



From the President



Another great conference is in the books. I don't say that lightly considering the year many of you had. Many operations had continued success and growth within the tourist segment of our industry. The overshadowing policies of Amtrak affected revenue to the point of complete shutdown for many within charters and private car movements. Others are still trying to find ways to keep their cars running.

Amtrak wasn't the first obstacle we have faced within this industry. A few years ago, it was closed bearings that one class one chose to put restrictions on. On another class one, it's almost impossible to move any passenger cars in regular freight service. It's not just us. Short lines and regionals have fought the battle of moving locomotives for

some time. Today I received a call that a locomotive that was in excellent condition was just delivered to a customer with square wheels. Now the battle begins with the class one railroad to make it right.

It's easy to say that the railroads have moved this equipment for years, what's the problem? Yes, it's true they have but, train lengths, PTC, increased business with diminished capacity and other factors, have changed the playing field. We have to learn how to work within these limitations. It's not easy, but as my brother reminded me, the NS trains that have distributed power can be 250 cars long. Do I want my private car on the rear of that train?

We as car owners are doing better with delivering passenger cars that are more mechanically sound and not rolling derelicts. We are developing relationships with our local trainmasters and working more closely with railroad officials on every level. No longer do you just hand your car off to a railroad and wait for it to arrive at the other end. We as car owners are hiring professionals to escort our cars through every step, and in some cases, we've become the expert. It seems unfortunate that we are paying higher rates for a service that requires diligence on behalf of the customer, but those are the times we now live in. Then again, there are segments that surprise me and I have to give credit to CSX for one move that I'm familiar with. This year a new operator moved four hi-level ex-Santa Fe cars with idlers (for handbrakes) from the Nashville & Eastern to Lapel IN. Not only did the move go quickly and professionally, but the cost was much less than we originally budgeted. This was as a result of pre-planning and professional communication with the class one. A direct result of RPCA's previous seminars on "how to move your equipment in freight service" plus, the added benefit of long-time members and participants in RPCA's programs at the originating point, and those providing services that escorted the cars. It also helped having seasoned railroaders with good reputations on the project. That may sound excessive, but the railroads are a business that have to move time sensitive freight on

limited capacity. The more prepared and professional our shipments are, the better our cars and locomotives will move.

So, we faced a lot of topics head on, while in Cincinnati. Thank you to Stephen Robusto of Amtrak for standing in a tough spot and answering our questions. We may not have received all the answers we wanted, but he hung in there, and we now have an open dialogue that we previously did not have.

Other items discussed within the board meeting and in other meetings during the conference:

- We agreed to start a fund to hire a legislative liaison that would not come out of the general membership dues. Currently he or she will work directly for RPCA but will also work hand in hand with AAPRCO and RPA on common goals. More information will follow.
- We are working on direct matrix system for tracking delays with private cars on Amtrak.
- Our insurance committee is digging down deep into the car inspection insurance policy to have something in place for our inspectors.
- We've established a quarterly conference call with Amtrak that will cover car movements, mechanical and other aspects of private car movements.
- Cab Unit Preservation Society will print their first publication covering cab units and stories from our members.
- We will be returning to North Carolina Transportation Museum in 2021.
- All board members returned to the board and officers stayed the same.

We have seen some positive steps this year. For the first time in many years we had not only one Amtrak sale but two. It wasn't that long ago that cars were being cut up instead of being sold. Recently we requested an extension on insurance requirements for our car inspectors while our insurance suppliers worked out the details of a new policy. It was granted. Our "Furthering the Next Generation" program is growing with noticeable results at our conferences. A new conference assistance program for those under 30 is in full effect. We now receive an electronic newsletter every month that's getting the information out to our members in a timelier manner. Our new magazine was introduced last year with two issues to be produced each year. And our safety program has been fully implemented over the last couple of years.

