



From the President



There is no question that my personal number one goal is to develop a passion within the next generation for this industry. In the process, we are all fighting for better service from the freight carriers and Amtrak: to restore areas that are no longer served or when they are served, to restrain the escalating rates that have made it unreasonable to attempt to break even.

Not many of us purchase passenger cars with any expectation to make money. We try to break even just as long as you don't count our personal hours that we spend attempting to turn a siding queen, into a shining example of mid-20th century rail travel. Some say it's a love affair and others (normally our spouses) say it's a sickness. There is a fine line between that love affair and sickness.

There are times when I've danced on both sides of that line. Most of the time, and I'm willing to admit it, I've been on the sickness side.

In many cases, the value of our cars has decreased proportionately based on less service or higher rates. That has allowed others, who would have never considered it before, to get into private car ownership. Basically, it's a crazy market and several new opportunities are still developing, but we are still fighting to restore service and keep our cars out there.

When each day is over we have to remember that we are Blessed to live in a country that gives us the right to own, restore, maintain and run our beautiful cars and mighty locomotives. As we start this month off, we must reflect on the sacrifice of the men and women who have gone before us to secure that freedom, and retain it. From the first shot at Concord, to the most recent shot fired in some foreign country, we are blessed that so many have stepped up over the years and answered that call. Please take the time to honor that sacrifice as we close out the month with Memorial Day. Many of those who fought to secure our freedoms rode off to war in our cars and several, never returned.

Until next time, Be Safe,
W. Roger Fuehring



Greater love hath no man than this, that a man lay down his life for his friends.
John 15:13 KJV

SAFETY

FIRE SAFETY

It was on April 15th that Sue and I watched the video of the burning Notre Dame Cathedral. We could not have been more saddened with the news. For it was last September that we were in the cathedral while visiting Paris. Our initial thought was that the fire could have been set by extremists, but after a week, it appears the cause was workers in the process of restoring the building. We do wish them well on their rebuilding plans and hope to visit again.

How does this relate to do with passenger cars? It is that one spark that gets away from you that can cause the damage. Over the years we have had about 4 occasions on which we let that one spark get away from us. The first and most serious fire situation was when we were cutting some brackets off inside one of the rooms. A spark got inside the Rockwool insulation and started smoldering. The rooms were stripped down to the plywood decking, so as the Rockwool smoldered, it moved from the floor of one room to another. In this instance we grabbed a Skil Saw and cut open the floor to expose the material. Luckily we had some water on hand and after pulling most of the insulation out, we were able to wet everything down and stop the spread.

Be prepared. From a safety standpoint, we should have had at least a fire extinguisher on hand and probably a welding blanket around the area we were cutting. One end door was locked, so our exit was at the far end of the car. While the Rockwool never flamed, it did smolder and gave off this nasty smell.

Also, knowing how few sparks it takes to start the Rockwool smoldering would have helped. To this point, I had my grandson cutting some metal off of the A end and we had exposed insulation under his ladder. I had him use a reciprocating saw to do the cutting and he was not happy as a cutting torch would have made the job so much easier. Lesson learned.

While our cars are not on the magnitude of the great Notre Dame Cathedral, they are a significant investment of time and money. More importantly, having safety equipment on hand and an exit plan goes a long way to preventing injury. If all else fails, there is always 911. Stay safe and keep the flames inside the Memorial Day grill.

Gary Carter

2020 CONFERENCE IN ALBUQUERQUE



FRIDAY AT THE 2020 CONFERENCE IN ALBUQUERQUE

The Friday night activity for next year's conference is shaping up to be rather unique. We have contracted to have a reception at the National Museum of Nuclear Science and History. New Mexico was the setting for our country to research and develop nuclear power. While some of this history has a dark side to it, there are other aspects to this science.

