

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE



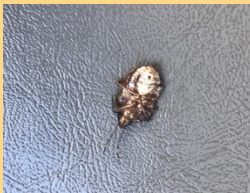
Happy Fall Foliage Trips

From the President



Sometimes you just have to step back and laugh about the simple things. It's always easy to get caught up in the issues of the day. In our industry it's easy to worry about the future of long distance trains, having dinner in the diner, loss of charter trains or issues on your tourist operation. But sometimes, you just have to take a break from reality. And sometimes, even reality is a little strange. Recently I was driving south of Ft. Wayne, Indiana when a friend of mine called me. His family owns a small short line that's northeast of Indianapolis and he was having a problem with the only locomotive on the west end of the railroad. By coincidence, I would be dropping my wife off just two blocks west of his locomotive issue. I told him I would be there shortly.

When I arrived, I found the locomotive showing a continuous wheel slip even though the wheels weren't turning let alone slipping. He couldn't move the locomotive under its own power. After checking a few items, I pulled off the cover on one of the power contactors and noticed heavy black soot. Looking a little closer, I could see an oblong circle in the center of the contactor tip. After I removed the oblong circle I could see it was a perfectly flat stink bug. I cleaned up the contactor tips with a Scotch-Brite pad to find no damage to the contactor tips. I put the cover back on the contactor and to the amazement of my friend, the locomotive was repaired.



Somedays you just have to accept what's given to you and on other days, you just have to get the bug(s) out. I can honestly say after 32 years railroading, I got the bug out of the system. It's amazing what can hold up a train.

Our conference in January is approaching. There's been a lot of changes in the industry. Some good and some bad. We look forward to coming together as a group and just like my friend with his bug issue, we hope to see how we can help each other out.

Until next time, Be Safe,
W. Roger Fuehring

MEMBERSHIP NEWS



BOARD ELECTIONS

The nomination period for a seat on the RPCA Board of Directors is now open—through December 4. Motivated people should consider running for a seat.

As a Director, you would be expected to attend the regular board meetings, which are held twice a year. Once during the Annual Conference, and once in a place and time TBD, around midyear. There is a stipend for attendees of the midyear conference meant to defray some or all expenses you would

incur.

You would also be expected to participate in special meetings, generally by telephone, that may from time to time be called by the President.

If you wish to nominate yourself, please gather the names of 10 members in good standing to accompany your nomination and forward them, together with a short bio and face pic to me, Burt Hermey at cbhermey@pacbell.net.

Upon the closing of the nomination period ballots will be mailed to all voting members. Ballots may be returned by mail or dropped off at the Conference in Albuquerque. Voting closes with the close of the banquet.

In these times, our members' participation is very important, and we look forward to that!

Burt Hermey

WEBSITE REDESIGN

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

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. Please send us an e-mail at RFP@rpca.com and we will include your input and feedback.



We have received some ideas but want to hear from more members before we undertake the redesign. Some good ideas have been presented we want to hear from YOU on what you like and dislike about the current site layout.

Roy Wullich
RPCA RFP Committee Chairman

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



Online registration for the RPCA 2020 Annual Conference in Albuquerque, with a pre-conference event beginning on January 16, 2020, is now open.

You should have received printed materials.

The Early Bird registration deadline is Friday, October 25, 2019. Highlights of Conference: Excursion to Santa Fe on the Rail Runner, reception at the National Museum of Nuclear Science and History, mechanical session at the shop of the ex-ATSF 2926, city tour of Old Town and the Indian Pueblo Cultural Center, Saturday night banquet, silent auction, general

membership meeting and an excursion to the Acoma Pueblo.

All of this information may be found on the RPCA website.

Registration and hotel accommodations may be made through this portal as well.

Activities available, but not included in the conference: Tram ride to the top of Sandia Peak, hot air balloon ride, Unser Racing museum and more.

Things to remember: The trip to Santa Fe will involve walking at 7200 feet in elevation in January. (Shuttle bus to and from the Rail Runner station and the Plaza). There will be a tent set up for the mechanical sessions, but dress for winter. Watch for sales of Amtrak tickets and airlines servicing Albuquerque Sunport International.

Cut off for Early Bird Registration: Yes, if you want to save a few bucks, register early.

Register by October 25th for the Early Bird registration.

Hotel cut off for the room rate is: December 18.

Please make your plans early and if you have any questions, please contact Gary or Sue Carter at 719-406-6161 or thecoloradomidlandroute@yahoo.com

[Click here to register on line.](#)

[Click here for conference information](#)

If you decide to bring your railcar to Albuquerque. We will let the members know through an email blast and list it on the website.

