



INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE

From the President



The amount of change in the rail industry as a whole is staggering. Everything from Precision Railroading, PTC, to new technology. In the newsletters I've written articles for, it seems to be a common denominator. Change is happening all around us.

As we move forward at RPCA, we have experienced many reasons for discourse. The changes that keep coming from Amtrak affect all of us regardless of what type of operations we have. We were hit hard last year, without warning, with immediate and financially damaging policies. At the onset, many within our industry responded in ways that didn't always demonstrate respect. Others actually came to the defense of the policies only to change their opinions within

a few months.

As time has passed, I am pleased to see more harmony between our organization and Amtrak. In most cases we are working with individuals who are just doing their jobs. We've developed some good relationships through the process and are considered a fair and reasonable partner to work with. While meeting in person with Amtrak representatives at Cincinnati and our follow up scheduled conference calls, respect for each other's position has been crucial for success as we move forward. We certainly are disappointed that more progress hasn't been made however, we understand the limitations that have been placed on the individuals we work with. We certainly don't agree in most cases and would like to see more available station stops and services restored at a fair market price.

As we advance forward on the legislative side, we want to thank all those who have contributed to the legislative fund. If you haven't given yet, we ask that you please consider making a donation. We will utilize those funds to help offset the expenses involved with this path.

Special thanks to our Safety Committee for their professionalism in addressing the most recent changes in the platform/vestibule policy at Amtrak. Gary Carter and Ray Kammer Jr have taken on an extremely disappointing policy and have requested a face to face meeting with Amtrak. In addition, they have been sending out press releases stating the facts, and concern about the new policy.

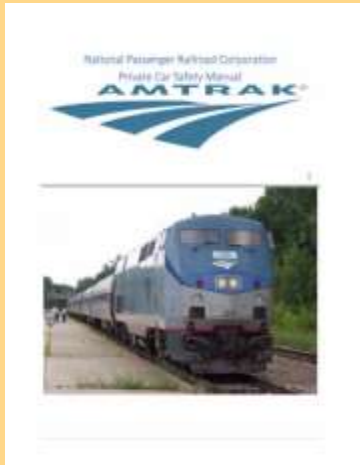
A noticeable change from just a few years ago is the sale of surplus equipment by Amtrak. Several of us have now experienced flashback memories (for those of us old enough to remember) of the Amtrak sales from the 70's and 80's. In addition, we have seen some significant donations of equipment to museums and operators. That is a big plus for Amtrak and we all need to acknowledge these donations and express our gratitude.

Currently there are several cars being serviced and prepared for shipment for their new destinations. Several were purchased and some have been donated. I'm excited, as a part time resident of Michigan, to see two of the former Santa Fe Hi-Level lounge cars coming to Owosso. Both will be in service in time for the Christmas trains. As a former part time resident of Southern California, it will be great to see the cars at a new and loving home.

So as the summer kicks off, keep us all updated by sending information and pictures to the editor on the plans you and your organizations have for these cars.

Until next time, Be Safe,
W. Roger Fuehring

AMTRAK ISSUES



Amtrak has released its new safety manual for private cars. The most controversial item is regulations concerning platform and vestibule riding:

"It is not permissible at any time for Private Car Owners and their guest to be on the Observation Deck or operate with an open Dutch Door on any Private Car attached to an Amtrak Revenue Train or Amtrak Charter Train while the train is in motion. This applies to any train on the Amtrak system. For all other times of non-movement, on the Observation Deck or at an open Dutch Door, there is to be no liquids, all owners and guests must wear protective eye wear, there must be enough hand holds and railings for all occupants, and there can be no leaning beyond the sides and rear planes of any Private Rail car at any time. Failure to adhere to this safety rule could result in the private car owner being suspended or revoked from operation on any Amtrak Train."

NEW PRIVATE CAR SAFETY MANUAL

RPCA is seeking a meeting with Amtrak and has issued the following news release:

RAILROAD PASSENGER CAR ALLIANCE SAFETY CHAIRMEN DISAPPOINTED IN AMTRAK'S BAN

May 28, 2019

(Centreville, MD)- Gary Carter and Ray Kammer, co-chairmen of the Railroad Passenger Car Alliance (RPCA) Safety Committee, have expressed disappointment in Amtrak's new policy contained in the just-released Private Car Safety Manual. It bans all occupants from the platforms and vestibules of private passenger cars while the car is in motion.

