



INFORMATION PASSENGER CAR EXCHANGE

Happy 4th Of July

From the President



The summer season is well underway and what an exciting time it's been with the 150 year anniversary of the Golden Spike and the return of Big Boy.

The latest Amtrak sale has breathed new life in the last Heritage cars as they are finding new homes and several operations are hitting their stride after a long winter.

In July, we will be meeting in Albuquerque for our summer board meeting as we prepare for our January conference. Several items will be discussed including details on the 2020 conference, future conferences, all of our sub committees (youth, social, RPCNB, etc.) and, of course, the current status on Amtrak with private car movements and their policies.

We are also seeking continued guidance on working with class ones, regionals and short lines on movement of our equipment. With increasing train sizes and tighter schedules, it's an obstacle that we will continue to face. Each organization and individual that is moving equipment will have to stay engaged in a professional manner to make sure we avoid any issues that would delay our partners in the freight industry. We at RPCA will continue to educate and give guidance in this area to make sure we as car owners, get it right. The current railroad industry is under a lot of stress with all the flooding, PTC and many other issues.

Recently I've been involved with two movements utilizing CSX with good success once the cars were picked up at interchange. It takes the car owner being engaged in a professional manner with the handling railroad or hiring someone to facilitate the movement who is familiar with railroad operations. It's key to know your limitations when dealing with the handling railroad and to know when it's time to seek assistance.

Thank you to those contributing to the Legislative Fund. We continue to seek contributions as we move forward with developing and executing a game plan this summer. We will continue to work in conjunction with other organizations in developing a strategy moving forward with the movements of private cars on the nationwide passenger network.

Until next time, Be Safe,

W. Roger Fuehring

MEMBERSHIP NEWS



Membership renewals have been mailed. If you have not received 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 if 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."

In order to continue our work on the Hill.

As of this month \$4,314.49. has been raised for the legislative fund from 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.

2020 CONFERENCE IN ALBUQUERQUE



ALBUQUERQUE TRANSPORTATION

Getting to and from Albuquerque for the 2020 conference should not be a difficult task. Albuquerque has an international airport which is served by most major airlines. Southwest is one of those airlines and does offer special discounts from time to time.

More importantly, Amtrak serves ABQ with the daily service of Trains 3 and 4, the *Southwest Chief*. Sue and I are working on obtaining a group discount code from Amtrak so please stay tuned and look for this code if you are going to ride the rails into ABQ. Train #3 arrives into ABQ around 4 PM and #4 arrives about noon. Of course, #3 does a daylight

traverse of Raton Pass and stops in Las Vegas, NM adjacent to the Fred Harvey Castaneda Hotel.

Getting to or from the airport, Amtrak station or hotel, should be easy as well. The hotel is the Crowne Plaza and is about 6.5 miles from the airport and 3.2 miles from the Amtrak station. This translates to about a \$22 cab ride from the airport and about a \$14 cab ride from the Amtrak station each way. Uber and Lyft are slightly cheaper if you would rather do that.

The Crowne Plaza is an IHG property and has given RPCA a nightly room rate of \$109. The code for this rate will be published in the next couple of months, so please be watching for that.

If you have any questions regarding travel or accommodations, please give Sue or me a call or send an email to: Thecoloradomidlandroute@yahoo.com or 719-543-5197. We would love to chat with you.

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

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

Sue and Gary Carter
2020 Conference Committee

PRESENTATION OPPORTUNITIES FOR ALBUQUERQUE

While we have scheduled a diverse array of programs for the upcoming conference, there are time slots open in the Albuquerque conference schedule for presenters and programs related to our industry. The time slots are variable and can be from one hour up to two hours. If you have a topic you feel to be pertinent, please don't be shy and step forward.

Likewise, if there is something that you would like to see or hear while at the conference in ABQ, please speak up. Whether it is local history, culture, or railroad mechanical or legal, etc, we will do our best to find a program and presenter to fit.

LEGISLATIVE ACTION



The U.S. House has passed the FY2020 "minibus," including funding for transportation. Transportation-related highlights of the package include:

- \$3 billion for the Federal Railroad Administration, including \$350 million for Consolidated Rail Infrastructure and Safety Improvements and \$350 million for Federal-State Partnership for State of Good Repair. Amtrak is appropriated \$2 billion, which includes \$700 million for Northeast Corridor Grants and \$1.3 billion for National Network Grants.
- \$13.5 billion for the Federal Transit Administration, which includes \$2.3 billion for Capital Investment Grants and \$750 million for Transit Infrastructure Grants.

