of November.

Grants



Nickel Plate Road Historical and Technical Society Awards Grant

The Nickel Plate Historical and Technical Society has awarded a \$1,000 grant to the Ft. Wayne Railroad Historical Society for their ongoing restoration efforts for NKP 358 an EMD SD-9 diesel electric locomotive. The grant from the NKPHTS McCaleb-Rehor Preservation fund assists in the preservation and restoration of prototype NKP artifacts.

For additional information on the project: <https://fortwaynerailroad.org/project-358/>



Tom E. Dailey Foundation Quarterly Grants

11 grants totaling \$31,250 were awarded November 10, 2018. The five railroad preservation grants are noted below. In addition a \$1,500 challenge grant was awarded to the Ohio Railway Museum who completed the matching

funds challenge.

Cuyahoga Valley Preservation and Scenic Railroad Association \$ 5,000

Funding was granted for the design, creation, and implementation of an Edu-ainment car, a rolling children's museum, designed specifically to engage children during a 3.5 hour roundtrip excursion through the Cuyahoga Valley National Park. The Edu-ainment car will provide interactive exhibits, hands-on activities, and programming for children up to age 12 and feature permanent and temporary exhibits conceptualized with input and assistance from partners such as the Akron Children's Museum and Hale Farm Village/the Western Reserve Historical Society.

www.cvsr.com

Lodi Railroad Museum, Inc. \$ 3,000

Funding was granted for the total restoration of 1949 C-8 caboose, built by the Wheeling and Lake Erie Ironville, Ohio shop. Restoration goals include replacing the interior walls, floors, windows and painting the entire interior and exterior, along with metal work and running electricity to the caboose and interior lighting fixtures.

www.lodirailroadmuseum.org

Nicholson Heritage Association \$ 3,000

Funding was granted for Nicholson Tourism Center at the Historic Delaware, Lackawanna and Western Railroad's (DL&W) station in Nicholson, PA into a visitor's center and gateway to the Viaduct Valley Way Scenic Byway to promote tourism and attract visitors to the region.

www.nicholsonheritage.org

Friends of the Pullman State Historic Site \$ 4,000

Funding was granted for digitizing the Horn Collection of Pullman Passenger Car Photographs, a collection of images of exterior, interior, and mechanical photographs of Pullman-built passenger cars from the collection of the last official Pullman Company photographer.

www.pullman-museum.org/fpshs/

Alexander Chapter, NRHS-Inc. \$ 3,000

Funding was granted to replace the siding on a very rare wooden Southern Railway caboose. This project is part of their program to acquire, preserve, and restore for display any "narrow gauge" or "short line" railroad equipment that had operated in the American southeast. This is the only program in this region focused on this historic aspect of railroading history.

<http://www.newtondepot.com/>

Since 2013, the Foundation has awarded 272 grants totaling \$809,456. The next board meeting is planned for February 2019.



National Railroad Historical Society

The 2019 Heritage Grants application materials are now available on the Heritage Grants page. They include the Announcement file, the Instructions, Terms and Conditions file, and the Application

Form. Since 1991, the NRHS has provided a half million dollars to rail preservation efforts, through hundreds of grants to NRHS Chapters and other organizations not affiliated with the NRHS. The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment like steam locomotives and steam trains and diesel locomotives, railway buildings and for the preservation and archiving of historical records and train pictures. Although most grants in the past have been made for preservation activities, we also encourage projects in research, education, and publications.

The largest numbers of grants have been for preservation of:

- Rail equipment - locomotives (both steam and diesel), passenger cars, freight cars, cabooses and electric streetcars
- Railway depots and towers

<http://nrhs.com/program/heritage-grants>

Trains magazine has awarded its \$10,000 2018 Preservation Award to the Cumbres & Toltec Scenic Railroad in Chama, N.M., to complete restoration work on Denver & Rio Grande 4-6-0 No. 168. When complete late in 2019, the 19th-century locomotive will be the earliest example of a narrow gauge "Ten-Wheeler" operating in North America.

The Center for Railway Tourism at Davis & Elkins College has been awarded a \$75,000 grant by the Samuel Freeman Charitable Trust. The funds will enable the launch of an on-going national effort to recruit undergraduate students for the Center's minor in Railway Heritage Tourism Management. The 18-credit minor is the only program of its kind devoted to railway heritage preservation and tourism.

Amtrak Actions



information is from Trains Newswire

This year's annual New River Train could be the last because Amtrak has increased private car rates and tightened policies, effective Jan. 1, 2019. The rates are the second increase for private cars initiated by Amtrak this year.