Send Gary Carter your contact information and details by October 4 and we will put out a special e-mail.

GRANT AWARD ANNOUNCEMENTS



The National Railway Historical Society (NRHS) has announced nine recipients of its annual Heritage Grants Program. The 2019 heritage grant awards total \$48,000. The recipients are not for profit organizations, including historical societies, museums, and a NRHS Chapter.

This year's grants were awarded to the following recipients:

\$8,000 to the Oregon Rail Heritage Foundation in Portland, Oregon towards the refurbishment and installation at its Rail Heritage Center of a 102' continuous turntable, the last remaining historic element of the former Southern Pacific Brooklyn roundhouse. It will be one of only a handful of powered operating turntables accessible to the public in the West.

\$8,000 to the Roanoke Chapter, NRHS in Roanoke, VA to replace window gaskets and related parts of former Norfolk & Western Railway "Jim Crow" coach #512, built in 1949 by Pullman Standard Company, that was originally part of the consist of the railroad's classic streamliner named the Powhatan Arrow.

\$3,500 to the North Carolina Railway Museum (NCRM) in New Hall, NC towards the rehabilitation of the Goldston Depot, a small town freight depot constructed around 1884 by the Cape Fear & Yadkin Railway, and later operated by the Southern Railway. The Depot has been relocated to the grounds of the NCRM and will be available for Museum visitors to view the original interior and a display of historic artifacts stored by the Museum.

\$8,000 to the Pacific Railroad Preservation Society in Portland, Oregon for work relating to the 15 year FRA boiler inspection and rebuild of former Seattle, Portland & Spokane steam locomotive #700, originally built by Baldwin Locomotive Works in 1938. The locomotive is the railroad's last surviving Northern E-1 class. The NRHS grant is specifically for the rebuild of two air pumps used in the locomotive braking system.

\$2,000 to the New England Steam Corporation in Winterport ME toward the replacement of the tender cistern and coal bunker of Maine Central passenger steam locomotive Pacific class #470, built by the American Locomotive Company in 1924. The locomotive was the last steam locomotive to operate on the Maine Central. The locomotive tender restoration is part of the overall project to restore #470 to operating condition.

\$5,000 to the Lake Superior Railroad Museum in Duluth, MN for the cosmetic restoration of Erie Mining Company S-12 switcher No. 403 (later renumbered 7243) the last diesel to leave the Baldwin Locomotive Works factory in Eddystone, PA in 1956 when the factory closed. The locomotive worked at the Erie Mining plant in Hoyt Lakes, MN from 1956 to 1992 when it was donated to the Museum.

\$8,000 to the Nashville Steam Preservation Society in Nashville TN towards the rebuild of the Worthington SA Hot Water Pump (the Pump), a part of the feedwater system of Nashville, Chattanooga, & St. Louis steam locomotive No 576, a 4-8-4 J-3 class engine built by the American Locomotive Company in 1942. The restoration of the Pump is part of the restoration of the locomotive to operating condition.

\$2,500 to the Nevada County Narrow Gauge Railroad Museum in Nevada City, CA to restore gondola car #233, built in 1917 and used by the Southern Pacific narrow gauge line ("SP narrow gauge") until 1955. It is the only remaining SP narrow gauge gondola car that has all mechanical parts preserved and can be fully restored.

\$3,000 to the Placerville & Sacramento Valley Railroad in Folsom, CA for brake equipment parts for Southern Pacific "suburban" coach # 2110 built by the Pullman Company in 1924 and used in regular commuter service between San Francisco and San Jose, CA. It is a passenger car design that dominated northern California commuter trains for decades. The NRHS grant will enable the car to return to operating condition after cosmetic repairs.

AMTRAK NEWS



The Senate Appropriations Committee passed an \$86.6 billion Fiscal Year 2020 transportation funding bill, an increase of \$167 million over this year's levels. \$58 million is increased funding for Amtrak. The bill was approved by a bipartisan vote of 31-0. Among the funding provided is:

Amtrak: \$2 billion of that the National Network will get \$1.32 billion and the Northeast Corridor: \$638 million. \$100 million will be reserved for Amfleet 1 replacements. The Consolidated Rail Improvement and Safety Investment grants are included at \$255 million, the State of Good Repair grants: \$300 million and Restoration and Enhancement grants: \$2 million

A synopsis of the committee action by *Rail Passengers Association* is provided [here](#).