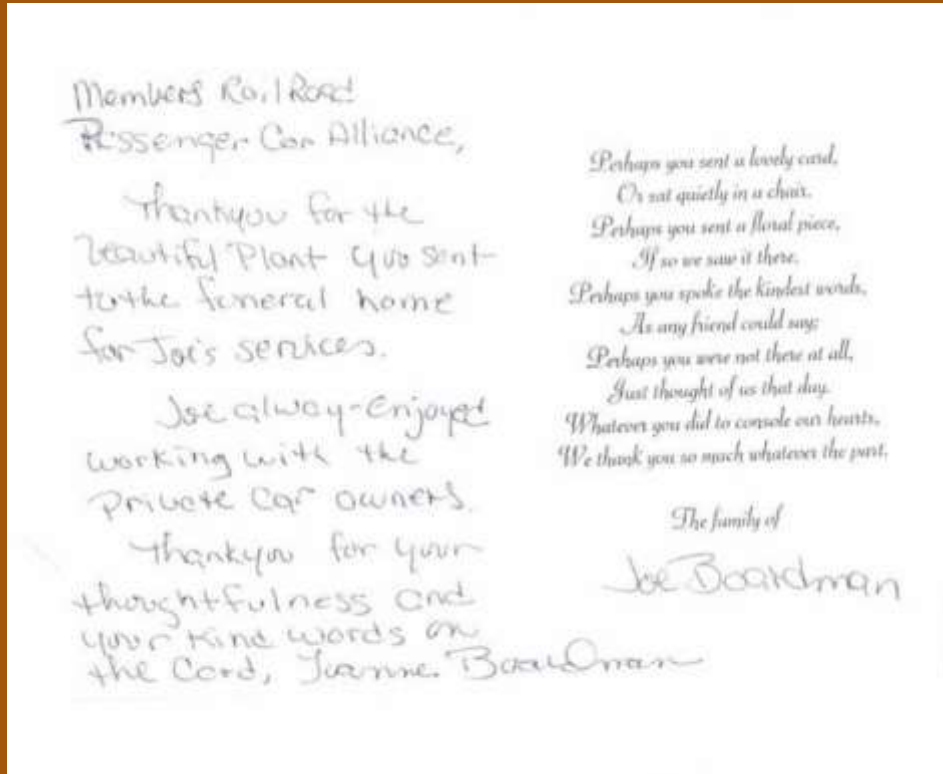
Beginning at 6 PM food and beverages will be available and we will be able to stroll through the museum at our leisure. Of course there will be the display of the nuclear devices used in WWII, but there is much more to see in the museum. The use of nuclear medicine as well as objects found in homes will also be set up for viewing. One favorite display is the Geiger counter which is activated by items once found in most of Americas' homes. There is an outdoor display area as well.

This is but one of the activities planned for next January while in Albuquerque. Please mark your calendar for January 16, 17, 18, 19 and 20. Hope to see you there!

Sue and Gary Carter
2020 Conference Committee

AMTRAK ISSUES

The following thank you was sent to RPCA for the flowers we sent to Joe Boardman's funeral



LEGISLATIVE ACTION



During the Rail Passenger's Association Day on the Hill April 2, Ross Capon and I visited 11 Congressional offices in an effort to reverse Amtrak policies affecting private cars and Special Trains. On behalf of RPCA, we asked that Congress require in the 2020 Amtrak transportation appropriation/ re-authorization that Amtrak validate its pricing for special/charter trains, roll back unjustified price increases and policy decisions and resume accepting private cars where there is no data to show trains are delayed. We also asked Congress require transparency in Amtrak's dealings with private car owners and treat them like customers. In response, Congressman Sanford Bishop (D) Georgia (my Congressman, who is the second senior member of House Appropriations) inserted the attached language.

[RPCA
handout](#)

[Language
submitted](#)

Borden Black

Please contact your congressional representative and ask for their support of the amendment.

In order to continue our work on the Hill.

Please contribute to the RPCA Legislative Fund. Checks should be sent to:

RPCA

5323 Highway N #331

Cottleville, MO 63338-0331

All checks should be payable to RPCA and should indicate it is for the Legislative Committee.

Thank you all for your support. We will keep you informed how the money will be used and the results.

Thank you to all who have already contributed. The fund has a balance of more than \$1,700.00

RAIL CAMP UPDATE

We have a camper! Casey Naton from Lewisburg, PA is the 2018 RPCA Caldwell-Luebke Scholarship recipient as selected by the NRHS National RailCamp Committee. Casey will be attending RailCamp East in Newark, DE June 29-July 6, 2019.

Unfortunately, there were no young ladies that applied to be campers this year so we will roll the amount from the Stanlee E. Weller Scholarship amount over to next year and make an additional scholarship available in 2020.