The measure passed by the committee contained the following language concerning charter trains and private cars:

During fiscal year 2018, Amtrak issued new guidelines for charter trains operated by Amtrak and private cars on Amtrak trains. While the Committee understands that these policy changes reflect Amtrak's mandate to provide efficient, effective, and safe regularly scheduled passenger rail service, the Committee remains concerned with Amtrak's implementation and communication of these guidelines."The Committee notes that Amtrak added a small number of locations and trains to the list of eligible locations and trains for private car moves in its January 1, 2019 update to the Guidelines for Private Cars on Amtrak. Amtrak is directed to continually review and evaluate the locations and trains that may be eligible for private car moves. If additional locations or trains meet Amtrak's criteria for private car moves, then the Committee directs Amtrak to update the list of eligible locations and trains and notify private car owners accordingly. Further, the Committee is concerned that Amtrak does not typically inform private car owners when a private car caused a delay to an Amtrak train. The Committee encourages Amtrak to establish a mechanism by which private car owners are notified of such delays. This information could provide private car owners opportunities to improve their operations and processes."In February 2019, the Amtrak Office of Inspector General issued a report which found that Amtrak has failed to account for the costs of operating the private car program. The Committee agrees with the Inspector General's conclusions that Amtrak cannot accurately assess and make informed decisions about the private car program until Amtrak properly identifies the costs of the program. These conclusions are particularly concerning considering that Amtrak implemented two price increases for the private car program prior to the report's release. The Inspector General's recommendations include identifying the cost of private car moves and long-term parking, factoring this cost data into future decisions on setting or adjusting prices, and establishing a financial and performance reporting system. As Amtrak works to comply with these recommendations, the Committee directs Amtrak to engage with private car owners and associations on the identified costs, the analysis of recent price increases, the

reductions in locations and trains eligible for private car moves, and any new potential revised pricing. The Committee directs Amtrak to submit a report to the House and Senate Committees on Appropriations within 90 days of enactment of this Act detailing its plan to standardize the cost and revenue analysis for the private car program. Further, Amtrak is directed to include an updated report on charter train and private car policies in Amtrak's fiscal year 2021 budget justification. The Committee acknowledges that certain information may be commercially sensitive and cannot be made public. Therefore, the Committee directs Amtrak to provide such information through briefings to the Committees."

The White House is threatening to veto the fiscal 2020 funding bill, saying that President Trump was "disappointed" at Congress for boosting investment in Amtrak instead of eliminating the National Network, as outlined in the President's budget request.

The June 26th Senate Commerce hearing on next steps for Amtrak will likely play a big part in shaping intercity rail programs and Amtrak in the upcoming rail re-authorization. You can view the hearing [in its entirety](#).

Borden Black

SAFETY STANDING TOE TO TOE



Summer has arrived and with it my long standing tradition of wearing T-shirts, shorts and sandals. All of which probably have no place in a working rail yard! Most of the time, I wear a hiking shoe for my everyday footwear. Good support, firm sole and a lace up front. When I do make it to the shop or yard, I make it a point to wear my safety toed boots.

Sometimes these "safety toes" can be cumbersome and heavy. I remember one of my first pairs was heavy to the point that they felt like lead weights by the end of my shift. Why wear the darn things in the first place? Thinking back, this one safety appliance is probably the easiest to wear and yet yields some protection for our bodies. To me, it is just not the idea of protecting my

toes when I drop an 8 foot piece of angle iron on them. It is every bit as much to keep me from stubbing my toe on exposed rail or metal. The accidental dropping of a 3 pound hammer on your foot can be hazardous!

Safety toed footwear now comes in many different forms. If you don't want that industrial look for your safety toed shoe, there is now footwear resembling sneakers, hikers and even a causal dress safety shoe. The composite safety toes offer a degree of protection while shedding some of the weight of a traditional steel toe. The steel toe may be heavier in weight, but still gives a higher degree of protection. Which one you decide to wear may depend on the level of work you perform in your work setting. By the way, OSHA does have a standard for toe and foot protection. In any event, don't overlook the protection needed for your toes. Grab a pair of safety toed hiking shoes and no one will know the difference!

With every pun intended, take that first step and make it in a pair of safety toed shoes! Work safe, play safe and stay healthy. In the meantime, I will see if my sandals fit under any sort of OSHA category.

Gary Carter

UMLER UPDATE



One of the first cars from the January Amtrak auction finally got out of Beech Grove, 5 weeks after the car was released by Amtrak and the CSX prepayment hold. Precision Scheduled Railroading at its best. But that isn't the worst! After arriving in Chicago for interchange, it got humped, breaking the coupler, at least that is all the bad order card identified.

The Umler record for car clearly identified "shove to rest", "shove adjacent car to rest". Car was placarded both ends with high visibility black on yellow signage stating same.

This car was going to a railroad! If the field can do this to a car so marked, just think what they can do to a car without such handling instructions.

