



## RPCA NEWS

We are still seeking a name for the full color magazine/newsletter that editor Joe Rosenthal will be mailing twice annually. Please email your suggestions to us. We both still need your articles, news and general input. You can send it to: [Media@RPCA.com](mailto:Media@RPCA.com)



**Act today.** Applications Due March 1 for Scholarship Consideration. NRHS RailCamp - Just a reminder. We still need male and female applicant's for the NRHS RailCamp. Each year we provide a minimum of two

scholarships for a male and female student under the two Memorial Funds established for this purpose. The Caldwell-Luebke Fund and Stanlee E. Weller Fund provide attendees with full tuition, room and board to the week long rail camp on either the east or west coast. (Transportation is up to the attendee). Preference is given to RPCA Members, members families and members of RPCA Organizations. For Scholarship consideration, please submit your RailCamp application by March 1, 2018 to Roy Wullich, RPCA RailCamp, PO Box 719, Quinton, VA 23141. Please do not mail them to the NRHS. For more information and the application: <http://www.nrhs.com/program/railcamp>



### From the President

Many of us now find ourselves catching our breaths from last year. The seasonal excursions around Christmas are turning into a revenue stream that exceeds the previous months of revenue. The excursion model has changed several times as the population ages along with changes in entertainment, technology and how we communicate with each other. Social media as a marketing tool has an incredible reach. Many operations quickly adapted and the ones that didn't have realized their mistake and made the needed changes. In some cases, a few have closed down for one reason or another or re-opened with new operators. For the most part, we have adapted well. This coming from a man that doesn't use Facebook, that bird Sylvester the cat chased or any other social media. I don't see them as a bad thing when used in moderation, I'm just in a position I haven't needed to use them. To all of you that played a major part in the history of your operations with these changes, well done.

As good as we have done with the changes in our times, you can't help but be amazed at Amtrak over the last several years with the increase in ridership and on time service. In FY2017 Amtrak has covered 94.7 percent of their total network operating cost through ticket sales and other revenues. Some level of Federal investment will always be required to have a strong, safe national passenger rail network. So here comes the next round of battles in the long distance trains that may fracture them one day. First we have the recent bad press with Amtrak on our daily news channels based on several incidents (in most cases out of their control). In addition, we have the always looming budget cuts. CBS reported in February that: "the federal government has a suggestion for how to fix Amtrak's money-losing long-distance routes: stop giving them money." The current suggestion is to cut Amtrak's budget in half to 738 million.

So where does that leave us? We are back to the continuing education of the public as they ride on our private cars and excursions and contacting our legislators on the state and federal level as we have done many times before. Attend Railroad Day on the Hill on March 7<sup>th</sup>, 2018 if you're available.

Most of all keep safe out there and always do your best to put a good face on rail travel.

**Roger Fuehring**



### **The Tom E. Dailey Foundation Awards Railroad Preservation Grants**

The Board of Directors of the Tom E. Dailey Foundation are pleased to announce the awarding of 8 grants totaling \$29,500 at our February 3, 2018 quarterly board meeting. Since 2013, the Foundation has awarded 239 grants totaling \$723,206. Our next board meeting is planned for May 5th, 2018. Congratulations to all recipient organizations! The following four awards were made in the Railroad Preservation category:

**Greenville Junction Depot Friends - Greenville, ME \$4,000**

Greenville Junction Depot Friends, a volunteer-based 501(c)(3) community organization in Greenville, Maine, requested funding for the restoration of the 1889 Canadian Pacific Railway Depot in Greenville Junction, Maine.

<http://www.greenvilledepot.org/>

**The Pennsylvania Railroad T1 Steam Locomotive Trust - Pottstown, PA \$5,000**

This non-profit organization that believes in thinking differently about preservation requested funding for "T1 Trust Tender Brake Work", brake work on the only surviving, 16-wheel, PRR long haul tender in existence. The total cost of these repairs is estimated at \$10,000 and the T1 Trust has already allocated the other \$5,000.

<https://prrt1steamlocomotivetrust.org/>

**Center for Railroad Photography & Art - Madison, WI \$5,000**

Founded in 1997, the Center has grown to become the nation's leading railroad arts organization. Their mission is to preserve and present significant images of railroading, interpret them in print, in exhibitions, and through the Internet. They requested funding for "After Promontory: Transcontinental Railroads and the American West" a physical (& digital) exhibit, book, and conference celebrating the 150th anniversary of the completion of the first transcontinental railroad.