As always, we thank everyone for their ongoing support over the last 25 years of awarding these scholarships. Remember, if there's anyone in your family - children, grandchildren, nieces, nephews, etc. that might be interested in attending we'd love to have them apply. Students are generally high school age and attend either RailCamp East in Newark, DE or RailCamp Northwest In Tacoma, WA. The RailCamp experience is unique and often imitated and never duplicated! Our young folks get a real hands on introduction to many facets of railroading past, present and future.

As you may imagine, the rising costs of providing housing, food, and transportation make RailCamp and expensive undertaking. Thanks to the NRHS volunteer committee, staff and counselors that make it all come together and work. Most of all, thank you once again for your continued generosity and support.

UMLER UPDATE

Another Umler update as of 04/11/2019. We are still going through it, but passenger cars appear to have escaped changes, this time. Some previously optional fields are now mandatory for components of freight cars and locos.

Anyone who was awarded a bi-level car at the Amtrak auction, be advised that CSX and most other RRs are requiring an "idler" (hand brake accessible) car be in the consist. This is because the hand brake is not easily accessible for freight train crews. The couplers between the passenger car and freight car should be pinned so that they can not be disconnected until destination or interchange if the next RR does not require the hand brake idler.

More and more cars and locos are restricted from interchange and headed towards automatic deletion because the new mandatory field data from last October and March on locos and December on passenger cars has not been completed.

Cars awarded to buyers at Beech Grove are beginning to move out. For those that were awarded cars and have not yet changed the ownership in Umler, you need to provide your Umler rep time to get the job done. We have yet to find a single car that was sold that has a current Umler record good enough that it can be used for a re-stencil. All of the records we've been involved with have been Inactive and/or In Conflict, and a couple not even in the system. The car must be built up from scratch to where the computer will accept it, then go back in to input the prior mark and number so that the maintenance records are picked up.

Railinc is pushing very hard again to get all "permission" access to Umler closed. They want all access by third parties to be by LOA (Letter of Authorization). Car owners that provide third party "permission" access for their Umler rep will find that rep is getting hounded to change from permission to LOA. It won't be long and all permissions will be terminated, which means any access left under a permission will also be terminated. RPCNB still has permission access authority to several RPCA member organization reporting marks that will soon go away if not converted to LOA by April 15, 2019.

Dan and 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. Please submit your railroad news as well.

Museum and Excursion Trains



On May 9, in Ogden, Utah Union Pacific Railroad will celebrate the 150th anniversary of the transcontinental railroad's completion. That is the day before Utah's celebration at Promontory Summit where the "golden spike" was originally tapped into place.

The event will feature UP's steam locomotives, the Living Legend No. 844 and Big Boy No. 4014. The two engines will meet to recreate the image taken at Promontory Summit on May 10, 1869. The steam locomotives will remain on display at Ogden Union Station until May 12. A limited number of tickets will be sold for a ride onboard UP's Heritage Fleet cars, pulled by

Nos. 4014 and 844, between Ogden, Utah, and Evanston, Wyoming.

The 150th anniversary celebration will continue throughout the year, with No. 4014 visiting many states across the UP system. A schedule will be posted at upsteam.com.

The move of a historic steam engine this summer across Central Kentucky will reunite two famed locomotives after 40 years. Kentucky Steam Heritage Corp., has announced that Clinchfield Railroad F7 No. 800 will lead Chesapeake & Ohio 2-8-4 Kanawha No. 2716 as the steam locomotive is towed from Kentucky Railway Museum in New Haven, Ky., to its new home at Kentucky Steam's Ravenna, Ky., headquarters in July. The move, scheduled for July 26-28, will be a combined effort of CSX Transportation, RJ Corman Railroad Group, Kentucky Steam and Kentucky Railway Museum. The special train will travel through Louisville, Midway, Frankfort, Lexington, and Winchester en route to

Ravenna. Kentucky Steam's recently restored caboose, C&O 3203, will also be part of the consist for the move. For more information and ticketing, visit www.kentuckysteam.org.

A fire has been lit inside Bridgton & Saco River 2-4-4T No. 7 in preparation for what is expected to be a steam-filled season at the Maine Narrow Gauge Railroad Co. & Museum in Portland, Maine. In an effort to continue increasing its ridership, Maine Narrow Gauge has expanded its operating season. The railroad has been running trains every weekend since February and will be operating daily until October. Diesels will power trains during the week and No. 7 will be running on the weekends.

