



From the President



Nuts and bolts.

I've heard that term several times over the last weeks in reference to RPCA. We've been very proactive through the years with the education, training and the tools needed to perform various inspections to our equipment. The airbrake and single car testing has been the cornerstone of that training throughout the years. At French Lick, we provided (at additional cost) a several day course on performing a 92 day inspection on a locomotive. We work hard each year with our host to offer hands-on seminars with some of the most qualified instructors in the industry.

Our Numbering Bureau has been ahead of many issues in the industry. The cars under the RPCX mark are well respected because of the due diligence of our RPCNB team.

The safety program was implemented to examine ourselves. We are correcting issues and changing the mindset to match that of the railroads we operate on. We are committed to not only say that safety is important, but to make it first so everyone one goes home to their loved ones in one piece.

Our insurance committee has continued a long tradition at RPCA of offering products that have stood the test of time. When new Amtrak regulations came out that required new insurance standards, it was our committee that saved the day. With their professional and timely work, all private car movements under way on Amtrak, were able to continue. Without the insurance in place for the inspectors, most if not all cars would've eventually stopped moving.

These are just four of the many reasons to be a member and attend the annual conference. As we move forward, we will be instrumental in developing standards as they apply to the congressional mandate that has led to CFR 243 training. We will also work hand in hand with Amtrak to keep a sufficient number of inspectors qualified and current as it pertains to CFR 243. This is for our members and Amtrak's benefit.

And we will always offer available resources and networking for tourist operations, museums and anything else that is associated with rail equipment.

So if you or your organization owns a piece of railroad equipment, operates a tourist railroad, has a museum or you're just interested in the technical side of our industry, why not join us? For about 12-1/2

cents a day, you and/or your organization can become members. You can be part of the conversation as we look to shore up our operations and develop opportunities through networking and face-to-face interaction at our annual conferences. So what are you waiting on? Come join us in Albuquerque this January.

Be Safe and Have a Blessed Holiday Season.

Roger Fuehring

MEMBERSHIP NEWS

Legislation and regulations continue to be a significant concern to RPCA members. These include both proposed laws and new rules from the FRA as well as Amtrak's continuing changes to excursions and private car policies.

The Legislative Committee has been working on the RPCA's stance on these issues and has been working with a liaison to help ensure that our voice is also heard. If you know of an issue that the Legislative Committee should be aware of, please feel free to contact Gerry Lemmons, Lewis Foster, or Roger Fuehring and pass that information along.

One of the stipulations of this Legislative Committee is that any funds used must not come from the RPCA's general fund. This means that in order for the Committee to work on these issues, we need interested members to provide financial support.

This is an important initiative that will help ensure that the voice of our members is heard. As we've seen for the past 20 years, new rules, regulations, and laws are increasing the burden on our members and restricting what we are able to do with our equipment. If we want to stay on the rails, we need to make sure that we are not forgotten in this process.

Please consider contributing to the RPCA Legislative Fund. Checks should be sent to:

RPCA

5323 Highway N #331

Cottleville, MO 63338-0331

All checks should be made out to RPCA and include a note that 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.

Your RPCA.com web site is updated on a regular basis with information about what is going on. But RPCA publications need information. Their success depends on information from YOU. If you have special trips or other items PLEASE send to Media@rpca.com. We can't tell the world about your trips or events if you do not give us the information. Remember FaceBook and web posts are free advertising for being a member.

IN MEMORIAM

James Lewis, a retired Amtrak mechanic was shot to death last month in his southside Chicago home. A lot of RPCA car-owner members have known Jim over the years both when he ran the shop in Chicago and after he retired, as an inspector and as someone they could turn to for an emergency repair. Mike Fricka said Lewis hired him at Amtrak and the two quickly became close friends. At one point, Lewis oversaw all the mechanics for Amtrak in Chicago, according to a company representative. Fricka called him "a master" at working on trains, using "old country proverbs" to teach new workers. Everyone called him "Big Jim" because he was 6-foot-4. Lewis retired from Amtrak in 2013. Lewis had a simple catchphrase for everyone: "It'll all be alright."

