



## From the President



A good majority of our cars have been in private hands, museums, small railroads and tourist operations longer than they were originally in service. Cars built new for Amtrak are now entering private service. Our mainline steam locomotives passed that mark long before our passenger cars did. Most mainline steam locomotives were utilized less than 15 years before being parked.

What we do within our industry has always been unique. However it was considered the norm in my young eyes. The kids in grade school and junior high were the weird ones. I mean all the kids I ran around with hung out at railroad museums, went to Amtrak sales, worked as car hosts, changed windows, painted roofs on passenger cars, hooked up steam connectors and got to ride in the cabs of steam locomotives. It wasn't until I was in high school that I started to realize that my childhood was

something most kids never got to experience. I grew up doing what most adults wished they could do, play trains.

One of the cars that has been in private hands longer than it was in service is the Catalpa Falls. One of the few cars I worked on that didn't have any signs of Amtrak in it as it never made it beyond its PRR service. Growing up around the NS steam program and other private trips, I logged many hours working in the Catalpa alongside of many friends including John Suscheck (who later went on to form Ozark Mountain Railcar). When I took my first railroad job in 1987, the Catalpa followed me to Logan, Ohio for some trips. After that, I lost track of the car until I found her one day in Maryland getting an extensive rebuild that took many years. Over the years there has been one individual who was associated with the Catalpa Falls from the beginning, George Payne. Many individuals over the years have been a part of the ownership and management of the Catalpa. George has always had a passion for private cars and it continues to be contagious. Many times during my younger years I would see George and Marcia with their two young boys on the car. The oldest was Eric, who much like me had an interesting childhood that was based upon the love our fathers had for passenger trains.

It is always good to see that passion and vision passed on to the next generation. It's something that can't be lost regardless of circumstances within the industry. We will always find a way to share the love of these cars and locomotives with those that follow and eventually, take the lead.

Eric and George Payne on the 70th Anniversary of the Broadway Limited.

Until next time, Be Safe,  
W. Roger Fuehring



## MEMBERSHIP NEWS



## WEBSITE REDESIGN

The RPCA is in the process of considering upgrades and a redesign of our website! We need your help...

1. What do you like about our current website and what would you like to see on a new and improved website? We'd like to hear from you by September 15, 2019. Please send us an e-mail at [RFP@rpca.com](mailto:RFP@rpca.com) and we will include your input and feedback.

2. We have also issued a Request for Proposal (replies due October 15, 2019) for upgrading our website. Any interested party wishing to submit a proposal should contact us at [RFP@rpca.com](mailto:RFP@rpca.com) to request a copy of the RFP.

We look forward to hearing from you!

Roy Wullich  
RPCA RFP Committee Chairman

## 2020 CONFERENCE IN ALBUQUERQUE January 16, 17, 18, 19 and 20 2020



Conference opening, Friday, January 17. Opening of the conference will start at 0900 on Friday at the Crowne Plaza Hotel in the center of Albuquerque. Friday will have a variety of sessions, some railroading and a few pertaining to the local culture.

The Friday night reception will be at the National Museum of Nuclear Science and History including a dinner with ample time to explore the museum. Leave the hotel around 5 PM, returning at 8 PM.

Conference continues on Saturday the 18<sup>th</sup>. FRA and Amtrak representatives will be present and be available for a Q&A. Those not wanting to indulge in railroading may opt for a tour of ABQ, including a visit to a trading company, Old Town Albuquerque and lunch at the Indian Pueblo Cultural Center, returning around 2 PM. For those wanting mechanical sessions, the shop area for the ex-ATSF 2926 steam engine will be the place to be. A passenger car will be available for the mechanical session with participants inside an enclosed tent for the demonstration and presentation. If you would rather stay inside at the hotel, sessions will be presented there as well.

Saturday night banquet will start at 6 PM with a cash bar, dinner at 7 PM with a speaker at 8 PM.

Sunday, January 19, will have the general membership meeting in the morning followed by presentations and sessions all day from 9 to 4.



Monday, January 20, will have an excursion to the Acoma Pueblo. This pueblo

Santa Fe Excursion, Thursday, January 16. Leave the hotel around 0830 for a day of exploring the sights in Santa Fe. Return to ABQ, arriving at 6:30 PM. Sights include the Fred Harvey hotel, La Fonda, the cathedral of St. Francis of Assisi, the Loretto Chapel, shopping the Native American arts and crafts found along the Plaza and much more.

is the oldest continuously inhabited community in North America. We have arranged a special tour with lunch following at the visitor's center. The bus will leave around 9 AM and return around 3 PM.