New River Train officials say their budgets are already stretched, citing the new mileage rates and elimination of the train's origination point in Huntington, W.Va., This has resulted in costly equipment deadhead move between Chicago and Huntington and return.

Additionally, the excursion train operator is concerned about planning excursions when the railroad has the ability to change rates and conditions with only 60-days notice.

Amtrak says the recent price increases and adjustments to terms and conditions support its requirement to serve its core business. A spokesman says they incorporate suggestions and improvements proposed by the leadership of RPCA and AAPRCO. Roger W. Fuehring said in the last IE that Amtrak invited him to visit Philadelphia to discuss policies regarding the movement of private cars, car inspector requirements, and insurance requirements, as well as safety, rates, and fees. Fuehring says the

conversations were well received and there were several suggestions, revisions, and verbiage that was removed, added, or better defined.

Mechanical

Air Brake Freight and Passenger Training & Re-certification Class



When: December 10th & 11th, 2018 (6:00am – 2:00pm)
Where: Cuyahoga Valley Line Railroad
7600 Canal Rd, Valley View, OH 44125
Price: \$1500.00 per person
\$300.00 per person for Recertification (Dec.

10th)

Please call our office at 412-278-3600 to reserve your placement in the class, space is limited and students will be placed on a first come, first served basis.

Hotels in the area:

Holiday Inn Independence - 1-800-997-5149
6001 Rockside Rd., Independence, OH 44131
Red Roof Inn Independence, Cleveland - 1-800-230-4134
6020 Quarry Ln, Independence, OH 44131
Doubletree Cleveland South in Independence - 1-800-997-5148
6200 Quarry Lane, Independence, OH 44131

RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains, Progressive Railroading, Railway Age, and various web sites.

Museum and Excursion Trains

Multiple awards were distributed during the annual fall conference of the Heritage Rail Alliance, the industry trade group for tourist railroads and museums. Maine's Wiscasset Waterville & Farmington Railway Museum received multiple awards including the Significant Achievement Award-Structures and the Friend of Railway Preservation Award. Significant Achievement Awards went to the restoration of Morehead & North Fork 0-6-0 No. 12 to the Age of Steam Museum; to Orange Empire Railway Museum for the restoration of Santa Fe FP45 No. 108; Cumbres & Toltec for restoring D&RGW narrow gauge coach No. 212; for restoring 40 narrow gauge freight cars, MOW and cabooses over the past 10 years, the Friends of the Cumbres & Toltec; to the Pennsylvania Trolley Museum for restoring West Penn Railways curved side interurban car No. 832; and to Exporail for its acquisition of Canadian Pacific Railway corporate archives.

Kentucky Steam Heritage Corp.'s support cars are home in Ravenna, Ky., at the organization's 40 acres site. The three historic rail cars were acquired from the Indiana Transportation Museum earlier this year. Officials in a Cincinnati suburb have opened a new rail viewing platform. The two-story platform features an elevator as well as stairs to take railfans up for a trackside view of trains battling the famous Erlanger Hill on Norfolk Southern's Cincinnati, New Orleans & Texas Pacific line, which hosts up to 60 trains every 24 hours, as they climb or descend the grade. The platform was built on a former vacant lot on Elm Street next to the Ludlow Police Station.

Amtrak/Federal Agencies



Amtrak CEO Richard Anderson said his company posted “the best performance in Amtrak history” after the passenger railroad announced an operating loss of \$168 million in fiscal 2018. The loss, based on adjusted earnings — which do not include depreciation and other expenses — was an improvement of 13 percent over fiscal 2017. Amtrak’s fiscal year ended Sept. 30. Amtrak ridership narrowly missed a record with 31.7 million trips, while revenue increased 2.2 percent to \$3.4 billion.

[Amtrak News Release](#)



Amtrak will close its Southern California reservation call center, eliminating 550 jobs. Operations will end on Jan. 18, with sale of the building to follow. Operations are to be consolidated with those at Amtrak’s other reservation center in Philadelphia. The leader of a union representing Riverside employees says Amtrak has contracted with a third-party operator in Florida where employees are paid less.

Republican Sen. John Cornyn of Texas and Democratic Sen. Tim Kaine of Virginia have introduced legislation to streamline funding for transportation infrastructure projects. The bill is aimed at expediting applications for federal assistance under the Transportation Infrastructure Finance and Innovation Act by raising the threshold for projects that require at least two credit-rating agency opinions from \$75 million to \$150 million. It also requires the U.S. Department of Transportation to publish status reports online for projects seeking TIFIA assistance.

Railroad Passenger Car Alliance | 5323 Highway N #331, Cottleville, MO 63338

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