



INFORMATION PASSENGER CAR EXCHANGE



From the President



Albuquerque is fast approaching. This year's conference is to be special in many ways. If you haven't registered yet, hurry up as some of the limited seating events are filling up.

Congratulations are in order to North Carolina Transportation Museum. They just accepted the former Seaboard observation car 6604 as a donation from the Bluewater Michigan Chapter of the NRHS. The car is currently at Tennessee Valley Railroad Museum and will be moving to Spencer in the near future.

In 2021, you will be able to see the car in service when our conference will be hosted by the North Carolina Transportation Museum. Big thanks to the folks at Spencer for taking on another RPCA conference. In 2010, we had a very successful conference as a result of the hard work from our friends in North Carolina. I believe you can spend a whole day at the museum and not see everything. Some of the best Southern Hospitality can be found at Spencer. We are still searching for additional options for the 2022 conference. If my math is correct, this will be the 40th conference. That very first one in Bellevue, Ohio was held in a building that wasn't much bigger than the smallest conference room we use during our current conferences. Let's make 2022 special. If your organization is interested in hosting the 40th, please contact Charles Barthold at rpcaconco@aol.com.

In 1997, a very active group in RPCA hosted the conference in Saginaw, Michigan. The Bluewater Michigan Chapter of the NRHS hosted the conference. Now I wasn't there but I was told it was pretty cold. Don't believe it was as cold as Duluth. At that time, the group was leasing the former Pere Marquette round house from CSX. If it wasn't for Bluewater's activity within the roundhouse at Saginaw, it might not be in as good as shape as it is today. They made sure it received a new roof and the needed repairs to keep it dry. Without that work, the building as I know it today most likely wouldn't be usable. As an employee of Lake State Railway, I am grateful as the Saginaw roundhouse is the home to our locomotive fleet.

In December, the Bluewater group will be no more. Bluewater was one of the few groups that could put on a mainline train utilizing all their own cars. To this day, our family still refers to paper plates as "Bluewater China". Always had to give our friends a hard time about using paper plates in the diner. Regardless of the paper plates, they were a first class group of men and woman that pulled off some pretty amazing memories for the young and old alike. Many of the Bluewater members, and former members, are still involved within RPCA. Thank you for all your hard work and some great memories.

And what about that roundhouse? All new doors, another new roof, bays 5-10 heated, HEP on tracks 1-4, new bridge crane installed for heavy repairs and a new floor poured last month. The floor has the capacity to sustain our jacks to lift any modern 6-axle locomotive in service.

The Legacy of Bluewater can be found in many of our operations. Some of the standards set within our group started with Bluewater and groups like them. It's up to us to look into a bright and always changing future, and carry the torch forward.



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 Hermeiy 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 Hermeiy

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 is now open

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.

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

Please make you 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](#)

Additional sights to see in Albuquerque

Some of you may be arriving into or departing from Albuquerque with some extra time on your hands. Since this is already a 4 day event packed with 2 excursions, a reception and a dinner banquet, there was little time to add anything else to the agenda. However, if you find yourself with a few hours to spare, you might look into these attractions as we could not fit them into the agenda.

1. The Wheels Museum next to the old ATSF railyards in downtown ABQ. This museum features anything with a wheel, including railroads. This is located about one-half mile south of the Amtrak station.
2. Sandia Peak Tramway. This tram is the longest in the United States and rises about 4,000 feet in elevation over its 2.7 mile journey. Lunch and dinner are available with reservations.
3. Unser Racing Museum. The Unser family racing museum is located about 2 miles from the hotel with racing history and the achievements of this family.
4. The Anderson Abruzzo International Balloon Museum. This museum is located north of the hotel, just a short distance off of I-25. Any visit to Albuquerque should include some form of ballooning.

These are just a few of the places open for exploration if your time and schedule allows. Each of the above have websites which should be checked as information, hours and admission costs can be found on each. Explore on your own! Please ask questions if you are looking for something special.

A couple of points regarding the conference agenda. The city tour is scheduled to arrive back at the hotel around 3 PM. This may not leave enough time to catch a mechanical seminar in the 2926 shop. Please plan accordingly as the City Tour will conflict with most of the mechanical seminars.

Lunch on the City Tour will be ordered off of the menu at the Indian Pueblo Cultural Center. The cost of lunch is *not* included in the City Tour. Please visit the Pueblo Harvest Café for menus. Salads are \$13 and sandwiches are \$14 to \$17 plus beverage.