The "proposed" version of the manual, put out by Amtrak last September, did not include such a ban. In addition, the pair said that RPCA's insurance underwriters stated that there have been no reported incidents or claims involving the occupancy of either open platforms or open vestibule doors.

Based on these facts, the RPCA committee adopted Amtrak's former policy, including all of the past stipulations which Amtrak placed on riding on platforms and in vestibules. Those stipulations included: the banning of all liquids in those areas, no occupancy while traveling on the Northeast Corridor, no occupancy at speeds greater than 69 MPH and being seated while traveling at speeds greater than 45 MPH. The chairmen question whether an incident has taken place to change Amtrak's policy since the "proposed" version was circulated last fall.

Because of Amtrak's abrupt about face on the policy, the safety committee is hoping that officials will share with RPCA if there was an event which might have triggered the change. In addition, the co-chairs

are asking that Amtrak engage in a face-to-face discussion in an effort to resolve the disparity between the two versions.

"RPCA has emphasized safety by producing its own manual four years ago and has offered its own safety program to its members at the last four conferences," states Carter. "We are a leader in passenger car safety. This not something we take lightly," noted Kammer. "We look forward to meeting with Amtrak to discuss private car safety issues which may have arisen over the last few months. Safety is RPCA's focus and we would like to share that with them," added Carter.

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RPCA is dedicated to serving private railroad equipment owners & operators.

MEMBERSHIP NEWS



Membership renewals will be going out in the mail this month. If you do not receive yours email Chris Lockwood at membershiprpca@gmail.com or go on line to http://www.rpca.com/webpages/join_rpca.htm. People wishing to donate to RPCA's various funds and, who are unsure they will be able to attend next year's Conference, are encouraged to do so using the membership renewal invoice. Simply write in your donation(s) to the fund(s) of choice on the back of the invoice, fill in the credit card info or include your check, and return it by mail. New this year is a legislative fund which helps finance RPCA's efforts on Capitol Hill."

Passenger Car, our new full color magazine, still has room for your news or article. Have a new fundraising idea? Just finished a restoration and want to share your efforts? Send your story to Joe Rosenthal at Joerpca@gmail.com. You can also support the magazine and get your message out to those who count with an ad. Do it today!

RPCA ADVERTISING



Passenger Car
MAGAZINE



RPCA is now offering advertising in its two (2) publications.
Please see the list below for advertising rates, sizes, and deadlines.

Package #1:..... \$1,500
Full inside page w/bleed in Passenger Car Magazine - 2 editions
Ad Size: 8.5" W x 11" H, Bleed: 0.125" on each side, Safe Zone: 7.5" W x 10" H
12 e-newsletter full color ads

Package #2:..... \$1,800
Full back page w/bleed of Passenger Car Magazine - 2 editions
Ad Size: 8.5" W x 11" H, Bleed: 0.125" on each side, Safe Zone: 7.5" W x 10" H
12 e-newsletter full color ads

Passenger Car Magazine Rates

| | |
|--|--|
| Full inside page w/Bleed\$1200 Ad Size: 8.5" W x 11" H, Bleed: 1/8" each side, Safe Zone: 7 1/2" W x 10" H | Half Page inside w/Bleed of PC\$800 Ad Size: 7.5" W x 4.875" H |
| Back Cover w/Bleed.....\$1500 Ad Size: 8.5" W x 11" H, Bleed: 1/8" each side, Safe Zone: 7 1/2" W x 10" H | 1/4 Page inside w/Bleed of PC\$600 Ad Size: 3.625" W x 4.875" H |
| | 1/8 Page inside w/Bleed of PC\$400 Ad Size: 3.625" W x 2.38" H |

Information Exchange Rates

Classified ads:..... \$30
150 characters and Logo

FOR AD INFORMATION, PLEASE CONTACT: MEDIA@RPCA.COM

The RPCA is a 501(c)(6) not for profit business alliance. Contributions to the RPCA are non-deductible for Federal tax purposes.

2020 CONFERENCE IN ALBUQUERQUE



MECHANICAL IN ALBUQUERQUE

Good news, mechanical sessions will be included in the next annual conference in Albuquerque. The shop area for the ATSF 2926 locomotive will be the site for the mechanical session on Saturday afternoon of the conference.

Here is how this works. Starting about 11:30 AM, a shuttle bus will start circulating between the Crowne Plaza Hotel and the shop area of the 2926 group. The shop area is a 10 minute ride from the hotel. At 12 noon, lunch will be served and the sessions will start shortly after that. A baggage car will serve for the live, hands on demonstrations.

