



From the President



It's hard to believe we are already halfway through the year and on the downside towards winter. That's even more of a reality now that I spend a majority of my time in Michigan. For many, this has been the first full year of the "new normal". As with everything in life, things change. Changes within Amtrak have had a direct impact on policy that has wiped out many operations. If you haven't been personally affected by the changes, you know someone who has. Seeing that heartbreak in the eyes of my friends has helped me relate better, to those who witnessed the decline of the passenger train era in the 60's, that eventually lead to the formation of Amtrak.

There is good news. We are starting to see success stories of private cars on Amtrak. I wrote last year that new business models would spring up that would utilize Amtrak. Other business models would appear on regionals, shortlines and tourist operations. Those successes on Amtrak are working within the guidelines of Amtrak's new policies, such as the 70th anniversary of the 1949 Broadway Limited. I'm optimistic and looking forward to the 75th anniversary. I have to admit, I felt honored as our shop helped with getting the tail car (Frank Thomson) ready for its trip that celebrated that milestone.

The struggle to win hearts and minds within the walls of Amtrak are still ongoing. Those who have been tasked to make Amtrak work are trying to work within a system that has been broken for a long time. The balance between being a private company and quasi-governmental agency brings challenges that are hard to wrap your mind around. Stakeholders from the general public, federal government, the state governments and the communities that Amtrak runs through, all want to see Amtrak survive. Opinions differ on what Amtrak should look like in 2020 as much as they did in the early 70's. That is the struggle that has brought us to this point in history. A point in history where in some cases, the private car owner has been collateral damage.

At RPCA we have had a very good relationship with Amtrak that started last fall. Yes, the new policies that came out earlier this year added to the rising cost of running private cars but, it would have been much worse if we didn't have our direct meetings with Amtrak. The Amtrak draft policy had several unforeseen circumstances that would have left us with no inspectors on January 1st. Several other items within the draft were also changed based on Amtrak's willingness to reach out to the car owners prior to the policy implementation.

Protecting that relationship and open lines of communication is our first responsibility. Protecting what we currently have and building on that foundation takes all of us. We have to be above reproach, and that starts with watching our language used within social media and other forms of getting our message out. We all have had moments through the last 16 months that have been trying. We need to make sure that we are tempered regardless of the emotions and hardship we have been through.

Our next step with the legislative fund is to help shore up the legislative liaison that's working so hard on reaching legislators in regards to the private car owners and Amtrak's future. Yes, we want to see some of the pick-up and set off points restored, but the priority at hand is protecting the long-distance trains. In some cases, they may look safe but based on recent congressional testimony, they are still at risk. We at RPCA, with your help through contributions, are currently reaching out to shore up the budget for the legislative liaison to expand his work in Washington. Your contributions are still needed to continue this effort.

We look forward to seeing more expansion of private cars within the rail industry. Those new business models are being formulated and several of you are researching the best options for your cars. I know of

others that are trying to put together complete train sets or upgrade their current train sets. The future may have changed dramatically for many of us but it shouldn't change our desire to get these cars out there. Whether it's on Amtrak or on a freight railroad that provides community events, it shouldn't change our passion to push through in finding new markets.

Until next time, Be Safe,
W. Roger Fuehring

Overview of July 27th Board Meeting

Our Board of Directors mid-year meeting was held on July 27th at the Crowne Plaza Hotel in Albuquerque NM. This is the site of our upcoming 2020 RPCA Annual Conference in January.

The relationship between RPCA and Amtrak was discussed. In general, because we have kept our communications on a professional and non-combative level, our meetings and conference calls have had some positive results. We have made clear that we support the continuation of all long distance trains currently being operated by Amtrak, and also seek to improve relations between private car owners and Amtrak. We are currently looking into retaining a professional lobbyist (Ross Capon) to assist our efforts in Washington DC. Last January, we established a new legislative fund, separate from our operating account, to get this underway. There will be more news from the Amtrak committee as this story unfolds. In the mean time, the Board asks our members not to post anything on social media that would reflect badly on RPCA. Also, please do not post or re-post anything that you do not actually know as fact...and even then, consider the consequences to those within our organization who do business with Amtrak all the time.

Working toward a refreshing and updating of the RPCA website was introduced. After discussion it was decided that the Board will put out a call for proposals to do this work and a new committee composed of Roger, Jonathan, Roy, Al, and Eric Payne will handle the details.