Of course there will be time for business and swapping tales at the hospitality room each night of the conference. All of this and more. Please note that this is an itinerary and is subject to change as planning progresses. All dates and times are subject to change.

Please call or email if you have questions,

Gary or Sue at 719-543-5197, 719-406-6161 or [thecoloradomidlandroute@yahoo.com](mailto:thecoloradomidlandroute@yahoo.com)

## GRANT AWARD ANNOUNCEMENTS



Tom E. Dailey Foundation Inc.

The Dailey Foundation awarded 12 grants totaling \$28,500 at the August 17, 2019 quarterly board meeting. The railroad preservation grants were made to:

### **Oregon Rail Heritage Center \$5,000**

For the Historic Turntable Restoration Project to refurbish and install the last remaining historic element of the Brooklyn Roundhouse – a 102' continuous turntable, No. 1221, built in 1924 by the American Bridge Company and installed at Portland's Brooklyn Railyard in 1925, at their Center in Portland. [www.orhf.org](http://www.orhf.org)

### **North Carolina Railway Museum \$3,000**

For the Goldston Depot Restoration. The Goldston depot was originally built in 1884 by the Cape Fear & Yadkin Valley Railroad. Since it was acquired and relocated with the help of the Tom E. Dailey foundation, member volunteers have worked on exterior wood repairs, painting, and initial restoration of the office inside the depot. They are now embarking on a complete interior restoration <https://www.triangletrain.com/>

### **Nashville Steam Preservation Society \$6,000**

For Rebuilding the Worthington SA Hot Water Pump ("The Pump") as part of the restoration of the feedwater system for the Nashville, Chattanooga & St. Louis (NC&StL) locomotive No. 576. <http://www.nashvillesteam.org/>;

### **Coastal Heritage Society \$1,000**

For Interior Restoration of the Southern Railway No.1207 Partition Coach. No. 1207 is one of the few surviving Jim Crow Era passenger coaches in its original condition and with the partition intact. <http://chsgeorgia.org/>;

Since 2013, the Foundation has awarded 304 grants totaling \$903,206. The next board meeting is planned for November 9, 2019. Congratulations to all recipient organizations!

## AMTRAK NEWS

Report to Membership  
Amtrak-RPCA Conference Call  
8/7/19

The conference call occurred at 2:30 PM EDT and lasted for approximately 35 minutes.  
Present on the call were

From Amtrak: Michael DeAngelo, Stephen Robusto, Necho Terry and Beverly Davis.  
From RPCA: Roger Fuehring, Brad Black, and Burt Hermey

Topics discussed:

- 1) Charter and Special Moves Staffing:
  - Office now at full staff with addition of Beverly Davis and Theresa Smith.
  - Contact information to follow.
- 2) Rate Adjustments and Website Update
  - Effective Oct 1 there will be an across-the-board rate increase of 2%.
  - This rate will be effective through 9/30/2020.
  - The new rates have been posted to the Amtrak private car website page.
  - RPCA urged Amtrak to include an easy-to-find link to the page within its own website. Presently the only way to find the page is via a search engine. Amtrak agreed to pursue that.
- 3) Private Car Form Updates/CNOC Mechanical
  - The current recipient of the PC Inspection forms, Fred Dutton, will be retiring as of the end of August. It is TBD who will then receive and approve inspections. This is something Mike DeAngelo is working on.
  - Brad Black stated that he and George Payne have updated the PC1B form to conform to current APTA standards, and further stated that other PC forms require similar updating. Brad and George would be willing to work with Amtrak to accomplish this.
- 4) Switching Locations
  - Amtrak indicated that the switching locations guideline requires updating in light of changes that have occurred since publication, and that is something that's in progress.
- 5) Other discussions
  - PV passengers still have the use of Amtrak first-class lounges, subject to terms and conditions set forth in the "Station Lounges" page of Amtrak's website. CNOC must have prior notification so the lounge manager may expect PV passengers' arrival.
  - For Fiscal Year Ended (FYE) 2019 year to date private car moves are down about 50% vs FYE 2018. Amtrak believes this is due to the restrictions in available destinations. Revenues are down about 10-15% in the same period, however, on a fully allocated basis the PV contribution to bottom line is now positive.
  - Since the beginning of the year there have been NO delays chargeable to PV's, according to CNOC.
  - Also, since the beginning of the year CNOC is not aware of any safety-related infractions by PV owners or guests.
  - Since inception, there have been 4 approved moves involving cars cut off train 14 at Oakland, with no delays to the train.
  - Trains 11/14 are limited to 17 pieces of equipment (engines and cars) arriving/ departing Los Angeles. This means that during the summer, when the train runs two locomotives and 12 cars, up to three private cars can be accommodated. In the winter the train runs two locomotives and 9 cars, so up to six PV's may be accommodated during that period.
- 6) Albuquerque conference—If any car owners want to bring their cars to Albuquerque please get your movement request in ASAP. Also, please provide a copy to Gary Carter.