Language was included regarding Charter Trains and Private Cars, which was watered down since it was approved by the house subcommittee. It is as follows:

The Committee continues to applaud Amtrak's efforts to make itself financially more sustainable through a business-like approach to its operations. However, stakeholders continue to remain concerned with Amtrak's communication and implementation of new policies. In fiscal year 2019, the Committee directed Amtrak to report on the effects of its changes in policy to charter trains, special trains, and private trains, but stakeholders continue to express concerns with Amtrak's billing and pricing for private

cars and charter trains. Amtrak is directed to once again report on the impact of its policies to charter trains and private trains in the fiscal year 2021 budget request, and to include the amounts and percentages by which revenues and usage declined. Amtrak should also continue to update the list of eligible locations for private car moves and continue to evaluate such locations going forward. Amtrak should continue to strive to improve public outreach and offer its stakeholders an opportunity to comment on policies that affect services prior to finalizing any such decisions.

RPCA Safety Manual Got it Right



It has been 4 years since the RPCA Safety Program was introduced to the membership. The program is comprised of various topics from electrical systems to onboard passengers and the safety issues relating to each. When the co-chairs of the Safety Committee were finalizing the manual, it was decided to add the recommendation that owners or operators of private passenger cars should not allow smoking onboard the car. Whether traditional tobacco products, or e-cigarettes or vaping devices, we thought there was too much risk for the owner/operator of the car.

This risk could be in the form of second hand smoke which has been shown to have negative health effects on others near the smoker. Another risk was the material being smoked or vaped in e-cigarettes. Solutions containing THC, hallucinogens or unknown toxins could be inhaled by the smoker. To this point, on September 19, 2019, the Centers for Disease Control and Prevention issued a statement informing the public that they were "...investigating a multi-state outbreak of lung injury...." associated with e-cigarettes and vaping. As of the reporting date of 19 September, there were 530 cases being reported in 38 states. In addition, there were 7 deaths also reported. It is their belief that off of these substances were inhaled through e-cigarettes or vaping devices. The CDC is only looking at the lung injury from e-devices. Who knows how many cases of intoxication or stupor has resulted from inhaling various solutions.

Yes, the RPCA Safety Manual was a full 4 years ahead of this CDC investigation with the recommendation of banning smoking onboard our cars. Our Safety Manual is to serve as a set of guidelines and contains recommendations on the safe operations of passenger cars. 530 cases of lung injury are substantial and RPCA identified those risks early on. If you see an unsafe situation which the committee needs to study, please call it to our attention. Likewise, if you observe a situation which you feel is safe, but is being unfairly treated, let us know as well. Until then, be safe, take a break and don't smoke 'em even if you got 'em.

Gary Carter

UMLER CORNER



This is what happens when operators don't pay attention to handling instructions.

That is what is left of a type H coupler!

Umler was clearly marked shove to rest and shove adjacent to rest in the handling instructions! Car was clearly marked in high contrast lettering DO NOT HUMP.

Crew's excuse was: PSR (Precision Scheduled Railroading) doesn't give us enough time to hold the car down the hump and the next one.

Car and loco registrations:

The renewal period for RPCA membership and RPCNB subscriptions is now past!

We had 16 cars not renewed, 3 were one time moves (expected to not renew), 1 was sold and buyer didn't contact us, and 3 promised to renew but haven't yet.

That means 9 cars we had expected to renew did not and are deleted from Umler. If you did NOT renew your subscription, you must remove the RPCX reporting mark from your car!

We also had 15 cars whose owners did renew the RPCNB subscription, but not the RPCA membership. By the rules, you must be a current RPCA member to use the RPCNB member benefit of registering your car or loco under the RPCNB reporting mark. Please get your RPCA membership renewed quickly, or we will have to refund your subscription renewal and delete your car.

There was a new Umler Data Specification Manual published September 12.

We are back into Umler Change Request mode, 1 for increasing the loco weight maximum, and 1 for increasing the loco length maximum. We'll see how it goes. Seems we have several steam locos that exceed both by a significant margin.

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



This week, the legendary Marty Stuart and His Fabulous Superlatives debuted the song we've all been waiting to hear, as part of their Artist-in-Residence concert at the [Country Music Hall of Fame & Museum](#). No. 576 took center stage for a portion of the program as Marty and longtime bandmate Harry Stinson told the story of Nashville's iconic steam engine and played its new anthem for a packed house and a host of country music royalty. [Click here](#) to watch the video premiere of "The Duchess (Queen of the Dixie Line)".