It was reported that RPCA is receiving a great deal of attention on social media, and we about at the "critical mass" of followers that will start a big cascade of new eyes to see what we are all about. Good news, indeed.

Regarding upcoming Conferences: Conference Chairman Charles Barthold and representatives of the North Carolina Transportation Museum gave the first pass of information about our 2021 conference to be held in Salisbury NC. Preliminary plans, hotel information, and hospitality were discussed. It looks like it will be an exciting conference and more info will be sent out as the time nears.

Charles said that although Portland, OR has been considered for 2022, his contact requests are going unanswered. Should that not happen, Roger stated that Lake States Railway would either take 2022 (in Portland's place) or 2023.

The upcoming Albuquerque conference was gone over at length. The Chairman for the Albuquerque conference is Gary Carter. This year, there is no local organization doing all the leg-work to produce the event, so Gary and Charles have a lot of extra detail work to handle this time around.

Gary introduced representatives of the 2926 group who put forth their plans to have a heated tent large enough to hold 80 people and they will be displaying and explaining the mechanics of a steam locomotive, and hopefully have a passenger car to work with as well. There are a lot of possibilities here.

The conference will be held completely within the Crowne Plaza hotel. Vendors will be highlighted in a high traffic area that gives them ample room and allows for good traffic flow. Social events will include a trip to the Nuclear Museum at Los Alamos, a trip via the Rail-Runner to Santa Fe, and a day trip to the sky city of Acoma. Seminars are being worked on and the possibilities look good. In all, Albuquerque is shaping up to be a great conference.

Regarding the Election of Officers: Chairman Burt Hermey announced that this year we will be electing four officers to the board. Henry Weller, long time board member and past president has chosen not to seek re-election. Nominations will begin on Sept 1, 2019 and end 45 days prior to the conference (Dec 2, 2019). Ballots will be mailed to all members in good standing shortly after the close of nominations. Members may either return them by mail or cast them at the conference. For further information please contact Burt Hermey at burt@calzephyrrailcar.com.

The Board will next convene at the Albuquerque conference. Overall, the state of our organization is good, and we look forward to seeing everyone in January.

Executive Secretary *Gerry Lemmons*

MEMBERSHIP NEWS



LAST CALL FOR RENEWALS

117 members have not renewed their membership. Chris Lockwood will be sending you a reminder this week. Failure to renew means you will miss out on: editions of a slick, full-color magazine with articles and news of interest to all railfans, a monthly e-newsletter with the latest information on tourist trains, steam, museums and private

varnish, ability to attend the annual convention that features hands-on mechanical workshops, marketing information, the latest from Amtrak and the FRA, special train rides, trade show, banquet and networking, Umler recording and assistance, scholarship and mentoring for youth interested in railroading as a career or as volunteers, supporter of Rail Camp for youth, safety training and manual, rental of Single car test device, wheel gauge calibration, insurance administered through McCarthy Rail Insurance Managers, United Shortline Insurance & Hamman-Miller-Beauchamp- Deeble, providing members with an economical source of liability and physical damage coverage.

2020 CONFERENCE IN ALBUQUERQUE



Excursion to Santa Fe on January 16th

As you have read here in an earlier *Information Exchange*, we are planning a Thursday excursion to Santa Fe on the Rail Runner. A bus will meet us and serve as our shuttle between the Rail Runner station and the Plaza downtown. There are some considerations to think about regarding this event. First, this will be winter in this mountain town whose elevation is approximately 7,000 feet above sea level. The bus will drop us two blocks from the Plaza. From the bus stop it will be a 4 block walk to the La Fonda. From the La Fonda, it is one block to the Cathedral Basilica of St Francis of Assisi and one block to the

Loretto Chapel. Of course the distances double as you will need to walk back to the bus stop.

There are many shops and galleries to visit along the way.

If the hop over to the Plaza is giving you second thoughts, there are shops and galleries as well as restaurants within a 4 block radius of the Rail Runner station. You would still be able to have a nice lunch and get a feel for the city of Santa Fe.

Should the weather be bad, there are galleries, some restaurants and cafes where a quick warm up would be advised, both near the station and the Plaza.

If you are not quite sure about the excursion, please call us and we can answer your questions.

Gary and Sue Carter, 719-543-5197 or 719-406-6161

When: January 16, 17, 18, 19 and 20 2020

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

Sue and Gary Carter
2020 Conference Committee

RAIL CAMP UPDATE



photos by Tim O'Malley



Casey Naton RPCA scholarship recipient.