RPCA CMO Dan Pluta's father passed away last month. Walter "Bud" Allen Pluta, age 76, passed after a lengthy battle with cancer. He was a jack of all trades, some would even consider him a "mechanical wizard". He enjoyed historical railroad preservation which led to his passion for model railroading later in life, woodworking, painting landscapes, horticultural, beekeeping as well as making maple syrup. He

was a life time member of the Lake View Volunteer Fire Dept. and very active in the Mooresburg Community Center Meals Program.

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



Online registration is open

Things are shaping up for the conference in Albuquerque next month. Speakers and presenters for the sessions are being finalized. Early on in the process of planning sessions, I thought about contacting a local Albuquerque auto body shop to present a session on wrapping vehicles, maybe passenger cars, in vinyl. Through my search, I was directed to a sales rep for 3M Products who was based in Phoenix. In turn, she contacted her regional sales manager concerning this presentation. At this time, it appears as though we will have a technical presentation by 3M on the various aspects of wrapping cars in different types of film. You might be asking how they know anything about railroad cars and in fact, some of their

wrappings are of locomotives. This presentation is tentatively scheduled for Friday afternoon. It is currently snowing from Denver, CO down to Albuquerque, NM. This is not our first snow in Colorado nor New Mexico. Santa Fe received 3 inches of wet snow yesterday. Please bundle up and plan for winter weather. There is always the chance of 60 degree weather in ABQ, but this winter may be different. Something about RPCA and winter weather.

It's not too late! There is still space available for the Acoma Pueblo tour on Monday the 20th and the tour can be added to an existing registration. The pueblo is located high atop a rock mesa with spectacular views. The San Esteban del Rey Mission, a Catholic mission, is located at Acoma and was involved in the Pueblo Indian revolt of 1680. This tour is truly a once in a life time opportunity to visit this historic and sacred place.

We do have a number of vendors and sponsors signed up for activities and we want to thank them for their support. Along those lines, there are still some vendor tables available if you would like to purchase one and advertise to the membership.

I would be remiss if I failed to remind all of you to bring those items for the Silent Auction. Eileen is getting geared up for the auction and we have lots of table space reserved, so bring them on! Lastly, please be aware that there is an important deadline approaching for attending the conference.

The deadline for regular registration is December 18 and the cutoff for the RPCA hotel rate at the Crowne Plaza is December 18th.

Circle December 18th on the calendar and get those plans firmed up.

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.

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](#)

AMTRAK



RPCA/AMTRAK CONFERENCE CALL November 15 Summary

For RPCA:

Roger Fuehring
Brad Black
Burt Hermey

For Amtrak:

Steve Robusto
Mike DeAngelo
Necho Terry
Teresa Smith

- 1) For the FYE Sep 30, 2019, PV moves are down about 50% vs FYE 2018. Now that moves are priced on a FULLY ALLOCATED basis PV moves make Amtrak money. Previously the pricing model was based on Incremental Cost.
- 2) There are currently 10 inspectors certified by Amtrak to perform PV inspections. Their names appear on the Amtrak website. This is current and has been updated to reflect the recent retirings and death of Jim Lewis. Amtrak thanked RPCA for its work in creating the insurance program for inspectors.
- 3) Amtrak recognizes that the pool of qualified inspectors may be too small and requested that RPCA assist by suggesting names of qualified persons for Amtrak to vet. It also recognizes that pool size is a bit of a balancing act because, with the new insurance requirements, too many inspectors would mean fewer inspections/inspector and possibly drive some inspectors out of the business.
- 4) Consists may change more than 2x/year, and those changes may trigger the need for an extra locomotive. Trains 29-30 was cited as a case in point. They are currently running with one locomotive, and even 1 PV may require extra power.
- 5) RPCA asked that the chart that used to be on the website showing consists and limitations be reinstated, as it was pointed out that the earlier owners know what consists will look like the better able they are to control their business, and perhaps to take advantage of certain opportunities that may open up. Amtrak agreed to explore that but mentioned that consists may still change on short notice.
- 6) Steve Robusto and Mike DeAngelo will be attending the RPCA Conference in January.