To circumvent weather issues, a tent will be set up over the demonstration area along with seating and heaters should the weather dictate the need for that. The sessions should go all afternoon until about 4:30.

In addition, there will be a couple of mechanical sessions at the Crowne Plaza if you don't want to venture over to the shop. All in all, mechanical will be included in the conference.

If you have a topic you would like to see covered, please drop us a line at thecoloradomidlandroute@yahoo.com or give us a call at 719-406-6161. We are interested in hearing from you.

When: January 23, 24, 25, 26 and 27 2020

Where: The Crowne Plaza Hotel, 1901 University Blvd, NE, Albuquerque

This is but one of the activities planned for next January while in Albuquerque. Hope to see you there!

Sue and Gary Carter
2020 Conference Committee

LEGISLATIVE ACTION



The House of Representatives Appropriations Committee issued a draft of its fiscal year 2020 Transportation, Housing and Urban Development on May 22.

Subcommittee members unanimously approved an increase in funding of \$146 million for passenger rail. It includes: \$2 billion for Amtrak, \$50 million above the 2019 enacted level and \$1.1 billion above the President's budget request. \$700 million for Northeast Corridor Grants, \$50 million above the 2019 enacted level and \$375 million above the President's budget request. \$1.3 billion for National Network Grants, equal to the 2019 enacted level and \$681 million above the President's budget request.

Congressman Sanford Bishop (D) GA included an amendment which would remove some of the restrictions placed on Private Car access to the system and require pricing transparency. Please contract your congressional representative and ask for their support of the amendment.

Borden Black

[House 2020 THUD budget comparisons](#)

In order to continue our work on the Hill.

As of this month \$2,524.49 has been raised for the legislative fund from 7 donors. Please contribute. 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.

SAFETY

FULL TIME SAFETY ATTITUDE



It was reported in our paper last week that a life was lost at a local industrial business. That fatality occurred when a workman was caught between two freight cars. This event was about a week after the Pueblo Railway Foundation did some major shuffling of the cars in the museum yard. There were some 12 volunteers who stepped forward to help with the day's activities. In those volunteers were some old hands with years of experience, including RPCA members Paul Brown, Reid Adams, Geoff Barker and myself. There were also some newbies mixed in. Safety was paramount for everyone. I always get a bit nervous when the new faces jump in and act like they were born in the rail yard. At every coupling, uncoupling, thrown switch and hand brake set, there

were at least two people on watch for missteps, close clearances, and announcements regarding the move. The yard was rearranged after 4 hours of work. Safety was in the air. Newbies were pulled aside and informed as to the proper and safe way to handle the cars. They were to shadow one of the old timers and ask questions. Someone was always looking out for them.

My grandson, Dale, was helping us with our car and took a shining to welding. After enrolling in the local community college, he received certification in certain levels of welding. He currently works for a freight car shop rebuilding cars. To get to his place of work, he crosses 2 sets of BNSF tracks. There was an incident involving a sheriff's deputy out of Midland, TX. There were two sets of tracks, with one track having a cut of hoppers blocking the crossing. With the gates down, the string of hoppers pulled forward enough to allow the deputy to drive around the gate, only to be clipped by an oncoming UP freight. Luckily, the train struck the left front of the vehicle and spun the SUV around and turned it on its side. Two days after this, I chatted with Dale and he said that he had seen the same video. It left an impression on him which I was happy to hear. I reminded him that he must have a safety attitude whether at work, on his way to work or just in his everyday activities. He agreed and our discussion turned to making vertical welds with a MIG welder.

Stay safe, look twice and wherever you go, take the attitude of safety.

Gary Carter



GRANTS

The Tom E. Dailey Foundation awarded 10 grants totaling \$20,250 at the May 11, 2019 quarterly board meeting. The railroad related grants were as follows.

- Colebrookdale Railroad Preservation Trust \$1,500 to complete the final restoration of the last authentic allsteel Pullman "Gothic" coaches, Maine Central 2002.
- Center for Railroad Photography and Art Inc. \$2,500 for After Promontory: 150 Years of Transcontinental Railroading, which looks collectively at the engineering and transportation revolution that began when construction crews from the Union Pacific and Central Pacific railroads met at Promontory, Utah
- Maine Narrow Gauge Railroad and Industrial Heritage Trust \$4,000 for the Restoration and Preservation Sandy River and Rangeley Lakes Railroad Coach 19, built in 1890 by Billmeyer & Small in York, Pennsylvania
- French Creek Valley Railroad Historical Society \$1,250 for the Meadville Railroad Depot Phase One Restoration Project for 2019.
- Minnesota Streetcar Museum \$1,000 for repair of two streetcar motors which unexpectedly failed last winter
- Placerville & Sacramento Valley Railroad \$1,000 for their Southern Pacific "Suburban" Coach #2110 Operating Restoration.