Thanks again for all of you who were involved in a very successful conference. Charles, Ray and all those who assisted them did a wonderful job. Like every year there's always something that doesn't go just right and we try to correct those issues in the following year. Thank you to the vendors for their support and patience. Space was limited this year and we will correct that for next year. Jim Wrinn of Trains Magazine did a wonderful job as our guest speaker. To those that couldn't make it, we missed you and hope to see you next year. Harry & Patti Davis along with Dan Maguire had registered to attend but had to cancel. They donated their registration fees to the Fuehring Fund instead of asking for a refund. That is a class act and we thank you for your contribution.

As I close, I'm reminded of the friends and colleagues that all came together for a celebration that was unexpected. Genuine smiles and laughter could be seen despite the circumstances of the year. Several of those circumstances were life altering and many businesses and support businesses to the industry had major losses and several closed down completely. I believe to my core that people of character make the difference regardless of their circumstances. I truly admire those who choose to make a difference in this world with their attitude and grace, despite their circumstances.



One of the many and visible examples was Conductor Bill & Debbie Hatrick in their formal railroad uniforms. They demonstrated for all of us a shining example of this year's attitude and grace at the conference and truly made my day, and many others.

Thank you to everyone who helped make this a special conference. See you in Albuquerque in 2020.

Be Safe.

W. Roger Fuehring

2019 Conference Jan.16-20 Cincinnati

About 200 RPCA members attended the 2019 Conference in Cincinnati, Ohio. Of the participants 6 were first time attendees under the age of 30 including Fuehring Fund winner Aaron Farmer. There are currently 442 members. 26 new members joined as part of our special membership drive.



Board Meeting

Highlights of the board meeting included the reelection of officers: Lewis Foster, Roy Wullich and Gary Carter. [click here for more on the meeting.](#)



Pizza and Beer Train

A train load of attendees took a ride on the Lebanon Mason Monroe Railroad. The under 30 crowd served pizza and beer



Money raised from the excursion will benefit youth travel expenses and the Fuehring Fund



Whitewater Valley Railroad Tour

Passengers took a one way ride on the Whitewater Valley Railroad.



A newspaper article on the trip [is attached here.](#)



Whitewater Shop Sessions



Amtrak Update

Two managers from Amtrak's special moves department in CNOC, Steve Robusto and Mike DeAngelo spoke to a packed room. Several issues were prominent during the presentation and hour long question and answer session: Private cars must not cause delays for regularly scheduled trains, Amtrak must recover its costs and insure there is enough "meat on the



Membership meeting and other sessions

Other sessions included: Successful social media, Head End Power Options, How to Manage your Gift Shop, PTC Mainline excursions, Safety Committee and How to update your locomotive Blue Card. On the last day the Annual meeting was



Private Cars and Politicians

Ross Capon, who for decades has advocated for passenger trains on the Hill presented the

bone”, operators should work with Amtrak for creative solutions for their issues. Amtrak will try to communicate more transparently through its private car website and car owners should be proactive in explaining significant delays on trains they occupy.

[For a summary click here.](#)



Social opportunities are another important part of the conference. Opportunities for networking were combined with a magnificent setting at Cincinnati Union Station.

held. [Click here for a summary.](#)



The annual banquet not only provided a fine meal and engaging table talk but also an interesting presentation by Trains Magazine editor Jim Wrinn.

latest information on Amtrak and private cars and special trains and where we go from here.

[Click here for his presentation.](#)



The nightly hospitality rooms provided by our sponsors and the adjacent slide show room also allowed for a lot of train talking.

THANK YOU

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Silent Auction donors:

RPCA again conducted a silent auction, to benefit the Fuehring Fund. This year, the actual auction collected \$2077 on 68 items. Many people paid more than the amount bid, and several people just gave us straight donations without purchasing anything. We would like to thank our donors for their generosity. We believe that the “prize” for the most unusual item this year goes to Rail Journeys West for the CN Stretcher. Once again we had a “mystery box” which sold for \$60; the winner was pleased with his purchase, and has promised to bring us a new one next year.

In addition, we received \$271 in straight donations from several people, whom we also thank for their generosity. Our total collection was \$2348, which will go a long way in bringing additional young people into RPCA.

Silent Auction winners:

We would like to thank our winners for their generosity and the many people who bid on our items, but did not win. You helped us to get the prices we did on these many items.

Conference Sponsors:

The RPCA wishes to thank the conference chair, Ray Kammer and his team who worked very hard to put on a successful and informative conference for all of us. Another big thanks to LM&M Railroad, Ohio Rail Experience, The

**And thank you
Eileen for all you do.**

Cincinnati Railway Company, Whitewater Valley Rail Road and Cincinnati Scenic Railway

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Silent Auction workers:

We wish to thank the people who work to make the silent auction a success. Special thanks goes to Frank Dziama, Renee Luebke, Sam Luebke, and Eileen Weber. These people spent much time at the auction table, in the setup and processing of the purchases. We also wish to thank Jonathan Smith, Judy Gray and Pamm Monaghan for their assistance when we were closing the auction, and at other times as needed. We appreciate all your help.

Railcamp:

Once again, we held a collection for Railcamp during the banquet. We collected over \$2300, and later received a check from a member who did not attend the banquet. Again this year, our insurance brokers McRail McCarthy Rail Insurance Managers, HMBD Insurance Services, and United Shortline Insurance Services Inc., have agreed to add additional donations to this amount, so that we can afford to fully sponsor 2 Railcamps. We thank all members for their generosity, and especially our Insurance Brokers who assist us with this project.

Additional donations:

If anyone cares to make an additional donation for Railcamp (for high-school age youngsters) or the Fuehring Fund (to support our own and new under-30 members), please mail a check (made out to RPCA, and annotated Railcamp or Fuehring), and mail to Eileen Weber, 18 Millspring Ct., St. Peters, MO 63376. Please note that RPCA is a 501(c)(6) organization, and donations are not tax-deductible.

A Word About Amtrak's Rate Addendum

None of us enjoys being the recipient of price hikes, but sadly they are a fact of life. Previously, movement requests in Amtrak's possession at the time of a rate change were billed at the rates in effect at the time of movement, often forcing car owners to have unpleasant conversations with their customers, or the PV owner frequently just absorbing the loss.

This more irksome aspect of Amtrak's past practice of delivering price hikes to PV owners and operators, has now been eliminated. Amtrak's Conditions for Movement of Private Cars, item 9, states in part, "Private car moves confirmed prior to any such changes will be honored at the rates contained in the confirmation." What this means, according to Amtrak, is movement requests that Amtrak has confirmed receipt of to you in writing prior to announcement of tariff changes will be honored at the rates in effect at the time of receipt.

Amtrak has been diligent in confirming receipt of requests in a timely manner, usually within a day or so. If you do not receive a note from Amtrak confirming they have received your request within a reasonable time after you sent it, you need to get on the phone and verify they got it. So, for example, if Amtrak has confirmed they got your movement request on June 10, for a trip to occur in October, then on July 1 Amtrak announced new rates effective in 60 days

(September 1), your request will be processed at the rates in effect as of the date Amtrak received your request (June 10) not the new rates, as was done in the past. There are, however, a couple of caveats: If you, the private car operator, subsequently submits a change to the move request after new rates have been announced, those segments which have been changed by you will be billed at the new rates. If the modification of the move request is necessitated by changes Amtrak made, the original rates will apply.

Burt Hermey



RAIL CAMP

It's time to find a RailCamp camper in your area! Each year RPCA sponsors two scholarships -- one under the Caldwell-Luebke Scholarship Fund and one under the Stanlee E. Weller Scholarship Fund to send two deserving youth to the NRHS RailCamp.

During our annual banquet and throughout the year we make the appeal to our members and welcome your contributions to these funds.

Once again RailCamp will be held in two locations in 2019:

1. June 23-29, 2019 – RailCamp East, with headquarters at the University of Delaware-Newark.
2. July 28-August 4, 2019 – RailCamp West, with headquarters at the University of Puget Sound-Tacoma.

If you have a potential scholarship recipient, please let me know by March 1, 2019. Sponsored campers receive priority placement.

RailCamp 2019 deadlines are: March 10, 2019 – Deadline for sponsored camper application. April 1, 2019 – Final deadline for all camper applications.

More information on NRHS RailCamp and the application may be found at: <http://www.nrhs.com/program/railcamp>

Should you have any questions, or would like to make a contribution to the Scholarship funds, please contact me at: rjwullich2@aol.com

In the recent RailCamp magazine article we incorrectly listed the date of Kevin Luebke's passing in 2001 and the naming of the Caldwell-Luebke Scholarship fund. The scholarship fund was renamed the Caldwell-Luebke Fund in 2002. We sincerely apologize for the error.

Roy Wullich

Safety Feedback



Again this year the RPCA Safety Program was offered to the conference attendees in Cincinnati. This marks the 4 conference at which members could review and engage in a discussion of the program.

Among other things discussed in the meetings were the safety issues revealed by the recent season of holiday trains. By far and away, the most observed issue was footing while boarding and detraining the Santa trains. Kids wanting to jump off the bottom step and then landing on their butts was one instance reported. Another kids issue was where the kids had an arm around a stuffed animal and not wanting parents to hold onto it while the child detrained. Adults stepping onto platforms and losing their footing was discussed as well as those passengers who failed to use the hand rails in the vestibules and platforms. This can be especially hazardous when a parent has a little one in their arms and stumbles or slips in the stairwell. What can we do to help? A car attendant could be at the bottom of

the stairs reminding the passengers that slippery surfaces are a challenge as well as encouraging the use of all railings.

No one wants to go through the Christmas season with any kind of illness or injury. Educating passengers on safety practices is part of our job as RPCA members.

Gary Carter

Reducing Amtrak Train Delays Involving Private Cars

**REDUCING
DELAYS
ARTICLE**
**Click
here**

We're all familiar with anecdotal evidence of private cars being unfairly blamed for delays to Amtrak trains. Changing a culture will be very difficult and time consuming, however, there are things we can do to reduce the likelihood that our cars have caused the delays. Rob Mangels gave a good seminar at the Conference just concluded, quantifying these simple things.

UMLER NEWS

We have already gotten some comments about the car weight issue just since the Conference. Many people don't seem to understand why, when they provided the data to Amtrak, it was not put in Umler. Here's why, again.

Amtrak uses a data system called ARROW. ARROW is NOT Umler, has no connection to Umler. Further, Amtrak does NOT have access to the various reporting marks to input data to Umler, and doesn't have the employees to do so even if they did have access rights.

Uploading all mandatory fields in Umler is the car owner's responsibility. For those under the aggregation reporting marks, it is Bart Barton for PPCX, and Pamm and Dan Monaghan for RPCX. For those operating under other reporting marks, it is through your reporting mark administrator or representative.

Now some have already said, good that's done. No it isn't. Brake ratio is coming next, as well as a couple of other things we don't even know everything about yet. There is another major update coming in late February. Hopefully there won't be anything on passenger cars, but who knows. At least it won't be from a change request we made, after 7 years they've finally gotten through all our requests. There needs to be a discussion about brake ratio about how we are going to handle it. The freight car empty and loaded brake ratio being applied to our passenger cars are very low. For movement in freight train service, no problem. The problem will be operating passenger trains on the freight railroad system. Because the freight ratio is very low, the passenger train will stop very much shorter than the same weight freight train as the computer calculates it. That is good, shorter is safer, longer is not, but someone is going to start asking questions. Because of commuter and Amtrak trains, there may be a push to get more accurate brake ratios into Umler to allow better train performance. And that will then affect us.

Of the 22 cars we reported at the Conference, plus 1 since, already in conflict because of the weights not being input, we've already gotten data on 12 of them to input. You will soon be receiving the invoice for that work. More cars will be going into conflict as the computer gets around to them. And the date of initial conflict will always be Dec 7, 2018, regardless of date the notice is published.