The call ended after approximately 30 minutes.

Burt Hermey

SANTA SAFETY



Ho, Ho, Ho! It's time again for those Santa trains and the kids who enjoy them so much. This time of year is a busy one for those organizations who offer the opportunity to ride a train during the holidays. As I sit here thinking about the upcoming schedule of runs, I am also watching the snow pile up on my lawn and the challenges it poses. This leads me to think about some special aspects regarding safety around these operations.

First on the list is the idea of sound footing. Shovel the snow and de-ice the walks. Check the vestibule steps as the runs progress as snow can build up from the foot traffic. Little kids are always in a hurry and grandma and grandpa have trouble walking on dry flat ground.

Next is having a well lit area for boarding and detraining. The 21st of December represents the shortest day of sunlight of the year. This means that if our Santa runs start at 4 PM and end at 10 PM we will be

operating during 6 hours of darkness. Portable lights and volunteers with flashlights would certainly help. Please don't forget the crew might need some extra light as they tie the rolling stock down after the evening's runs are complete.

Other items on the Santa Safety Checklist might include crowd control with designated parking areas. Greeters to inform the public as to where the ticket booth is and where the boarding platform is located are a nice touch. I would probably include safe food handling on the list. If serving hot chocolate and cookies, encourage all workers to wash those hands! Staying well through the holidays is high on anyone's Christmas list.

My Christmas wish for everyone is to have a safe and successful railroading season. Please don't forget the meaning of the Christmas season and try to stay off of that Naughty List.

Gary Carter

UP ON THE ROOFTOP... *IT'S SAFETY SANTA!*



UMLER CORNER



WARNING!

A major change to OT-5 is being put in place Dec 2. Access starts Jan 2. Becomes mandatory Feb 2. OT-5 is freight car Loading Authority for private (freight) cars. Yes, there was a major skirmish about a year ago over RRs attempting to force our private PASSENGER cars into OT-5. The AAR and Railinc helped us there, pointing out to the RRs that why do you need OT-5 if you can't load a passenger car with

freight? Duh

However, RPCNB does have a few freight cars under our mark to support our members operations. And so do many of our members.

Can't tell anyone what new data we need yet, can't get access to the new user's manual until Jan 2! Once we figure out what is going on, we'll ping people. Kallas, expect a nasty-gram about Jan 3! This will be a topic for the Annual Conference seminar, short if no changes, longer if it causes grief. For you member short line operators, if ASLRRA can't help, we will try to once we get it figured out.

Good news! We are now up to 138 cars and locos! Thank you all for your renewals! We wish all a safe and Merry Christmas!

Dan and Pamm Monaghan

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

GRANTS



GRANT AWARD ANNOUNCEMENTS
10 grants totaling \$21,705 were awarded at the November 9, 2019 quarterly board meeting. Since 2013, the Foundation has awarded 314 grants totaling \$924,911. The next board meeting is planned for February 8, 2020.

The following railroad preservation grants

were awarded:

Staten Island Historical Society/Historic Richmond Town \$1,000

For the restoration of the Annadale Train Station exterior. It will serve to educate visitors on the history and origin of the building and the region's history.

Lorain Growth Corporation/Main Street Lorain \$3,205

For their Main Street Lorain Caboose Relocation and Refurbishment. It will be located next to the BRL train station as a static display for educational projects, tours, and scouting.

Mid-Continent Railway Museum \$2,000

For reproduction of upper and lower berths for DSS&A Sleeper Car "Duluth". Only 2 of the 10 were left intact and reproduction of the missing berths requires craftsmen able to do fine marquetry and veneer work.

The National Museum of Transportation \$3,000

For Exterior Restoration of the Aerotrain #3, a concept lightweight rail train manufactured by the General Motors Electro-Motive Division. Built in 1955.

Burlington Route Historical Society \$1,000

For Parks Collection storage enhancement, including oversize archival folders and two flat file drawing cabinets, as well as sorting, organizing and cataloging approximately 1,600 drawings of coal chutes and water facilities along the right-of-way of the CB&Q.