Marty is donating all the proceeds of the song to The Nashville Steam Group's restoration project. There are also links to some of the videos, the story, etc. below.

www.nashvillesteam.org

FOR SALE

There is a lot of equipment up for sale this month:

The City of Noblesville, Ind was unable to sell most of the rolling stock from the former collection of the Indiana Transportation Museum. The city, which now owns the equipment, says only five pieces out of the 17 pieces up for auction were bought. Among the pieces remaining are former Amtrak, nee Great Northern, steam generator car no. 661; Milwaukee Road EMD FP7A no. 96C, which currently wears Monon Railroad livery; Milwaukee Road EMD F7B no. 68B; PRR Pullman sleeper no. 8007, Philadelphia County; and Santa Fe stainless steel coaches nos. 3083 and 2400. The pieces of equipment which were not sold will be scrapped according to Ozark Mountain Rails website.

Florida's Gold Coast Railroad Museum, is reducing its collection. Museum Board President Jeff Brown says it has received no bids for the equipment which includes Florida East Coast Pacific-type steam locomotive No. 113 two EMD cab units — an E8 painted as Florida East Coast No. 1594 and an FP10 painted as Seaboard Air Line No. 4033 a host of passenger cars and other rolling stock. He adds that they are not in "fire sale mode."

Iowa Pacific Holdings does appear to be holding a fire sale of equipment. There is a batch of new listings on rail equipment brokerage site Ozark Mountain Railcar offering a at least 33 pieces of Iowa Pacific equipment, including locomotives and rolling stock from different past and present Iowa Pacific operations around the United States. The equipment listed for sale is noted to be "free and clear of all liens and encumbrances." Included are several vintage diesel locomotives, passenger equipment, and even two steam locomotives.

The City of Mt. Sterling, Ky., is seeking sealed bids for the purchase of a former Chesapeake & Ohio freight and passenger station listed on the U.S. National Park Service's National Register of Historic Places. A Facebook post says bids will be received through Oct. 15. The Mt. Sterling depot was built in 1910 and served the city until the 1970s.

Oregon Scenic Railroad has steamed up the Craig Mt. Lumber No. 3 and the locomotive added to the tourist line's excursions next year. The locomotive hasn't been under steam since 2009,

The Lake Superior Railroad Museum is acquiring a high-hood former Northern Pacific GP9 in trade for a former Duluth, Missabe & Iron Range diesel. Both units are operational. No. 1382 is one of the few surviving ex-NP GP9s that retains its as-built high front hood.

Attorneys representing the Durango & Silverton Narrow Gauge Railroad have filed a motion to dismiss a federal lawsuit that demands the railroad cover the costs of putting out a massive wildfire that prosecutors say the railroad started. The suit demands the railroad pay \$25 million to compensate the U.S. Forest Service for resources used to douse the 53,000-acre 416 Fire that began on June 1, 2018 near Hermosa, Colo. Fire investigators stated that the fire was the result of a cinder from a passing steam train. Attorneys for the D&SNG filed a motion to dismiss arguing that state and federal law only allows the government to sue for damages caused by a wildfire but not suppression costs.

Amtrak/Federal Agencies

Amtrak has yet another new food service plan. It plans to use efficiencies gained from the new food-service model on Eastern trains to restore dining service to the Silver Star. In addition, Amtrak plans to restore coach passengers ability to buy meals in the dining car, will offer four additional hot meal options, and won't change the current food-service model on Western long-distance trains. In addition, they will get rid of the box and bag presentation in favor of a meal-specific tray, will introduce two meat-and-egg breakfast sandwiches and will use a combination of processes and technology to ensure that there is enough food on board.



Transportation Dept. grants have been awarded for infrastructure improvements, including a \$4.3 million Restoration & Enhancement grant to the Southern Rail Commission targeting initial restoration of passenger service between New Orleans and Mobile. The funds were awarded to the Southern Rail Commission for the restoration of at least one year of service between New Orleans, LA and Mobile, AL. Two daily round-trips are planned and would be a first step toward eventual restoration of through service to Florida. Mississippi and Louisiana have already committed to a necessary local match to support the proposed service, Alabama has yet to agree to make a similar required match. Release of the Restoration and Enhancement Grant funds follows the Federal Railroad Administration release of two years' worth of capital repair grants supporting 10 passenger and commuter rail projects in 10 states -- \$227 million in total.

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

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