PVs going to Albuquerque

Our 2020 annual conference in Albuquerque is lending itself for a unique situation. Amtrak allows for private cars to be cut off and added in ABQ. This means that traveling to and from the conference in the luxury of a PV is just a phone call away. At this time, RPCA has been notified that some PVs are making the trip. These cars are starting from various points and offer an

opportunity to ride in style.

To find out more about the cars, points of origin and costs associated with the trip, please visit [RPCA.com](http://www.rpca.com) and go to the PVs to ABQ section or click on this link <http://www.rpca.com/2020ConferencePhotos/2020ABQcars.html> . There you will find more information on these trips. Please check back from time to time as more cars may be added.

To be clear, RPCA is not endorsing any particular car, car owner or trip. This listing is merely a service to our members.

RAILCAMP 2020

Celebrating their 27th year in 2020, the NRHS RailCamps are already looking for potential campers. Each year RPCA sponsors two scholarships - one under the Caldwell-Luebke Scholarship Fund and one under the Stanlee E. Weller Scholarship Fund to send two deserving high school aged youth to the NRHS RailCamp. During our annual banquet, and throughout the year, we make an appeal to our members and welcome your contributions to these funds. Additionally, our insurance partners with HMBD, Borden-Perlman-McRail and United Shortline generously support the scholarship program as well.

If you have a potential camper and scholarship recipient, please let me know. Sponsored Campers receive priority placement. Applications for the NRHS RailCamp will be available on or about January 1, 2020.

More Information on the NRHS RailCamp may be found at: <https://nrhs.com/programs/railcamp/>
Should you have any questions, or would like to make a contribution to the Scholarship funds, please contact me at: rjwullich2@aol.com

AMTRAK



Interesting article from PV owner Dick Spotswood in Railway age:

The dilemma: It's now clear that Amtrak, the National Railroad Passenger Corporation, and its new management under former Delta Airlines CEO Richard Anderson and Executive Vice President Stephen Gardner, regards its principal responsibility as making the Northeast Corridor America's first true high-speed rail route. That's a worthy goal and no easy task. Running from Boston south through seven states and the District of Columbia, the Northeast Corridor is the central transportation axis for southern New England and the Middle Atlantic states. The dilemma is that Amtrak's mandate is not limited to the Northeastern states. [Read more here](#)

WELLNESS IN THE SAFETY SPOTLIGHT



By now the Halloween train has been put away and plans are being laid for the next function whether it is a Harvest train or a Turkey train. It is probably just about time to start getting the crew and volunteers together for the big Santa Express or whatever your holiday train is called.

In any case, many of us are rolling into the season where these excursion trains fund a large portion of activities undertaken throughout

the year. An important season indeed and a season of giving. As we make contact with the public and other volunteers, let's make sure we are not the ones receiving any gifts of noxious bugs from those looking to give away a flu bug.

Yep, it is that time for all of us to receive an inoculation against the latest flu strain. The old flu bug can hit hard and disable entire communities. A single injection can reduce the chances of catching the flu by about 60%. Is the flu shot 100% effective? No, but it can reduce the symptoms and duration of the illness. Many factors come into play with the flu vaccine, including age, overall health, etc.

Nobody wants to be ill over the holidays. Having contact with the general public on holiday trains could be a set up for catching the flu. Even with the vaccination, what is the most important action we can do to protect ourselves? Wash those hands!

Please plan ahead, get vaccinated and volunteer for the holiday train season. Watch out for the kids with the runny noses and wash those hands! Until then, stay healthy, enjoy the turkey and be safe.

Gary Carter

UMLER CORNER



It is now November and we still have people attempting to renew their Umler registration for the 2020 subscription year. Sorry folks, but renewal is due 1 July, just as your RPCA membership renewal. You should be sending your renewals between May and July. August is the grace period. Not September, not October. We sent 2 notices out between 1 August and 15 September, as well as reminders in this newsletter!

It is your responsibility to make sure we have your current contact information. Keeping your car or loco registration has got to be at least as important as correcting your magazine subscription! And this is very important for groups that have leadership/committee changes.

Several people emailed or called in late August and early September to say they were going to renew, so we didn't delete equipment as quickly as we have in the past. Some actually did -thank you, welcome back. Please try to renew next year in July.

Those who didn't, your equipment was deleted from Umler along with those who never responded. The rules are: once deleted, a new mark use agreement must be executed, and it is a first upload fee, not the renewal fee along with the current insurance certificate.