RailCamp celebrated its 21st year in 2019. Once again, I also had the privilege of being asked to be a counselor for the Eastern Camp based in Newark, DE.

As you know, each year the RPCA, through the generosity of our members and our insurance vendors, strives to send at least two deserving youth to the NRHS RailCamps via our Caldwell-Luebke RailCamp Fund and the Stanlee E. Weller Fund. This year RPCA was pleased to send one well deserving youth. The scholarship includes all activities, transfers from to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS. The Caldwell-Luebke Scholarship Recipient was Casey Naton. Casey attended the RailCamp East and is an energetic and enthusiastic young man who likes the North Shore Railroad, his local shortline. He first learned of RailCamp at age 6 and started following up at age 12. He applied as soon as he was old enough! The RailCamp "exceeded my expectations with the hands-on activities that everyone got to participate in and wasn't all classroom stuff like I expected." Casey lives in Lewisburg, PA and will be in the 10th grade next year.

The Stanlee E. Weller Scholarship Recipient: Unlike last year when there were three students, unfortunately, there were no female applicant's this year. We will roll the scholarship funds over for future scholarships..

RailCamp has had a successful and significant impact on creating future transportation industry professionals with a very high percentage of past attendees going into the field in one manner or another. Positions include, train dispatchers, locomotive engineer, conductor, civil engineers and management positions. Several of our many guest speakers this year were past alumni – one who is a Sr. Manager of Planning at Amtrak and the other an Engineer on the Reading, Blue Mountain and Northern regional freight railroad. Both were veterans of RailCamp and relayed their own stories and career paths for the students. Additionally, other participants included alumni working at Amtrak, Strasburg Railroad and the Pennsylvania

State Railroad Museum were RailCamp alumni further demonstrating the various possibilities to the students.

RailCamp East partners with Amtrak, the Strasburg Railroad and the Railroad Museum of Pennsylvania. The base for the week is at the University of Delaware in Newark, DE. Our business partners go all out to arrange the best possible experiences with the students with minimal disruption to normal business activity. This year the camp was a week later over the week of the 4th of July. Our partners worked overtime and came in on their vacation time to make the program a success. We can't thank them enough! Please support them and pay them a visit if you are in the area.

As always, we thank everyone for your continued support of RPCA's NRHS RailCamp Scholarship program.

Roy J. Wullich

RPCA - NRHS RailCamp Chairman

AMTRAK NEWS

There will be an across-the-board increase of 2%, effective October 1. Steve Robusto expects to get that information published on the Amtrak their website within the next day or so. He also mentioned that this will be the only rate change for fiscal 2020.

Burt Hermey

RPCA Inspector Program

At long last, following AMTRAK's abrupt change in policy for inspections of equipment on AMTRAK property, the RPCA in conjunction with its Risk Consultant, United Shortline Insurance Services, Inc. worked with its existing Insurance Company, Aspen Specialty and created a "first time in the industry" Program specifically for RPCA member Inspectors.

Working with AMTRAK directly, Ms. Julie Pettit, Sr Underwriter for USIS, tailored the coverages and reporting methods to comply with the new AMTRAK inspection requirements.

Although discussions in earnest began immediately following the RPCA 2019 Conference, approvals were not received until June 5th 2019 from AMTRAK, and agreed to by the Insurance Company.

The Program is now "ALIVE" for Passenger cars only and effective July 1, 2019 through July 1, 2020 and was initiated with seven RPCA member experienced Inspectors with each bearing an equal share of the projected annual minimum premium—currently at \$2500 each. There is now an "Approved List" of AMTRAK Inspectors, most participants in this program, with some who already had individual stand alone policies.

Each Inspector/Member/Applicant provided appropriate resume's, applications, and statement of interest which was submitted both to the Insurance Company and AMTRAK for joint approval.

Much "lively" discussion ensued determining what was and was not an "inspection" with AMTRAK and the Approved Inspectors as well as other items and requirements which may come along in the future.

USIS is pleased to have been able to address this new requirement utilizing the excellent experience of the RPCA and its active Insurance Team.

SAFETY - WEATHERING A LIGHTNING STORM



National Lightening Safety Week is June 23rd through the 29th. I guess it is somewhat ironic that less than a week later, 45,000 barrels of Jim Beam whiskey were destroyed by fire caused by a suspected lightning strike. Thank goodness no one was reported injured even though the resulting fire was battled by departments from four surrounding counties.

