



From the President



January is here. Our fall color trips and Christmas trains are in the books. That means it's time for our annual conference.

This will be an exciting year at Albuquerque. Gary Carter has taken the lead with help from our Conference Coordinator, Charles Barthold, to make sure the 2020 conference is informative, educational and entertaining. This is all being done with a lot of hard work from many behind the scenes including Al Weber who has overcome a few challenges with the website (new one on the way). Big thanks to all of those who are working so hard to make Albuquerque special. We look forward to seeing you there.

Effective January 1st of 2020, our friend and former President, Henry Weller will be retiring from his position on the Board and also as the President of the Numbering Bureau. The board seat will remain open until the elections are complete during the conference. Attempting to fill Henry's shoes, the numbering bureau position will be my responsibility after the first of the year.

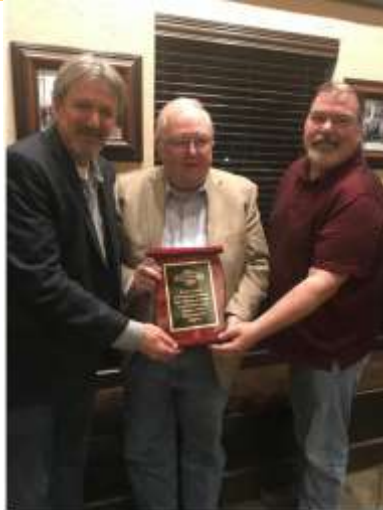
Henry and Stanlee have been involved with RPCA since the second conference in Sandusky, Ohio. They have been an important part of my life since I went to work on one of Henry's railroads in Southern Ohio in 1987. Just two years later, I followed Henry to another startup railroad in Indiana. Before leaving Henry's employment for work on Louisville & Indiana, and eventually starting my own business, I worked with Henry on two additional startups in Indiana. In that time I experienced a man of strong character and a great role model who molded my career. Whenever I fell short or made a mistake during my time as a leader in the railroad industry, I harken back to lessons learned in those first seven years of my career. Those formative times helped guide me and continue to guide my steps to this day.

Not knowing for sure if Henry would be at Albuquerque, we wanted to surprise him with a visit and a couple of special gifts. You see, whenever a situation would call for a special plaque and presentation, we would call Henry to come up with just the perfectly worded plaque. I guess it didn't feel right calling Henry to come up with a plaque for himself.

With some creative assistance from Henry's good friend Cathy, Roy Wullich, my wonderful wife Cathy, and I surprised Henry in Kokomo at one of his favorite eating establishments. It was a great time to catch up with Henry and Cathy. We presented Henry with a wall plaque thanking him for his service and friendship. We then presented our good friend with a base mounted glass plaque that named Henry Weller an "***Emeritus Board Member***". And with that, we thanked him for all he has done for the organization and look forward to his continued guidance, leadership and most of all, his friendship.

It turns out Henry & Cathy will be at the Albuquerque conference. Just another good reason to see you there. Be Safe,

Roger Fuehring



MEMBERSHIP NEWS

RPCA is keenly interested in reducing delays involving Private Cars, and we urge you to take a moment when a significant delay occurs whether you are on an Amtrak train or PV to email your take on the situation to <Delays@RPCA.com>. You may also text to (714) 264-9167. As Sgt. Friday on Dragnet would say, "Just the facts, please!" We will be discussing these with Amtrak. Ones that we think deserve immediate attention will be forwarded to CNOC.

All operators of Private Cars (PV's) deal with train delays as a fact of life. At RPCA, we are committed to open communication with Amtrak about these and other topics relevant to their PV business. Delays attributable to PV's can include delays due to receiving services that we have paid for, such as receiving water; or delays in entraining or detraining our passengers and their baggage. These types of delays are not the fault of PV's, but they will show on the Conductor's Delay Report nonetheless. Other delays are largely unavoidable. For instance, I once had a car set out in the desert due to an overheated wheel bearing. Though rare, they do happen, including to Amtrak's equipment, and they usually don't take long to develop.

In other cases, a delay may be charged to a PV simply because we're easy targets.

We'd like to be made aware of all of the above. Any significant delays WILL be an agenda item on the next morning's Conference Call, and it's frequently helpful if the operator's observations get communicated to Amtrak prior to that call.

Sometimes there are things that the operator can do to minimize or eliminate delays, and these will be the subject of future articles.

Burt Hermey, Vice President (714) 264-9167

Pittsburgh Air Brake Co., Inc. Has moved to its new much larger headquarters at
401 Main Street
Bentleyville Pa. 15314
Phone number remains the same 412-278-3600

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



RPCA 2020 Conference Around the Corner

The annual conference is just a couple of weeks away and things are getting finalized. There are bus contracts, catering contracts, ticket printing, etc. Speakers are being contacted and the schedule printed. Our speaker for the Saturday night banquet will be Stathi Pappas of the Cumbres and Toltec Scenic RR. It appears as though those folks have undertaken the task of building some passenger cars from the trucks up. Different standards, different setting than most of us are familiar with.

