

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE



From the President



I hope everyone had an enjoyable Christmas and New Year's. Now we are just a few weeks away from our conference in Cincinnati and the start of a new season.

While visiting family on Christmas Eve, I stopped by and visited the old Mill Pond Building in Bellevue, Ohio. This was the location of our first conference in 1983. It's less than 2,500 square feet of meeting space and kitchen. After that first year, we had outgrown the Mill Pond and the rest is history.

Our passion is the same today as it was in 1983, but our challenges are much

different. As an example, in the 1980's we had to install J-brackets on the end of our cars to support the steam connectors when not in use. Much simpler times when most freight railroaders were still familiar with passenger equipment.

This year we have many challenges that we will be discussing during the conference. First and foremost are the Amtrak challenges from charters to private car movements. A big challenge that we will be discussing at the board meeting will be insurance requirements for our Amtrak inspectors. We are facing this challenge head on in hopes of a solution so inspections can continue without interruption. Stephen Robusto, Senior Manager – Charters and Amtrak Services, will be in attendance in addition to Steve Costanzo. Mr. Costanzo will be meeting with the Amtrak inspectors. We are looking forward to more clarity with Amtrak's participation in this year's conference.

This is an important year as we move forward, we need your input. If you still haven't registered yet, its not too late.

See you in Cincinnati.

Be Safe

W. Roger Fuehring

2019 Conference Jan.16-20 Cincinnati



It is not too late to make plans to attend the 2019 Annual Conference in Cincinnati, Ohio.

Final planning for the convention is in progressing

nicely. An updated Seminar Schedule will be published soon. They are only 30 seats left for the Thursday Night Pizza & Beer Train, and only 20 seats left available for the Friday Whitewater train ride. Hurry up and register before these events sell out!

Highlights:

Traditional Seminars: Amtrak, Insurance, RPCNB, and Safety Training

Other seminars: 92 Day Inspections, PTC and its impact on mainline excursions, Passenger Car truck inspections, Head End Power options, Gift Shop Management, Social Media, Working with politicians
FRA Region 2 seminar on CFR 219 regulations

- Whitewater Valley Trip and Seminars
- Reception at Cincinnati Union Terminal
- Vendors, silent auction, hospitality suite

Extra cost activities include:

- BEER & PIZZA TRAIN (YOUTH FUNDRAISER) Take a ride on the Lebanon Mason Monroe Railroad in Lebanon, OH. Each ticket will include a personal pizza and a 12oz Beer, 12oz Soda, or serving of wine. Proceeds will benefit youth travel expenses and the Fuehring Fund. The train will be operated entirely by under 30 RPCA members.
- BANQUET The guest speaker will be Jim Wrinn, Editor of TRAINS Magazine and a lifelong Railway Preservationist.
- US AIR FORCE MUSEUM TOUR Visit the National Museum of The United States Air Force in Dayton, OH. The expansive complex is located on Wright-Patterson Air Force Base and is one of Southwest Ohio's premier heritage attractions.

For details and registration go to www.RPCA.co

Fuehring Fund Winner

December 28, 2018

Announcement of 2018 William Fuehring Fund Recipient

The William Fuehring Fund has one purpose, that is to make it easier for younger individuals to become active in the railroad industry. The fund was created to pay 100% the cost of the recipient to travel and attend the annual RPCA conference, hotel accommodations, attendance at any of the seminars, the annual banquet, and any additional activities. The upcoming annual conference is being hosted by the Cincinnati Railway Company in Cincinnati, OH.



We are pleased to announce that Aaron Farmer from the Steam Railroading Institute is our 2018 recipient. This is made possible through the generous donations contributed by RPCA members.



About Aaron.....

My interest in steam locomotives and railroading in general dates to my childhood and growing up with Thomas the tank engine. From 2010 to 2012, as an after school job, I worked as a shop laborer and later conductor for the Michigan-Airline (MAL)(formerly Coe Rail/ Michigan Star Clipper Dinner Train) in Walled Lake, MI. I had my first taste of working on a steam locomotive in 2010 when I was 16 years old when I started volunteering at the Steam Railroading Institute in Owosso, MI.

Two years later, I started working part time as a fireman at the Henry Ford Museum in Dearborn, MI. After 1.5 years as a fireman, I worked my way up to be a full time engineer. I would spend the next 4.5 years at the Henry Ford. I have since started going back to the Steam Railroading Institute as a volunteer and have been working with them to start the overhaul of their newest engine, former C&NW 175, a 4-6-0 steam locomotive.

If you have a young person within your organization that would benefit from this type of experience, please visit our website at: www.rpca.com , and download an application.

Sincerely,

A handwritten signature in blue ink that reads "Ray Kammer Jr.".

Ray Kammer Jr.
RPCA Fuehring Fund

Membership News



RPCA Board members Gary Carter, Lewis Foster, and Roy Wullich ran for re-election unopposed, therefore no ballots will be mailed. The three will be seated for their new terms at the 2019 Conference.

Passenger Car Magazine is at the printers and will soon arrive in your mailbox. This edition will include a look at how your donations benefit future railroaders and a Canadian will take you on a trip aboard VIA.