The next conference call will be scheduled to take place this Fall.

—Burt Hermey

**LADDER SAFETY**





A few of you may know of my fear of heights. Yes, acrophobia to the max. Ladders play into this phobia as well. Over the years, many acquaintances have fallen from ladders and received serious injuries. There are several websites touting ladder safety, including OSHA. Some of the basic rules for the safe usage of ladders are:

1. The right ladder for the right job. Is it too tall or too short? Is there a weight limit for the ladder?
2. Go up and down looking forward with your belt buckle facing the ladder. Hand over hand, straight up and straight down.
3. Stay in the middle of the ladder. Don't lean too far from the center of the ladder.
4. Three points of contact. Wow, where have I heard that before. Two hands and one foot or two feet and one hand.
5. Wear shoes with sturdy soles. Shoes with weak or floppy soles can tire out the feet.

There are many more issues when dealing with ladders. Sound condition, non-slip rungs, etc. All of these items are just good reminders when we go to reach for that extension ladder to lean against our cars. Four years ago Sue and I took 3 of the grand kids to Mesa Verde for a quick vacation. One of the ruins which requires ticketed admission is a place called Balcony House. For those of you who have no idea as to the Native American ruins found in Mesa Verde, this ruin sits about 50 feet below the top of the cliff and about 200 feet above the canyon floor. Once inside the dwelling there are no walls or railings to prevent anyone from going over the edge. The kids and I started down the trail with the rest of the group and came to a landing where the Parks Service has a 50 foot, twin ladder made from the logs of pine trees. Yes, 2 people go up the ladder side by side. Now, I am not good with anything over a 4 foot step ladder, so my acrophobia was raging. As I started up, I noticed that the rungs were oversized and my hands were not getting the grip I thought they should. On top of this, the Parks service had painted the logs a white paint. Yes, a slick, high gloss white paint. The kids had already scampered up and were waiting for this "scaredy" cat to get his butt up the ladder. I just looked forward, hand over hand, 3 points of contact and kept climbing. 50 feet of terrifying height!

Stay safe with those ladders and just keep climbing.

## UMLER CORNER

People are making life tough on themselves as well as us by NOT requesting re-stencil of cars bought/sold in a timely manner. Once the car is deleted from seller's Umler records, we can ask for it to be put back, but they don't have to. And then there is Amtrak, some of the records are SOOO bad, the Umler computer will not allow them to be used for a re-stencil, and then some just aren't even in Umler.

If the cars being transferred are freight cars, they must have the "stripey-stuff", the retro-reflectorization materials, applied and the date, place and who applied them in Umler, otherwise it is a bad record that can not be used to re-stencil from, and can not be used as a prior after you build the car from scratch!

That means we have to build the car into Umler from scratch, and all the maintenance data (air dates) that were in Umler are lost, plus the car loses its computer generated ID number, meaning the system can't find it if mechanical failures of equipment are discovered in other cars. And if the car is for revenue freight service, losing the old computer ID means you also lose the older, better car hire rate.

Here is a picture that should not have happened! The car was clearly marked with conspicuous tags, and Umler clearly identified that the car was NOT TO BE HUMPED!

The reason? No reason, but the excuse was: PSR (Precision Scheduled Railroading) does not allow us enough time to hang on to the car and take it to the correct track or for the next car.

The railroad had to pay the total cost for repairs because the Umler record and car marking were clear and evident.

One would think there is something wrong with PSR then. Are they going to hump a box car loaded with ammo also?

For those of you shipping ex-EI Cap cars from the Amtrak auction, FRA is requiring, and CSX is complying at least for movement from Beech Grove, that an idler car, actually a low level hand

brake accessible from the ground car, accompany the high level car. That will significantly increase your shipping costs and time, be aware.

We spent the last 3 weeks on a swing west. Lots of pix, met many good people. We spent over a week in the Portland, OR region. Good time spent with 4449, 700, 197 and Pacific NW Chapter NRHS reviewing the rolling stock, discussing changes in rules and regs, and that great four letter word, PLAN. Now to write the report!