Since 2013, the Foundation has awarded 292 grants totaling \$874,706. Our next board meeting is planned for August 17, 2019. Congratulations to all recipient organizations!

UMLER UPDATE

Amtrak auctions: to date only 2 cars out of almost 100 we have performed Umler searches on had an Umler record good enough to perform an electronic re-stencil. Most are "inactive" with "conflicts" (fatal errors), and about 1/5 are not even in the Umler system. If you bid on cars, check or have someone check for you what the status of the Amtrak Umler record is and what you need to do to get the new record acceptable for movement.

Why new fields: Railinc, because of AAR and/or FRA actions, continues to add new data fields to support the operation of the General Railway System (GRS) and safety. PTC is the most prevalent recent example. Many fields added to locos, and the important weight fields added back into passenger cars. These are needed to calculate stopping distance. And we know that brake ratio is coming, just not when. More new fields will be required to calculate the data for just this single new field.

Why mandatory: These fields are mandatory for **all** equipment including MoW. Just because a car or loco is in CAPTIVE (or INSULAR) service now doesn't mean it will stay that way. It is not as if this is a very rare event, we have seen many pieces of passenger equipment and locos in insular operation get trucked to live track for movement in GRS freight service and vice-versa. That is why there is no option to "opt out" of full data needs, it is mandatory across the board.

Ramifications/consequences of not updating Umler: The only options then are to keep the data up to date, or to not. **Here are the ramifications of not:**

1. Three step process automatically controlled by the Railinc computer moves towards deletion of the car/loco from Umler due to mandatory data fields missing. Each step is 30 days, with an unknown grace period after the third step before the computer takes delete action based on the computer processing load.

Step 1 is "in conflict". Means you need to get the record updated. Most class one railroads will NOT handle the car.

Step 2 is "restricted in interchange". Class one railroads can NOT handle the car.

Step 3 is "subject to deletion". This means at the end of this segment, the Railinc computer can automatically delete the car or loco from Umler.

There is a very important consequence to this. **If you do not own the track you are on, your host may require that your equipment be in Umler. If it is deleted it is not. Is this sufficient reason for the host to have your equipment removed from the property?!**

Some insurance companies want the equipment in Umler for identification reasons. Need to check your insurance carrier?

2. **If the car or loco is deleted from Umler, it can NOT be just "add back" to the system!** It must be re-created from scratch and ALL of the mandatory fields that caused it to be deleted, plus any new since, must be included or the Railinc computer will not accept the input.

3. **IMPORTANT! Once all your equipment is deleted from a reporting mark, Railinc has the right to request you relinquish/surrender that mark!** They not only have the right to ask, but they can in certain circumstances literally revoke the reporting mark against your will. This action itself can cause some severe penalties for you:

You no longer have a mark to identify your operation.

You no longer have a mark to put new equipment acquisitions under.

You can apply for a new reporting mark, which may or may not be approved because of prior actions, namely not maintaining equipment under the mark.

4. **Some locos are already dropping out due last October's new fields. Cars will start about mid-summer due December's new fields.** Consider carefully before ceasing to update your equipment in Umler. Whether under your own mark, or under one of the aggregation marks (PPCX or RPCX), there are consequences to doing so. If the consequences do not outweigh the cost savings, go ahead. We understand and so will everyone else, maybe reluctantly.

5. **Your own mark options?** If you have your own mark, don't want to let the equipment be deleted from Umler, and want to save some money, time, and/or need to stay current on the changes, look at moving the Umler records under one of the aggregation marks, or one of the companies that perform these services. Yes, it is an out of pocket expense, but it may actually be less expensive, probably less stressful, than you doing it yourself, and there are some distinct advantages to be able to say: "I have people"

More comparisons:

Umler cost trade offs: Some people have been talking about not renewing their RPCNB subscriptions, and even some of our commercial customers have stopped using the Umler services to update the data fields of their equipment, for cost reasons.

The reasoning is at least partially sound in that they want to reduce costs, and in this current environment of no Amtrak charters and no class one mainline excursions (ignoring UP), it is hard to justify costs that don't directly provide income.

We also want to make sure that everyone understands what the ramifications are of not keeping Umler records up to date. This is true for both RPCNB subscribers and those with their own reporting marks. So here is as close to a straight down the middle explanation as you will get.