Safety



New Year's Reflections

By now the Christmas Express has been put in the barn and holiday lights are soon to be removed. The attendance numbers will be tallied as well as the cups of hot chocolate drank and cookies eaten. A grand time was had by all. It is also time to ring in the New Year.

As we start into 2019, it is time to reflect on those functions which were successful and those that could use some tweaking. What was the ridership like? What were the expenses associated with the operation? The same is true for your safety program.

Whether you have a safety program or not, this is a great time to review operations and actions. If no safety program exists, how about putting something down on paper as this would be a New Year's resolution worth keeping. Are the safety procedures written in some form or are they verbally communicated to the staff or volunteers? Is everyone performing these in the same manner? Having written procedures and expectations would be a great addition to any safety program. One test might be to ask the question, "Do all car attendants on the Santa Express know what safety announcements are required before the train pulls out of the station? If the answer is "No", then a notebook with procedures might be in order. Should your organization already have written procedures in a safety handbook, then the new year would be the perfect time for reviewing those. What safety function or procedure works for boarding and detrainning? Is there something that is being missed or something which could be improved? Is there something that you witnessed while volunteering on a holiday train that could improve staff or passenger safety? Please speak up. Even a small tweak to a safety action could result in keeping everyone safe. As we make those New Year's resolutions, which are not expected to be kept, let's see if we can make one new or improved suggestion towards the safety of everyone. Until we meet in Cincinnati, safe travels on all of your journeys.

Gary Carter

UMLER NEWS

2018 has been a relatively good year. The RPCNB fleet grew a little, but many of the new registrants are one time moves.

Dec 6th came, and went. And the major update happened. Some changes to locos, but no new fields, more manufacturers names and models added.

All 3 weight fields are NOW mandatory in Umler for passenger cars. Very few people (about 14%) provided the weights as requested. Those that provided the data for their cars, your cars are just fine. We got the data loaded in a couple of long days of computer time.

Similar to locos from the October major update, now passenger cars are going into conflict for not having the appropriate data input.

That means if you want your car to move, it may not as long as it is in conflict. Railroads aren't supposed to accept for movement ANY rolling stock in conflict, locos, freight cars, MoW cars, or passenger cars. Passenger cars are now at step 1, locos are in step 3.

The next computer controlled step is "restricted from interchange". No railroad will move a car then. The last step is "subject to deletion".

"Subject to deletion" means about mid-March passenger cars will start being deleted from the system by the computer, just like the locos should start dropping out in January. And we can't stop passenger cars being deleted without putting in the weights, and we can't put them back in once deleted without the weights, because those are now mandatory fields.

Don't know how to calculate the weights? The weight calculator is on the RPCNB web site! Just fill in the cells with the Tare, how many passengers, how many crew, how many gallons of water, and if the car has a gen set, how many gallons of fuel. There are cells at the top for owner, reporting mark, number, car name, Amtrak ID number, and a cell in the middle right for number of axles. The calculator does the rest. Save the calculator in your records with your car reporting mark and car number, and send a copy to us as an email attachment. The package deal offered before is still open. Normally it is \$30 per line for data modifications. We offered all 4 lines involved, Tare, Load, Gross and Star Code, normally \$120 for only \$50.

Don't know your car's Tare weight? There are people out there with libraries that can probably provide a 'good enough' answer. You should know how many seats or beds the car has. What you may not know is how many gallons of water your car carries. But old documentation must be treated with caution, a car built as a sleeper converted to a diner will have a much different weight than when built. Just costs time and money to have someone chase it down.

See you at Cinci!

Pamm and Dan Monaghan
Co-Managers RPCNB

Amtrak Actions



There have been some major changes at Amtrak and CNOC: Stephen Gardner is now Senior Executive Vice President and has increased responsibilities over NEC, State-Supported and Long Distance Service Lines, Product Development and Customer Experience, Corporate Planning and Strategy, Government Affairs, Corporate Communications, Real Estate, Station and Facilities. Randal Barrows has left his position as Manager of Charter Service and Special Movements and Missy Dukeman has moved

from the office of Charter Services and Special Movements to the power desk.

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



A few photos from members' Santa trains:

Polar Express at the Whitewater Valley Railroad in Connersville Indiana



Collis P Huntington Holiday Social

CSX Transportation has donated a turntable to Watertown Tennessee that could eventually be used by Nashville, Chattanooga & St. Louis Railway 4-8-4 No. 576, The turntable is currently located in Atlanta and will be disassembled and then installed in Watertown where it will be used by the Music City Star, Tennessee Central Railway Museum, and eventually No. 576.

Strasburg Rail Road, has announced Craig Lefever as its newest President and Rick Musser, Jr., as the Chief Mechanical Officer. The two positions were previously held by Linn Moedinger, who retired Dec. 21, 2018.

Amtrak/Federal Agencies



A federal grant will pay for installation of positive train control on 179 miles of track between Dodge City, Kan., and Las Animas, Colo. on the Southwest Chief

Colorado U.S. Sen. Michael Bennet (D) says that the U.S. Department of Transportation is awarding a federal \$9.16 million Consolidated Rail Infrastructure and Safety Improvement grant to cover the installation, which covers trackage hosting BNSF freight traffic as well as the Chief.

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