Lightning is a phenomenon to be taken seriously. It is the number one cause of outdoor deaths in Colorado, more deaths than bear encounters or rattlesnake encounters. Here are some basic rules for lightning safety:

1. Watch the weather forecast. Know if there are thunderstorms likely for your area. If so, tune into NOAA for the latest forecasts and warnings. I am sure there is an app for that.
2. If storm clouds are gathering, don't start anything that can't be quickly stopped and wrapped up.
3. If you hear thunder or see lightning, get inside. Make plans to take shelter inside a building. If the building is metal, stay away from the walls, any electrical systems and plumbing. Overhead wires and catenaries are especially susceptible to strikes.
4. If someone is struck or affected by a strike, cardiac arrest is the most likely cause of death. Victims of lightning strikes don't carry any residual charge and will probably need CPR or an AED.

We need to keep these steps in mind for not only ourselves, but for our passengers and guests. Have some sort of shelter available for those boarding or detaining should the weather turn inclement.

Prepare and know what to do in the unlikely event of a close strike.

It was good to hear that no injuries resulted from the distillery fire, however, it was somewhat disheartening to hear about the destruction of 45,000 barrels of whiskey. In any event, please stay safe, watch your surroundings and keep an eye on the sky. It only takes one strike. Stay safe.

Gary Carter

UMLER CORNER

This has been a sad month. We lost a long time RPCA/RPCNB supporter, Wes Weiss. He is and will be missed. July is annual renewal. If you have not received the renewal email, please email or call us. August is the grace period. If you intend to renew, please do it soon or contact us to discuss your situation. If you do not intend to renew, please tell us. We will otherwise delete not renewed equipment in September.

Pamm and Dan 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

"AT&SF steam boiler blow down on July 29, 2019". During the January RPCA conference in Albuquerque you can see the rest of 2926".



Steam in the Valley will be the only public passenger trips offered with No. 765 this year. It is a cooperative venture between Cuyahoga Valley Scenic Railroad and Fort Wayne Historical Society. The Steam in the Valley event is Sept. 21, 22, 27, 28 and 29. For the first time, CVSR is adding a Friday nighttime photo session excursion. In addition the two-and-a-half-hour living history train ride, includes live 40's style music, and a photo run-by. CVSR encourages guests to dress for the occasion in their best 1940's or 50's look.

Manitou & Pikes Peak Cog Railway steam rack locomotive No. 4 has arrived at the Grand Canyon Railway in Williams, Ariz for temporary display. The railroad took delivery of, and placed it on display on an isolated section of display track behind the railroad's Fred Harvey Restaurant at its Williams terminal. The locomotive will remain on the property for two years, until the complete rebuilding of the M&PP.

The Lake Superior Railroad Museum's Duluth, Missabe & Iron Range Railway 2-8-0 No. 332 has made its first revenue trips in two years. The locomotive made three round trips from Duluth to Two Harbors July 12-14.

The Pacific Locomotive Association have restored the Southern Pacific German-built Krauss-Maffei Diesel-Hydraulic model ML-4000CC No. 9010. The locomotive has debuted on the association's Niles Canyon Railway.

The Illinois Railway Museum has saved the sole surviving U28B locomotive in original condition. CSX Transportation donated Transkentucky Transportation U28B No. 260 to the museum. Midwest shortline Indiana Eastern Railroad, which operates 43 miles of former Chesapeake & Ohio trackage between Fernald, Ohio, and Richmond, Ind., has recently become a local railfan magnet after placing one of their two classic ex-Algers, Winslow & Western, ex-Central of Georgia 1955-built EMD SD9s back into regular service.

The Friends of the 261 will operate "Gourmet Express" excursions pulled by Milwaukee Road 4-8-4 No. 261 and E9 No. 32A on the Twin Cities & Western Railroad Sept. 21-22. The special trips cater to passengers interested in unusual food and wine. The 7-hour trips will travel between Minneapolis and Glencoe, Minn. The Friends will have chefs aboard the train to prepare meals, and wine tastings will be conducted.

Cumbres & Toltec Scenic Railroad and the Friends of the Cumbres & Toltec are renovating four historic passenger cars from the late 19th century. The historic fleet includes Railway Post Office car No. 65, Coach No. 256, and 1881 Jackson & Sharp-built car No. 292 and Billmeyer & Small business car F.