Midwest Railway Preservation Society \$1,000

For renovation of their NKP 90 railcar, built in January 1930 by the Pullman Company for the New York, Chicago and St. Louis Railroad.

Lake States Railway Historical Association \$2,000

To complete Phase 3 of their IT Upgrade, which includes purchasing hardware, software, and installation costs for a uninterruptible power supply (UPS) system and provide positive and automatic backup for all data files.

The winner of this year's **Richard T. Steinbrenner Memorial Restoration Fund** is the Nashville Steam Preservation Society. The \$1,000 grant will go towards the restoration of Nashville, Chattanooga & St. Louis J-3 4-8-4 #576, specifically in the restoration of the locomotive's cab. NC&StL #576 is a 1942 graduate of ALCO in Schenectady and is a close cousin to our National Railways of Mexico #3028. Nashville Steam was selected from a group of seven qualifying applicants for this year's award.

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 Watauga Valley Railroad Historical former Clinchfield Railroad car No. 100 was the "Santa car" on this year's CSX Santa Train. The newly refurbished Pullman-built coach is on the rear of the train where Santa Claus throws gifts of food and toys to the massive crowds which turn out each year for the event.

New York State's Capital Region Toys for Tots train will not run this year. Organizers say they were unable to secure the necessary permissions to operate the train this year. Norfolk Southern, which owns the tracks did not provide clearance for the train to operate. Organizers say the passing of former Amtrak CEO Joseph Boardman in March may have had an impact on the process. Boardman was a vocal supporter of the Toys for Tots train, both when he ran Amtrak and after his retirement. Last year's train delivered about 18,000 of the 250,000 toys the group distributed to local organizations,

Canadian National has donated an SW1500 locomotive to the National Railroad Museum in Green Bay. The switch engine, built in 1968, was used by the Wisconsin Central and CN in Fond du Lac, Wis., until it was retired earlier this year.

Rover was the winning name in the Steamtown National Historic Site Railfest 2019 "Name the Train" contest. The Baldwin Locomotive Works 0-6-0 steam switching locomotive carries passengers on the Scranton Limited short train rides that rove throughout the park on select days. The name Rover will be used from now through the 2020 railroad operating season.

Nashville Steam Preservation Society donors and co-chairs of the Nashville Steam Advisory Committee Richard Tower and Charles "Wick" Moorman are teaming to offer a matching grant for the restoration of former Nashville, Chattanooga and St. Louis steam locomotive No. 576. They will offer up to \$300,000 to match contributions of \$1,000 or more made before Dec. 31, 2020.

The borough of Jim Thorpe and its school district have dropped their lawsuit against the Reading & Northern Railroad, and are holding discussions with the railroad about bringing the R&N's Lehigh Gorge Scenic Railway back to town. The Lehigh Gorge announced in October it would shut down as of Nov. 25, the result of the suit over what the borough and school district said were more than \$95,000 in unpaid amusement taxes on ticket sales.

Amtrak/Federal Agencies



Amtrak has released a new photo of a prototype high speed trainset being built in upstate New York. France's Alstom is building the new Acela trainsets at its Hornell shops. The passenger sets with power cars are expected to enter service on the Northeast Corridor in 2021.

Amtrak Now and Into the Future was the topic of the House Subcommittee on Railroads, Pipelines, and Hazardous Materials, Wednesday,

November 13, 2019. Among the topics addressed by Anderson, representatives from three labor unions, the Rail Passengers Association, an Oregon state legislator, and a California corridor operator were: Passenger train priority and preference, On-board amenity degradation, Lack of Amtrak transparency and accountability. The written testimony of the participants and video of the entire session is available [here](#).

Amtrak announced another ridership record in Fiscal Year 2019, providing 32.5 million customer trips, a year-over-year increase of 800,000 passengers.

Amtrak recorded an operating loss of \$29.8 million, an improvement of \$140.9 million or 82.6% compared with the previous year. However, it does not break out revenue by route as it has does in the past.

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

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