<http://www.railphoto-art.org/>

**Colebrookdale Railroad Preservation Trust - Boyertown, PA \$1,000**

The Colebrookdale Railroad Preservation Trust requested funding to support their efforts to make the Colebrookdale experience accessible to all persons. Funds will be matched and used to install functioning ADA-compatible doors, hallways and a restroom as part of their ADA-Compatible Palace Car Restoration Project.

[www.colebrookdalerrailroad.com](http://www.colebrookdalerrailroad.com)

### **SLIPS, TRIPS AND FALLS**

After having worked for over 20 years for the State of Colorado, I have sat through countless numbers of safety presentations. The Risk Management Officer grew many a gray hair over the subjects of Slips, Trips and Falls. These are the big three when it comes to the filing of incident reports for this officer.

The approach was to be proactive in the prevention of these accident builders. This is especially true this time of year as snow, ice and mud compound the risk of slips, trips and falls. Proactive means sweeping snow from walkways and steps. This would also apply to the stairs



on open platforms and traps. If ice is the issue, de-icer would be one solution. It really does not take much to slicken up those stainless steel trap steps. A slip here and you will be doing a great impression of an Olympic skater in the middle of a triple Salchow.

The mat that you might place inside the shop door is a good idea as it would catch the snow, ice and grime. However, if the mat does not lay flat or if the door keeps catching on it, it could then represent a tripping hazard.

In any scenario of winter weather, the risk of slips, trips and falls is accentuated. Take the extra time to clean walkways. More importantly, look for and recognize those situations which need the most attention. A nicely poured concrete shop floor with a beautiful topcoat sealer is a real asset up until the point that it becomes slippery and you are laying on your back staring at the ceiling hoping that you are not needing help to get up.

Stay healthy and stay safe,

**Gary Carter**



### THE LATEST ON UMLER

On February 15 the final review of data and process for placing the Load Limit and Gross Rail Load back into the passenger car section of Umler was approved. There were a couple of associated changes that were also approved.

Getting accurate weights into Umler is very important. That data is required for PTC to properly work. A very recent example is a car weighed in February this year, that has an Umler Tare weight of 120,000 pounds. It actually weighs 130,520 pounds. That extra weight means the train will not stop as short as the computer calculates it should. If this is an accurate example of a

number of cars, that is dangerous.

When the data fields are implemented in Umler, they will immediately become mandatory. That means cars that do not have the weight, star code and bearing fields properly filled in will immediately go into conflict, and then into "restricted in interchange". The class one railroads will not handle cars restricted in interchange.

Because of the way this will be implemented, that means every passenger car in Umler, privately owned, railroad owned, commuter agency and Amtrak, will immediately become "In Conflict" when the weight data fields are implemented. That means there will be a rush to get the data input, and that will slow the system down.

If your car is in Umler, please get your car weighed as soon as possible and provide that information of when and where weighed, date done, and the weight obtained to the RPCNB along with the car reporting mark and number. If you have an Amtrak "800" numbered car, and already have provided numbers to Amtrak, Amtrak does NOT send that information back your Umler services person. You need to send it directly.

Railinc is still working out when they can implement the change. The first half of 2018 is already scheduled for other PTC mandated changes. Watch this newsletter and the RPCNB web site for notice of when it will be implemented, but don't wait to schedule getting your car weighed for that notice. People can't move their cars to a shop for weighing if they are already in conflict or restricted in interchange. And when this notice hits the industry media, those shops will be flooded with customers attempting to get in before their cars do go into conflict. for more information

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

**Pamm Monaghan**

### 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 Heritage Rail Alliance Conference will be held April 12-14, 2018 at the Strasburg Railroad, Strasburg, PA. Registration is now open and is \$125.00 per person until April 1, 2018. It includes all seminars, opening reception, shuttle transportation, Choo-Choo Barn and Toy Train museum admissions, tours and Saturday cocktail hour and banquet. Accommodations are available at the Historic Strasburg Inn / Clarion and The Holiday Inn Express. Mention the 2018 Strasburg Conference when making your reservations.

The San Antonio Railroad Heritage Museum has taken delivery of a former Southern Pacific business car, No 127, the Alamo. The Pullman car has a long history with Texas railroads. Contractors have moved the car out of the greater Houston area and transported it 210 miles over the road to its new location southeast of San Antonio. The goal is to completely restore the 127 and update it with modern HEP equipment.

The Illinois Railway Museum has kicked off a fund-raiser to repaint its New Haven EF-4 electric locomotive No. 300 back to the railroad's red/orange, horizontal white stripes, and black NH logos, an estimated \$25,000 to \$30,000.