We did Royal Gorge and D&SNG on the way out. Durango to Silverton is 7 hours round trip plus about 45 minutes in Silverton. That tells you how fast those little Mikes pedal along, only 62 rail miles. They are converting at least one to burn diesel fuel instead of coal. Will be interesting to see how that works out. For that matter, will be interesting to see how long they can last with the 'gentrified' from California moving into Durango and making it clear they don't like those loud smokey things in down. Leaving Colorado on the 'back roads', the truck spent a lot of time in exhaust brake mode, many winding roads, sharp turns, steep grades. For Dan, fun to drive. For Pamm, less so. She wasn't greatly IMPressed by 700 foot drops with no guard rails.

The weekend before Portland we were at the Great Oregon Steam Up in Salem. Those people really know how to put on a party! Many, many stationary steam engines and tractors doing what they do best. We got to drive a surplus FMTV (Family of Medium Tactical Vehicles) in the veterans parade each day, and had a good time with the 1/8 scale operators including being the guest speakers for their dinner. Even spent a couple hours in the Operation Life Saver trailer talking with youngsters and those just getting their drivers licenses. That was fun.

We hit some of the national parks and monuments on the way home. Grand Teton and Yellowstone are good, but expensive. Even more expensive and with wayyyyy too many people are Crazy Horse mountain and Mount Rushmore. Cost \$12 per head just to enter the Crazy Horse property, \$125 per head to go up the mountain. We paid the \$24, saw the movie, took some pix from the porch, and Pamm found a neat piece of rubble from the work on the mountain for grand daughter.

## 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



Metrolink.

Only the third Union Pacific Big Boy No. 4014 excursion ever operated will run Oct 12 and across famed Cajon Pass. The Rail Giants Museum reports that the excursion will begin with a bus from the Metrolink Rancho Cucamonga Station to UP's West Colton Yard, where passengers will board the train and ride to the Barstow area with a bus return on Oct. 12. The Oct. 13 trip will start at the Metrolink station, go to the Barstow area, and return to West Colton by train, and end with a bus transfer to

The Branson Scenic Railway has acquired three cars from Amtrak in its latest sale of retired equipment. They are Amtrak baggage cars 1204 and 1245, and dining car 8521. The two baggage cars were built by Budd in 1953 for Santa Fe as Nos. 3533 and 3534 respectively.

Tennessee Valley Railroad Museum's Southern Railway 2-8-2 No. 4501, is getting a temporary makeover and will become Louisville & Nashville J-3 No. 1593 for the L&N Historical Society annual convention Sept. 19-21. L&N details to be added include a large Sunbeam headlight with road number painted on the lens, a genuine L&N three note chime freight whistle, and authentic lettering. The normally silvered smoke box will

get a coat of dark graphite for the occasion. The engine will pull a regularly scheduled trip to Chickamauga, Ga., and return, including a photo run-by.

After a year, Soo Line 2-8-0 No. 2425 has made the move from Ironhorse Railroad Park in Minnesota to its new home at the Mineral Range Railroad in Ishpeming, Mich. It was donated to the city of Enderlin, N.D., and put on display in a city park. Concerned about asbestos insulation leaking from beneath the boiler jacket city officials built a structure to completely enclose the engine and tender. In 2005, Ironhorse Railroad Park offered to buy the locomotive and move it to the museum site, but it took until 2008 to close the deal.

Kansas City Southern has announced the 2019 schedule for its 19th annual Holiday Express train. The six-car festive train will depart Nov. 27 from Shreveport, Louisiana, on this year's tour, which will stop in 20 communities in five U.S. states on 25 dates. The route will end Dec. 22 at Union Station in Kansas City, Missouri.

## Amtrak/Federal Agencies

The Federal Railroad Administration released two years worth of capital repair grants to support 10 passenger and commuter rail projects in 10 states. The \$227 million in grants are part of the Federal-State Partnership for State of Good Repair (SOGR) Program and will go to repair, replace, or rehabilitate publicly or Amtrak owned or controlled railcars, stations, and track infrastructure. These funds were appropriated by Congress in the Fiscal Years 2017 and 2018 budget bills.



The former Amtrak office car 10000, which was used by the passenger railroad's presidents, is for sale. An unidentified private owner is listing the car on Ozark Mountain Rail. The 65-year-old Wabash-built office is listed for \$40,000. It is said to need a lot of work, but is salvageable. The car was used by President Gerald Ford during whistle stop tour events in 1980 and by Amtrak President W. Graham Claytor Jr.

Las Vegas Xpress, the company behind the former X-Train between Las Vegas and Southern California, has announced that service will not begin this November as planned but have been working with Amtrak to be in operation next summer. Michael Barron, chairman and CEO of Las Vegas Xpress, Inc has stated that he expects to be "running as an Amtrak train" by July 2020. This would be the first passenger rail service in Las Vegas since 1997.