We deleted 27 pieces of rolling stock. Those deleted MUST remove the reporting mark stencil from your car. Some of those were known one time moves. For those that weren't, you now must start all over again if you want to register your rolling stock under the RPCNB reporting mark.

We suggest marking your 2020 calendar for May to renew RPCA membership and RPCNB subscription. If you have a calendar with notices on your computer, put it there also, and have it ping you 1 and 2 months ahead of 1 July.

If you would like to do multiple years, we can handle that! All it takes is saying so.

Keep all the flanges on the gauge side of the rails.

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



The Lehigh Gorge Scenic Railway has announced it will cease operations as of November 25. That is in response to the Lehigh, Pa. request that the tourist railroad begin paying an amusement tax. The borough also filed a lawsuit seeking back taxes. The owner of Lehigh Gorge and its sister railroad, the Reading Blue Mountain & Northern has indicated that the company would move the passenger operation elsewhere. In a press release, the railroad contended it is not an amusement.

Nearly two dozen entities associated with Iowa Pacific Holdings have now been placed into receivership. Last month a judge signed an order placing 22 companies associated with Ellis into receivership. Included in the order were Iowa Pacific Holdings, Permian Basin Railways, Saratoga and North Creek Railway, Chicago Terminal Railroad Company, Hoosier State Train LLC, and others. Mass Coastal Railroad, a freight and passenger railroad on Cape Cod could be included at a future date. According to court documents, the railroads are also subject to "substantial claims" by the Internal Revenue Service.

After years of negotiations between the City of Eau Claire, Wis., and Duluth's Lake Superior Railroad Museum, an agreement has been reached for Soo Line 4-6-2 No. 2719 to remain at the museum permanently. Under an agreement reached between the city and the museum, the locomotive will be sold to the museum for \$8. In turn, the museum will forgive over \$48,000 in storage fees accumulated by the city after it exercised its right to purchase the locomotive from the museum in 2018.

Menards, N.Y.; Caledonia, Wis.; and Ossian, Iowa, will be new stops this year for the Canadian Pacific Holiday train. The U.S. train will feature Alan Doyle and Beautiful Band in New York, with Meghan Patrick, Tanika Charles, and Kelly Prescott providing the entertainment from Chicago until that train's final show in Gleichen, Alberta.

Amtrak/Federal Agencies



The full Senate is moving ahead with a four-bill spending package which will include a transportation bill increasing Amtrak's funding. Senate GOP leadership is trying to limit the number of controversial amendments to the bill to speed passage on the floor. If the Senate is able to clear the package, leaders from the House and Senate will convene to hammer out the differences between the various bills. In addition to funding levels, there are a number of policy riders that affect train passengers in both bills. They include directions from Congress to improve communication with stakeholders,

replace station agent positions the railroad eliminated, improve relationships with train charter companies, and many other policy riders. Congressional leaders are sounding a note of caution about being able to finish before the current Continuing Resolution runs out on November 21.

A report by the Amtrak Office of Inspector General estimates Amtrak could see \$12.1 million in benefits from just a 5% improvement in overall on-time performance, and at least \$41.9 million annually if trains reached a 75% on-time rate. Amtrak's executive vice president, strategy and planning, issued a statement in response saying the company appreciates the analysis of "the significant financial consequences of poor on-time performance ... which is primarily driven by delays caused by host railroads that own most of the rail lines used by Amtrak trains." He says the report shows the real financial impacts of late trains. The new report says that a 5% increase in on-time performance would bring \$8.2 million in reduced costs — through reduced labor and fuel costs, and savings in the costs of hotel and food vouchers for passengers who missed connections — and an additional \$3.9 million in ticket revenue resulting from increased reliability. The report estimates that

\$6.9 million of this financial benefit would come from Amtrak's long distance trains, which had an on-time rate of just 46 percent in fiscal 2018.

The Federal Railroad Administration (FRA) has issued a Notice of Funding Opportunity (NOFO)—including \$396 million in grant funding—for the Federal-State Partnership for State of Good Repair Program (Partnership Program). The program aims to “fund projects that repair, replace or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. The Partnership Program grants are intended to benefit publicly- or Amtrak-owned or -controlled passenger rail infrastructure, equipment, and facilities in rural and urban American communities. The FRA also recently posted a NOFO for a Railroad Trespassing Enforcement Grant Program worth \$150,000. The program's objective is to reduce railroad trespassing along the rail right-of ways, thereby reducing trespassing safety-related incidents. The grants are aimed at law enforcement, regular and overtime wages, to assist communities at risk for rail trespassing related incidents and fatalities.