The Adirondack Scenic Railroad is preparing for an active 2019 season despite questions on the fate of 34 miles of track that New York state has said it wants to remove to make a rail trail. The railroad plans to offer a full schedule of activities comparable to last year's, including the use of rail bikes in some sections.

The Cumbres & Toltec Scenic Railroad will host several events during 2020 to celebrate its 50th anniversary of operation and joint ownership by the states of Colorado and New Mexico. Opening Day of the 50th season is May 23, 2020. A special ceremony at Osier, Colo., will be held 50 years after the historic July 1, 1970, agreement was signed.

A south Florida railroad museum facing financial hardship is transitioning to an events venue and as part of that change the Gold Coast Railroad Museum will sell 20 pieces of rolling stock, including a Florida East Coast steam locomotive. The Gold Coast Railroad Museum in Miami is offering rolling stock that includes FEC Pacific-type steam locomotive No. 113 and two EMD cab units. Not for sale is another FEC Pacific, No. 153, which makes it unnecessary for the museum to keep sister No. 113.

The 2019 NRHS Convention will be in Salt Lake City from May 7th through the 11th. The host hotel is the Radisson-Downtown. Events include: Thursday, May 9, Union Pacific Ceremonies At Ogden, Friday, May 10, Promontory Summit Sesquicentennial Event, Saturday, May 11, Heber Valley Excursion Train Trip, Saturday, May 11, Banquet.

Amtrak/Federal Agencies



Amtrak has announced it will no longer sell tickets for the Hoosier State after June 30 as the train nears cancellation as a result of loss of funding from the state of Indiana. The state currently provides \$3 million in funding for the four-day-a-week train, while five local governments provide another \$500,000. But the train was not included in the budget proposals of Gov. Eric Holcomb or Indiana House Republicans, which would end funding on July 1. The elimination could threaten jobs at the passenger railroad's Beech Grove shops, according to an Amtrak spokesman. If the four-day-a-week train between Indianapolis and Chicago is eliminated, it would limit Amtrak's ability to ferry equipment to and from Beech Grove for repairs.

Concourse modernization work in Washington's Union Station is limiting the switching and layover of private railcars in the Nation's Capital. Amtrak has already denied several private car trips originating in Washington Union Station as soon as early May, citing recent changes in private car operating policies and to accommodate station construction and improvements. Amtrak has notified private car operators that private varnish may no longer be switched onto or off of almost all trains in Washington, D.C., and may not park in the terminal. The construction and restrictions on private car operations within Union Station are expected to last for as long as two years.

The news has forced the cancellation of several upcoming excursions by the non profit Washington, D.C. Chapter of the National Railway Historical Society. Three trips onboard the Dover Harbor have been cancelled and a stationary on-board venue at Washington Union Station was also annulled. Amtrak could

not confirm the number of private car trips that have been affected by the Washington Union Station work.

A new report by Amtrak's Office of Inspector General (OIG) shows Amtrak could save at least \$23.2 million in unnecessary costs and realize as much as \$6.8 million in additional revenue if it does a more effective job at managing its real estate. The OIG recommended that Amtrak finalize plans and develop a timeline for collecting quality data. Once completed, Amtrak should use the data to develop "meaningful property metrics consistent with common practices in the private and public sectors," the inspector general recommended. Finally, the OIG recommended Amtrak "develop a long-term facility plan to ensure that individual departments' real property decisions are consistent with the company's long-term strategic goals."

The full report is available [here](#).

Dennis Newman has been appointed as executive vice president, planning and strategy at Amtrak. He will be responsible for corporate planning and strategy, schedule and consist planning, services and host groups, and the railroad's participation in the Gateway program, Newman joined Amtrak in December 2017 He worked at Northwest Airlines and Delta Airlines for more than 17 years.

The U.S. Surface Transportation Board has a full agenda for 2019, says Vice Chairman Patrick Fuchs. It is beginning to work on the big ticket regulatory items including: reforming rate relief cases, service issues related to the implementation of Precision Scheduled Railroading across the country, and Federal preemption of local regulation of railroads.

Determining reasonable rates is the most consequential task of the board, Fuchs says, and the board is working to find alternatives to the current standard standalone cost test. The board expects the filing of a staff report in the next two or three months, which the agency expects to release without edits. That report is expected to kick off the public comment period for the rule-making process. Another hot topic is Precision Scheduled Railroading. The board is also ready to flex its regulatory muscles regarding federal preemption of railroad regulation.

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

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