The mechanical seminars at the shop of the 2926 were tweaked slightly so that all of them could be held inside the tent as ABQ's weather has been more of an El Nino than that of a La Nina. We have an HEP seminar with do's and don't's including cables and conduit threading. The 2926 guys and gals stepped up and will present non-destructive testing which includes a hands on segment of ultrasonic testing. The 2926 will be available for inspection as well as a surprise segment by those same 2926 folks. Until then, please keep an eye on the weather and the other guy if you are driving, enjoy the ride on Amtrak if you have rail plans and buckle up if a flight is in your future. Via con Dios, see you in the Land of Enchantment.

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](#)

News from Albuquerque

There is some news out of Albuquerque regarding a private rail car and a museum. The Wheels Museum is an eclectic museum dedicated to those pieces of equipment which had or has wheels. Planes, trains, automobiles, fire engines, roller coasters, anything with wheels are a part of the collection. The museum is located immediately adjacent the old ATSF rail shops and is actually housed in the old ATSF "Storehouse". In addition to its collections inside, a turntable can be found in the back yard!

The museum has received the donation of the *Silver Iris*, an ex-CB&Q sleeper. The Albuquerque Journal featured an article on the car as well as the museum in their Christmas Eve edition. The link to the article is: <https://www.abqjournal.com/1403883/when-the-railroad-was-king.html>

If you are attending the conference and have a spare hour or two, you might want to stop by the museum or at least drive by the old shops. Both of these are located about a half a mile south of the Amtrak station. The ATSF shops are not open to the public, but can be seen from the street. While at the conference, you may hear some buzz or discussions regarding Albuquerque and its relation to heritage rail cars. This is still in the very early stages and nothing has been presented to RPCA at this point. If you would have an interest in this subject, please contact Gary Carter. Members will be informed and kept abreast of any discussions or developments from the conference.



December 18, 2019

Announcement of 2019 William Fuehring Fund Recipient

The William Fuehring Fund has one purpose, that is to make it easier for younger individuals to become active in the railroad industry. The fund was created to pay 100% the cost of the recipient to travel and attend the annual RPCA conference, hotel accommodations, attendance at any of the seminars, the annual banquet, and any additional activities. The upcoming annual conference is being held in Albuquerque, New Mexico.



We are pleased to announce that Brendan Forrest from the Lake State Railway is our 2019 recipient. This is made possible through the generous donations contributed by RPCA members.



About Brendan....

Since April 2018, I have been employed by Lake State Railway, a member of the RPCA, as a locomotive machinist. Outside of my responsibilities as a mechanic, I also take an interest in the historical and mechanical significance of the railroad industry. Being a mechanical employee of Lake State provides me with the opportunity to work on and learn about the company's fleet of business passenger cars. These cars carry a lot of history on board and being able to service them and talk to the experts who come to assist with them, has been a highlight of my career. My passion for the industry extends outside of work as well. In my free time I like to travel to railway heritage sites and learn about the history of the industry. This includes museums and tourist operations such as the Steam Railroading Institute (SRI) in Owosso, Michigan. Attending this conference will allow me to experience other heritage operations outside of Michigan and beyond.

If you have a young person within your organization that would benefit from this type of experience, please visit our website at: www.rpca.com , and download an application.

Sincerely,

Dan Kemmer Jr.

AMTRAK



The House and Senate have passed Fiscal Year 2020 appropriations bills. Reports included in the measure and mandated by House or Senate language must be submitted by Amtrak to both the House and Senate committees. Two reports concern private cars. These have been provided in earlier IEs but the documents are linked here: [House and Senate Report Language](#)

KEEPING EVERYONE SAFE



Learning from mistakes, whether ours or someone else's should be high on our safety learning curve. Last month, during a run of the "Polar Express" by a Michigan group, a photographer was standing too close to the track and as the locomotive passed by the photographer, the locomotive appears to tear her jacket. Too close by any stretch of imagination.

In some of my previous safety notes, I mention crowd control, especially as it relates to the Christmas trains many of us operate. My reference was relative to watching the little ones as they move around the yard, boarding and detraining and going back to the parking lot. You can be hit by an automobile just as easily as a train. An adult standing next to the tracks and infringing into the zone which extends beyond those tracks represents some unique challenges.

Thank goodness this person was not injured as this could have been a tragedy very easily. This now begs the question, what could have been done differently to prevent this occurrence from happening in the future? I am not familiar with the operation or the geographical area. That said, the first thing should be an evaluation by the organization to see if they had any safety procedures in place to address this sort of thing. Secondly, could or should a plan be developed by the operating group to educate and prevent this in the future. What if this had been at little later in the afternoon with the onset of darkness? Was the ground level or could an exposed tie cause someone to fall onto the tracks? Or, is this just a case where the viewing public made a very poor choice? Are we as a brotherhood or sisterhood of railroaders, responsible for the safety of general public? What is our scope of safety?

These questions are something to ponder on. I know that every crossing and every pedestrian cannot be made safe every single minute of every day. One idea might be to have a member of the organization visit the crossing and hand out wallet sized cards with safety notes on them while asking the public to read the notes before the train arrives. Maybe this card is something they can carry with them as a reminder. