



INFORMATION PASSENGER CAR EXCHANGE
RAILROAD ALLIANCE

Happy St. Patrick's Day

From the President



It's been an interesting month that has moved quickly. In February we saw the long-awaited release of the Inspector General's report in regards to private cars and charters on Amtrak. The report as a whole did not reflect the actual circumstances in the field.

Burt Hermei has taken the lead in responding to the Inspector General's report directly on behalf of RPCA. He has solicited additional input from several others and has composed a fair and balanced response to issues laid out in the inspector's report. To let the report go unchallenged would be to accept a total and complete loss of affordable transportation of our private cars on scheduled Amtrak trains. At this point, charter trains will only be a memory if policies don't change quickly.

On a lighter note, we are about to undertake the first major celebration of the completion of the transcontinental railroad in May 1869. I was reminded on the most recent Train's Magazine podcast of some interesting facts surrounding past celebrations.

The 50th anniversary happened just as WWI ended. You would've thought this would've called for even more of a celebration however, a deadly influenza pandemic broke out in 1918 worldwide and continued into 1919. This affected almost every American family and no one was in the mood for celebrating or taking a chance at traveling.

So, what about the 100th anniversary? Under normal circumstances this would've been a major anniversary that would have rivaled the 1939 celebration. That was the 70th that included the release of the Cecil B. DeMille movie (Union Pacific) and the revealing of the Golden Spike monument at milepost 0.0 in Council Bluffs, Iowa. But the 100th anniversary was competing with another major event in United States - the moon landing.

So, the 150th anniversary will be a celebration like no other. Compliments of the Union Pacific, it will be done in "Big Boy" style. Should be quite a show.

In closing I would like to announce that I will be taking on a new role in March as the Chief Mechanical Officer of the Lake State Railway in Saginaw, MI. I am truly blessed and honored to work for such a reputable organization and look forward to becoming part of their family.

I also want to congratulate the Mad River and NKP Railroad Museum in Bellevue, Ohio along with the generosity of the Railroad Museum of Pennsylvania for bringing the NKP 757 back to Bellevue. Well done.

Until next time, Be Safe,
W. Roger Fuehring

Amtrak Inspector General Issues Report on Private Cars



OIG REPORT

On February 6, Amtrak's Office of Inspector General for the first time issued a report on private railcars. In the conclusion the OIG states:

"the company has historically not identified most of its costs for operating the private railcar program and services. Thus, the company does not know the extent to which it is capturing these costs through its pricing decisions. Additionally, weak program management practices have led to lost revenue and missed opportunities to generate additional revenues, and they also pose safety and liability risks for customers and employees."



RPCA RESPONSE

RPCA has responded to the report and to Amtrak's reaction (which was to indicate they plan to increase their fees again in October whether or not they comply with instructions to determine the actual costs.)

Burt Hermey, with input from other Board members, sent the attached report to the OIG, some senior Amtrak management (Richard Anderson, Stephen Gardner) and to members of Congress.

The report was issued by Kevin Winters, appointed last month by Amtrak as inspector general. Winters has served as deputy inspector general and counsel since 2015, after 10 years as a senior executive with NASA's Office of Inspector General (OIG).

More than 90 US Representatives have signed a letter sent to Amtrak President Richard Anderson demanding answers. Among the questions was: *"Is Amtrak considering further changes that would limit the ability of private car owners to travel on Amtrak trains? If so please provide the basis for such changes as a recent Inspector General's report critiqued Amtrak management of private car service including a lack of information on the costs of the service."*

If a representative from your district signed the document, please write them an email and thank them.

[Letter to Richard Anderson from Congress](#)

NEW RIVER TRAIN DERAILED BY AMTRAK



The last main line excursion train of private cars in the nation is dead. Amtrak's increased prices and access restrictions put the non-profit Collis P. Huntington Rail Road Historical Society Inc. into \$180,000 debt after last year's October trips. RPCA members Chris Lockwood and Borden Black visited West Virginia state Senators and Delegates as well as staffs for US Senators Manchin and Shelley Capito but despite lawmakers' efforts money could not be found to pay off debts and provide startup for the 2019 train. Chris Lockwood and Joe Rosenthal also reached out to CSX to run the train. The request was considered by the freight railroad's board but denied.

"We do want to thank CSX for their consideration and for their support in the past and continued support in the future," Chris said. He also pointed out the help that Senator Joe Manchin has provided including this [recent letter](#) to Amtrak.

For 52 years, the New River Train has run for two weekends in October between Huntington and Hinton West Virginia. In March of 2018, Amtrak imposed new restrictions which eliminated special trains like the New River train and removed Huntington as a station where private cars could access regularly scheduled Amtrak passenger trains.

As the result of intervention by West Virginia's Senators, the passenger rail company agreed to allow the 2018 special train to run but increased the cost by \$120,000 and imposed additional costly restrictions. Despite selling all the seats for the two October weekends at an increased price, the train operated at a \$180,000 loss. In addition, other regularly scheduled trips to Washington and New York had to be cancelled since the CPHRRHS cars could no longer originate from Huntington.

The financial loss meant the two employees were laid off and the chapter's offices closed. Amtrak has agreed to allow the 2019 train to run but an increased price quoted by Amtrak and the debt from last year's trip makes the 2019 excursion economically impossible. This is an important economic issue for Huntington and the surrounding area. During the two weekends of the excursion, 4,800 visitors have an economic impact of about \$2.3 million on Huntington alone and approximately \$5 million in West Virginia.

[Trains Magazine story 1](#) [Trains Magazine story 2](#)

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.

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

Roy Wullich

March Safety Madness



March is the time of year when we start in with our work on our cars. Some of that work normally takes place in the outdoors. Around these parts, March has a difficult time in deciding on what type of weather to throw at us which can impede our work schedule. March is typically the snowiest month for us which translates to slippery, wet surfaces. This can pose hazards from anything like climbing ladders to using a welder.

If it is not snowing, then you can bet the wind is whipping us around. Last week we saw wind gusts in excess of 75 MPH and it has been known to peel the fluting off of passenger cars. Safety goggles are a must if for nothing else but to keep the dust out of our eyes. Winds can also present a fire danger if the work is calling for grinding or welding. Be aware of red flag warnings in your area. Some days the temperature can start out in the teens and jump up into the 50s. Layering up for this change in temperature can make all the difference. This allows for the fluctuations in the temperature and certainly

makes it more comfortable when the wind kicks in. Insulated work gloves and a stocking cap can make a big difference as well.

I know that we are all having a good case of cabin fever and are looking forward to breaking out the grinders and cutting torches. Know the forecast, be prepared for the weather changes and get that job done safely.

Gary Carter

PLANS FOR 2020 CONFERENCE IN ALBUQUERQUE



CALLING ALL MEMBERS AND SPOUSES...

I know that you are probably still thinking about the wonderful 2019 RPCA conference in Cincinnati, but now is the time to start thinking about the 2020 conference being held in the Historic southwest city of Albuquerque, New Mexico. New Mexico has a great history and Gary and I would like to introduce you to some of the wonderful things the southwest has to offer.

We will kick off the conference with a reception at the Nuclear History Museum. (Los Alamos, NM is noted as the birth place of the Atomic Bomb). There will be the usual breakout sessions that everyone looks forward to, but there will also be some exciting adventures for the spouses and those that want to do more exploring.

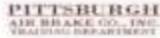
We will take you to a "trading post" in Albuquerque for jewelry, rugs, pottery and other Native Indian collectibles. This store has a great selection of items and the staff is very knowledgeable about the artists that created them, not to mention it has the best prices around.

We are planning a day trip to the fabulous city of Santa Fe by way of the Rail Runner. Santa Fe is known for its art, jewelry, food and culture. (It is one of my favorite places) In Santa Fe you will be able to explore the 17th century Plaza and its many shops. The plaza was originally settled by the conquistadors. You will want to visit Loretto Chapel on the Old Santa Fe Trail. There are restaurants for all tastes, Mexican food, pizza, burgers, ice cream and more.

We hope a lot of you will stick around for the excursion on Monday. It will be a bus trip to the Acoma Pueblo which is 60 miles west of Albuquerque. We will start in the Sky City Cultural Center. The original Pueblo was built in the year 1100. It has been named as a historic site by the National Trust for Historic Preservation.

Stay tuned, there will be more details to come through out the year. Hope to see all of you in Albuquerque in 2020.

Sue and Gary Carter
2020 Conference Committee



Air Brake Freight and Passenger Training & Recertification Class

When: March 11 & 12, 2019
Where: Cuyahoga Valley Line Railroad
7600 Canal Rd
Valley View, OH 44125

Price: \$1500.00 per person
\$300.00 per person for Recertification (March 11th only)

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

UMLER UPDATE

PTC Operating Status Mandatory in Umler®

In preparation for the Umler Release scheduled for March 14, Railinc is reaching out to locomotive owners affected by an impending rule change for PTC Operating Status (L024). This element will be mandatory for LOCO equipment after this release.

What You Need to Do

To avoid these locomotives going into conflict after March 14, please update the reported in PTC Operating Status (L024) field in Umler to align with this impending rule change.

Dan and Pamm Monaghan

Dailey Grant Award Announcements



The Tom E. Dailey Foundation is pleased to announce that 10 grants totaling \$45,000 were awarded at the February 9, 2019 quarterly board meeting. Since 2013, the Foundation has awarded 282 grants totaling \$854,456. The next board meeting is planned for May 11, 2019.

Hocking Valley Scenic Railway \$ 5,000

Funding was granted to fully restore to near original configuration a former Canadian Pacific passenger coach and put it into revenue service on their tourist railway. This is the second such car they are restoring, and the project is expected to be completed by year-end.

Lake Superior Railroad Museum \$ 2,500

Funding was granted for restoration of Erie Mining Company Baldwin diesel locomotive No. 403/7243. This was the very last locomotive to leave Baldwin Locomotive Works' plant, and worked at Erie Mining's plant in Hoyt Lakes, Minnesota. Restoration is expected to take 6 months once fully funded.

South Park Rail Society \$ 2,500

Funding was granted for restoration of Colorado & Southern Railroad Gondola No. 4319 (C&S #4319), an original narrow gauge freight car built by the Colorado & Southern Railway company in 1902. It is the only surviving example of the hundreds of coal cars built in Denver at the beginning of the 20th century. The planned restoration of C&S #4319 will make the railcar fully operational. The railcar will not only be a static display inside the museum building but during the summer months, the C&S #4319 will be part of "Operational Displays" where locomotives are used to pull vintage narrow gauge railcars around the restored trackage at the Como Museum. With funding in place, restoration should be completed in just over 9 months.

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 U.S. Postal Service has added three new stamps to the 2019 Stamp Program. They mark the 150th anniversary of the completion of the transcontinental railroad. Two different stamps feature the *Jupiter* and the No. 119 locomotives that powered the trains carrying the officers and guests

of two railroad companies to the Golden Spike Ceremony, held when the two rail lines were joined at Promontory Summit in Utah. A third stamp portrays the famous golden spike that was a prominent part of the ceremony.

Nickel Plate 2-8-4 No. 757 is returning to Bellevue, Ohio, to the Mad River & NKP Railroad Museum, after more than 50 years at the Railroad Museum of Pennsylvania. The Strasburg Rail Road delivered it to its interchange track, where Norfolk Southern picked up for the special 25 mph move back.

The Grand Canyon Railway on the former Santa Fe branch between Williams, Ariz., and South Rim, will see steam again in 2019. Former Burlington Route 2-8-2 No. 4960 will operate on the first Saturday of each month starting March 2 and going through Oct. 5. A special train will run Sept. 21 on Grand Canyon Railway Day.

The Lake Superior Railroad Museum has begun a fundraising campaign to return Northern Pacific SD45 No. 3617 to operation. The locomotive was donated to the museum by Canadian National in 2007 after service on Wisconsin Central and CN.

A vintage Southern Railway locomotive has returned to the Southeastern Railway Museum in Duluth, Ga., after nearly four years of restoration work. Southern Railway No. 6901, an E8a diesel passenger locomotive, routinely powered the Crescent passenger train between Atlanta and Washington, D.C.

The retirement of Amtrak's last Solari train announcement board at 30th Street Station in Philadelphia has inspired the restoration of another Solari board to operation. Members of the Berkshire Scenic Railway Museum are exploring how to make operational the Boston Route 128 station Solari board that Amtrak donated in 2015.

Rail Safety Week will be observed Sept. 22-29 in the United States and Canada. The week-long event is organized to encourage safe behavior near railroad tracks. Each year, 2,100 North Americans are killed or seriously injured because of unsafe behavior around tracks and trains, according to rail safety organizations.

Amtrak/Federal Agencies



The budget compromise passed by Congress and signed by the President funds Amtrak at \$1.9 billion, equal to last year's level. The bill also includes \$670 million for rail infrastructure improvements. The bill includes:

A statement from the Congress that that long-distance passenger rail is an essential part of the nation's transportation system, specifically for rural parts of the country, and should be retained to ensure connectivity throughout the National Network;

A requirement to invest in the capital improvements for the Southwest Chief, and a prohibition on the use of these funds to "discontinue, reduce the frequency of, suspend, or substantially alter" the route; The return of discounted passenger fares for U.S. military veterans; Bringing back station agents to any Amtrak station that had a ticket agent position eliminated in fiscal year 2018; Congressional direction to Amtrak to improve communication and collaboration with local partners and take into consideration the unique needs of each community, including impacts to local jobs, when making decisions related to the staffing of Amtrak stations.

According to the Wall Street Journal, Amtrak is considering a plan to replace its long-distance train network with new corridors along parts of the same routes. An Amtrak spokesperson said a study and planning isn't done yet, and any plans or recommendations will come in the railroad's reauthorization proposal due later this year,