One of the Silverton train's classic K28s has returned to steam after 19 years of inactivity and an extensive multi-year rebuild. Rio Grande Mikado No. 476 made a test run to Rockwood, Colo.,

A Florida educational farm will soon be the long-term home for a larger number of former Barnum & Bailey Circus Train cars. The railcars, including coaches and flat cars, will have a permanent home at Kirby Family Farm, a 501c3 not-for-profit educational facility that focuses on at-risk and special needs children. The new Kirby Family Farm permanent exhibit will be recognized as the largest collection of Ringling Bros. circus trains in the world.



The owner of two notable Pennsylvania Railroad streamlined diesels says the Dec. 31 Positive Train Control deadline will force him to retire the locomotives from mainline excursion service. Bennett Levin says the cost of installing and maintaining PTC equipment on his Tuscan red PRR E8s Nos. 5711 and 5809 is excessive for two units that see operations once or twice each year. The Pennsylvania Railroad Technical & Historical Society announced a 100-seat parlor car special with the units running from Philadelphia to its 50th annual convention in Altoona, Pa., May 9, and returning May 13 may be the final outing.

Steam will be back in 2018 at Arizona's Grand Canyon Railway with operations set for the first Saturday of each month starting March 3 and going through Oct. 6, the railroad tells Trains Newswire. Trains run from Williams to the Grand Canyon's South Rim, a round trip of almost 130 miles.

One of the Silverton train's classic K28s has returned to steam after 19 years of inactivity and an extensive multi-year rebuild. Rio Grande Mikado No. 476 made a test run to Rockwood, Colo.,

A saddletank 0-6-0 on display at Ohio's Pickaway County Fairgrounds since 1962 will soon head east to Pennsylvania's Allentown & Auburn Railroad. The 1920 Alco-Cooke engine was offered "free to a good home last year," when the fair board determined it was not part of its future plans.

Supporters of the Oregon Coast Scenic Railroad declared victory Feb. 20 after Port of Tillamook Bay commissioners rejected a lease proposal from a group that proposes to build a trail from Tillamook to Banks, Ore.

Courtney B. Wilson, the longtime executive director of the Baltimore & Ohio Railroad Museum in Baltimore will resign from his position in Fall 2018 to pursue consulting and other opportunities in the non-profit and museum world.

Wilson came to the B&O in April 1997 as chief curator.

### Freight

The nation's largest freight railroads are well on their way to meeting the Dec. 31 deadline that Congress imposed for getting positive train control up and running, according to Mike Rush, the Association of American Railroad's senior vice president for safety and operations.

data collected by the AAR, as of Dec. 31, 2017:

- 78 percent of locomotives are equipped to process PTC information
- 87 percent of employees have been trained
- 97 percent of the required radio towers have been installed
- 72 percent of track segments have PTC installed
- 56 percent of route miles have PTC implemented.

Shipper complaints about CSX Transportation have dropped in recent weeks as the railroad's service continues to improve. The Surface Transportation Board has received "very few calls" regarding CSX service in the past few weeks, Acting Chairman Ann Begeman wrote in a letter to the American Chemistry Council.



### Amtrak/Federal Agencies



If railroads that host Amtrak passenger trains fail to meet Congress' statutory requirement to have positive train control installed Dec. 31, 2018, Amtrak's president, Richard Anderson says the company will drop service on lines that don't comply. The move would significantly disrupt passenger service on virtually every Amtrak route in the U.S. Especially at risk under Anderson's edict are trains operating over tracks not owned by Class I railroads. Anderson pledged that all Amtrak locomotives will be PTC-capable by Dec. 31

The [Federal Railroad Administration](#) (FRA) is accepting applications for \$73 million in grant funding for capital projects, including [positive train control](#) implementation. The money also could be used to improve grade crossings and mitigate congestion, FRA officials said in a press release. The funding, which was authorized by the Fixing America's Surface Transportation Act, comes from the Consolidated Appropriations Act of 2017. The FRA

is also launching a pilot program to help local law enforcement agencies to evaluate local efforts to reduce trespassing on railroad rights-of-way, the agency announced in the Feb. 22 Federal Register. Total grant funds available are \$150,000.

[Operation Lifesaver Inc.](#) (OLI) has announced that the United States and Canada will combine efforts to recognize the same [Rail Safety Week](#) in 2018. Rail Safety Week will be observed by U.S. and Canadian Operation Lifesaver programs and partners from Sept. 23 to 29, OLI officials said in a press release.

[contacts for board and officers](#)

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