Locomotives that did not have the new mandatory PTC fields input starting last October are now beginning to drop out of the system. And to put them back in requires input of those same fields or the computer won't accept the input.

These are JDI, Just Do It.

FYI, if you have a tracking device in/on your car, there is a field in Umler to identify this, if you want to. It is not a mandatory field. And don't forget that putting an antenna on your roof that wasn't there before does increase the car height, as does mirrors on the side increase the width.

Until next month, take care, stay safe.

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 the vacancy is expected to be filled in the next

30-60 Days. 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



The last annual steam-powered mainline excursion train in the U.S. is no more.

Denver Post Cheyenne Frontier Days Train has come to the end of the line according to the Denver Post The 2018 trip ended abruptly outside of Denver when a spectator was killed photographing the train powered by 4-8-4 No. 844.

The 64-mile narrow gauge Cumbres & Toltec Scenic Railroad that runs from Chama to Antonito, Colo., is the subject of a new documentary short film, The Railroader, premiering on National Geographic Short Film Showcase. The video will be on Nat Geo's YouTube channel

Two Maine two-foot gauge railway museums will collaborate to preserve and share several important artifacts. The Maine Narrow Gauge Railroad Co. & Museum and the Wiscasset Waterville & Farmington Railway Museum will develop an exhibition to be called the Narrow Gauge Railway Collection. The Maine Narrow Gauge Railroad's four cars long displayed in the Portland Co. building, along with three other pieces, will be moved to the WW&F's Sheepscot Station campus in Alna, about 50 miles northeast of Portland.

The Railroad Museum of Pennsylvania has reached its \$250,000 goal for the Ready For The Roundhouse fundraising campaign for the preservation of five historic steam locomotives. The five steam locomotives include Pennsylvania Railroad M1b No. 6755, K4s No. 3750, L1s No. 520, H10s No. 7688, and B6sb No. 1670.

The nonprofit Friends of the 261 has reached an agreement with Watco Cos. and the Wisconsin & Southern Railroad to acquire former Milwaukee Road E9 No. 32A, one of four surviving Milwaukee Road E9s.

Amtrak/Federal Agencies



Nominations for rail transportation federal leadership posts were announced Jan. 16 by President Trump. All are nominees from the previous session of Congress, and were cleared by respective Senate oversight committees for confirmation on the Senate floor—but none advanced for a floor vote prior to the Senate adjourning.

- Rick A. Dearborn to the Amtrak Board of Directors for a five-year term, succeeding former BNSF attorney Jeffrey R. Moreland, whose term expired, but who is in holdover status.
- Joseph Ryan Gruters to the Amtrak Board of Directors for a five-year term, succeeding Albert DiClemente, whose term expired, but who is in holdover status.
- Leon A. Westmoreland to the Amtrak Board of Directors for a five-year term to fill a vacant seat.

A decision on a confirmation vote is at the discretion of Senate Majority Leader Mitch McConnell (R-Ky.). An objection by Minority Leader Chuck Schumer (D-N.Y.), or a “hold” by any of the 100 senators, could delay a vote on a specific individual.

With the new Democratic majority in the House of Representatives, Rep. Peter DeFazio, D-Ore., has taken the reins of the House Transportation and Infrastructure Committee, succeeding Bill Shuster (R-Pa.), U.S. Rep. Dan Lipinski, D-Ill., will serve as chairman of the Subcommittee on Railroads, Pipelines and Hazardous Materials.

Arkansas Rep. Rick Crawford will serve as ranking member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials. Sen. Tammy Duckworth was named ranking member of Senate Commerce Surface Transportation subcommittee.

[Amtrak](#) has awarded an \$850 million contract to [Siemens Mobility](#) for [75 diesel locomotives](#) as part of the railroad’s plan to replace its aging national network fleet. The initial 75 Charger units will be used primarily on Amtrak’s long-distance service routes.

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

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