Genesee & Wyoming, North America's largest shortline holding company, is being purchased for \$8.4 billion by Brookfield Infrastructure. The deal will result in G&W becoming a privately held company. Genesee & Wyoming owns 120 shortline railroads, 114 in North America, with additional operations in Europe and Australia. Its North American railroads serve 41 states and four Canadian provinces and have over 13,000 track-miles. Brookfield Infrastructure, based in Toronto, owns utility, transportation, and energy.

Short line holding company OmniTRAX will acquire the Winchester & Western, a 101-year railroad operating approximately 100 route-miles in Virginia, West Virginia, New Jersey, and Maryland. The \$105 million acquisition from Covia Holdings Corp. is expected to close during the third quarter of this year, subject to review from the Surface Transportation Board.

New York State officials are continuing with their efforts to tear out part of the Adirondack Scenic Railroad's tracks to create a rail trail. Two state agencies have issued a document defining the scope of the project and are formally requesting public comment. The plan would include the "removal of rails and ties for the creation of a rail trail along the 34-mile segment of the Corridor from Tupper Lake to Lake Placid, with 85 miles of the Corridor south of Tupper Lake to be upgraded for train service,"

The Bluewater Michigan Chapter of the National Railway Historical Society is going out of business. Headquartered in Royal Oak, the chapter was chartered in 1982 and had more than 900 members at its peak, but is now down to about 30 people. It operated excursion trains throughout the Midwest and even in British Columbia and overseas. It maintained a fleet of quality passenger equipment for its trips as well as for lease to other groups. Despite shifting its emphasis to regional and shortline railroads, changes in insurance and railroad ownership meant passenger trains were no longer welcome. The chapter's operating and maintenance base in the former CSX yard in Saginaw was no longer available, and locations for safe storage of equipment became limited. The group has disposed of its collection of rolling stock and is now down to its last two cars, a former Grand Trunk Western buffet-club and a former Seaboard Air Line round-end tavern-observation. Both are leased at present, but the chapter plans to sell them to qualified buyers soon.

Federal prosecutors have filed a lawsuit against the Durango & Silverton Narrow Gauge Railroad accusing the Colorado tourist railroad of starting a massive wildfire last summer that burned for months and torched more than 53,000 acres. The government is seeking about \$25 million from the D&SNG and its parent company, American Heritage Railways, to help cover the costs of fighting the 416 Fire. According to court documents, fire investigators with the U.S. Forest Service found that the fire was sparked by a hot cinder from one of the D&SNG's daily excursion trains.

Amtrak/Federal Agencies



Former Congressman Todd Rokita of Indiana has testified at a hearing held by the Senate Commerce Committee. They are examining his nomination to be a member on the Amtrak Board of Directors. "I believe the Board needs more experience and representation from areas of the country that utilize Amtrak's long distance and state-supported routes like Indiana does," said Rokita. He did not bring up his voting record opposing Amtrak funding, but did point to his experience as an authorizer on the House T&I Committee and the T&I Rail Subcommittee.

Amtrak plans to extend its Contemporary Dining menu and dining service on to all of the long-distance trains east of the Mississippi. The move takes effect October 1 -- the beginning of Fiscal 2020 -- as part of a package of changes rolling out on trains in the eastern half of the country. Western trains are not affected by this move. The railroad has also announced some changes for the Auto Train. There will be enhancements for sleeping car passengers to include the return of complimentary wine with dinner, new dinner and breakfast menus, an upgrade to the sleeping car linens & towels and additional sleeping car capacity & availability. However, the service and amenities offered to Auto Train coach passengers will be downgraded with the elimination of the currently-complimentary dinner service. Food and beverages for coach passengers will be available for purchase in a new Cross Country Cafe car, offering what was described by Amtrak as an 'expanded cafe menu of meals, snacks and beverages'. A complimentary continental breakfast will still be served to coach passengers prior to their arrival into Lorton or Sanford. Food Trucks will be available at both Lorton and Sanford.

Amtrak's Wilmington and Bear, Del., shops recently disposed of the last of the F40PHR units for Amtrak and has sent the first non wrecked P40-8 to scrap. The units are headed to Larry's truck Electric in Lordstown, Ohio, where they are expected to be parted out by the locomotive dealer.

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