More on Amtrak auction:

Out of the 99 cars in the January auction, RPCNB and GLR have been involved with 28 so far. Got another call today so that is not in the total yet. Of the 99, only 2 had Umler records good enough to re-stencil from. **28 weren't even in Umler at all!** The rest had records so bad that they can't be used for the "prior mark and number" field because the computer will not accept data fields from those flawed records even after a new car record is built from scratch that the computer accepts. That means that all the maintenance data under the Amtrak registration is lost unless copied before the Amtrak record is deleted.

RPCNB general:

July 1 is the start of the RPCA membership year and the RPCNB subscriber year. It is RPCNB subscriber renewal time. All the renewal notices have already been sent, all but 1 by email. The one went USPS. If you have a car under the RPCNB reporting mark and have NOT gotten a renewal notice yet, please contact us. If you don't want to renew, please let us know that. Otherwise, August is a grace period, starting in September we will be deleting from Umler all that did not renew.

RPCNB is still looking for some one or two people to learn this position. Volunteers?

Have a pleasant and SAFE 4th of July.

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

75th Berkday Party



The Mad River and NKP Railroad Museum is celebrating the 75th birthday of Nickel plate Road No. 757 August 17 3:30 & 6:00 PM. The party starts with the program explaining the history of the 757. There will then be a BBQ buffet in the dining car and free time to explore the locomotive. Special guest Gene Lurwig will be bringing his 1/8 scale 757 from Georgia. This replica is an operational live steamer that is over 14' long and weights 1,140 lbs. Admission for the 75th Berkday Party is available at the museum, by phone at (567)-228-9866, or online at www.bringback757.org.



The Friends of the 261 has taken delivery of former Milwaukee Road E9 No. 32A, ex-Wisconsin & Southern No. 101. The unit was moved by Canadian Pacific from Milwaukee to St. Paul. The Friends plan to repaint it into the Milwaukee Road F units and E7s scheme of the 1950s.

Locomotives and rolling stock from three of Maine's famed two-footers, much of which has not been together in nearly a century, will reunite for two weekends of all-day photo and video opportunities Jan. 18-19 and

Feb. 8-9, 2020 at the Wiscasset Waterville & Farmington Railway at Sheepscot Station, Alna, Maine.

Great Northern Railway Historical Society has reached an agreement with the Lake Superior Railroad Museum in Duluth to operate and display the GN SD45 No. 400, "Hustle Muscle." The unit will be used on the Museum's 27-mile North Shore Scenic Railroad between Duluth and Two Harbors.

Three private cars that formerly served as Denver & Rio Grande Western business cars, and were later marketed for private charters, will go into long-term storage on the Grand Canyon Railway. American Railway Explorer/D&RGW executive car Kansas, dome-sleeper California and diner Utah had been stored in Los Angeles for occasional charter service.

Amtrak/Federal Agencies



Amtrak reports significant progress in construction of its new, state-of-the-art, high-speed Acela trainsets. The first trainset prototype will be ready for testing later this year and will enter revenue service in 2021, with all trainsets in service in 2022. Each train will have more seats than the current Acela trains, and will include personal outlets, USB ports and adjustable reading lights at every seat.

Amtrak will be spending \$72.5 million on station improvements through September 2019. The "Customer Now" program will fund projects at 53 locations in 35 states. Expenditures in 2019 include \$21.5 million invested in large-scale projects at 23 stations in 17 states. The remaining \$51 million is being spent for Americans with Disabilities Act renovations at 30 locations. There is now a 7-minute documentary video on YouTube that documents restoration work done at Chicago Union Station's Great Hall, part of an already-completed, multi-year \$22 million project. The video contains both historical footage of the transformation and

interviews with the tradesmen, engineers, and architects who helped execute Chicago Union Station's latest renovation.

Amtrak has made two promotions. Tracie Winbigler will take over as executive vice president and chief financial officer, and Stephen Gardner as chief operating and commercial officer. Winbigler will be responsible for Amtrak's finance, treasury, accounting and control functions. Gardner will serve in the newly created role of chief operating and commercial officer reporting directly to President Richard Anderson. Gardner will oversee Amtrak's operations, administration, marketing, strategy and planning, information technology, product development and customer experience, government affairs and corporate communications functions.

Amtrak's Chicago to Indianapolis four-day-a week 'Hoosier State' service has ended. In recent years, Iowa Pacific was responsible for providing and maintaining equipment, food service, and marketing, and Amtrak responsible for providing ticketing services and train operating crews (engineers, assistant engineers, conductors, and assistant conductors). In 2017, INDOT announced that Iowa Pacific was no longer able to fulfill the contract. Iowa Pacific's equipment and personnel were withdrawn and replaced by Amtrak. A state budget that did not include funding for the Hoosier State passed and Amtrak said that without the funding the Hoosier State would end on June 30, 2019.

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

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