RPCNB vs. own mark: The out of pocket cost trade off of having your own mark and being under the RPCNB mark approximately 6 cars/locos. Fewer rolling stock less expensive under RPCNB. This does NOT include the costs associated with your Umler access and time to stay current on data requirements and processes internally to use your own mark.

RPCNB stay vs. drop and come back: The out of pocket cost trade off of being under RPCNB and keeping the data up to date or dropping out and coming back later is a little over 2 years. If you believe, as we do, that in less than 2 years the excursion market will be slowly coming back, it is less expensive to stay under RPCNB. If you think longer, it is less expensive to park the cars and come back in 3 or more years. Just don't forget that if you drop out, you can NOT move the car(s) under the RPCNB reporting mark and you MUST REMOVE the RPCNB reporting mark, and then put it back on again!

As always, call or email with questions/comments.

Take care, stay safe. See you down the track.

Dan and Pamm Monaghan

RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains Magazine, Progressive Railroading, Railway Age, and various web sites. Please submit your railroad news as well.

Museum and Excursion Trains



Thousands of people witnessed the re-enactment of the completion of the first railroad to span the North American continent 150 years ago. The celebration featured the driving of a golden spike into a replica of the final railroad tie that joined the Union Pacific Railroad with the Central Pacific Railroad.

featured full-size working reproductions of the two steam engines nosing up to each other, cowcatcher to cowcatcher, in a re-creation of an iconic photo from the day the first Transcontinental Railroad was completed a century and a half ago.

The Smithsonian's National Museum of American History will mark the 150th anniversary of the completion of the Transcontinental Railroad by opening two new exhibits "Forgotten Workers: Chinese Migrants and the Building of the Transcontinental Railroad" and the accompanying "The Transcontinental Railroad" will be on display until spring 2020.

Union Pacific hosted a celebration at Ogden Union Station, a day ahead of Utah's celebration at Promontory Summit. Union Pacific no longer has tracks near Promontory Summit. The May 9 ceremony featured Union Pacific's iconic steam locomotives, [Living Legend No. 844](#) and [Big Boy No. 4014](#). The two met, recreating the historic image taken at Promontory Summit on May 10, 1869. The Big Boy is one of eight left in the world. It's newly refurbished and the only one in operation.



The Oregon Coast Scenic Railroad is rescuing a deteriorating steam locomotive, Baldwin 2-8-2 No. 90, and trainset on local display, averting the potential sale or scrapping of the equipment and setting the stage for its eventual restoration to operation.

The city of Noblesville will auction 36 pieces of rolling stock from the Indiana Transportation Museum collection in June. The city has hired Ozark Mountain Railcar to dispose of these items, which were not picked up by other organizations during last year's emergency disposal and rescue missions. Among the items are nine passenger cars, 19 freight cars, six locomotives, and two maintenance-of-way machines. The auction is scheduled for June 5-7, 2019.

Rio Grande Southern narrow gauge 4-6-0 No. 20 has moved under its own power for the first time since 1951. The 1899 locomotive moved at the Strasburg Rail Road shop on a short stretch of 3-foot gauge track. Under overhaul at the Strasburg Rail Road's shops since 2006, the engine shoved the shop's Plymouth switcher, which was also supplying braking power through the shop and out the other end.

Amtrak/Federal Agencies



Former U.S. Rep Todd Rokita (R-Ind.), who twice voted to defund Amtrak, has been nominated to fill a seat on the Amtrak board of directors. The nomination must be confirmed by the U.S. Senate. Three earlier nominations by President Trump to the Amtrak board are being held up by U.S. Sen. Jerry Moran (R-Kan.) pending assurances from Amtrak it will continue to fund the Southwest Chief.

Superliners and Amfleet cars are among the latest batch of inactive rolling stock Amtrak is offering for sale. 22 Superliners and 19 Amfleet or ex-Metroliner coaches are included in Sales Offer 2019-80. The sale also includes 11 material-handling gondolas, two P40 locomotives, a Pacific Surfliner cab car, and one AEM-7 electric locomotive. Many of these cars and locomotives were evaluated for repair multiple times but passed over because they were more expensive to rehabilitate compared with similar sidelined equipment.

Amtrak will cut its police force by 20% over the next three years according to the New York Post. The president of Amtrak's Fraternal Order of Police, says that Amtrak police chief Neil Trugman informed union officials the police department will be cut from 452 employees to 369 by 2022.

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

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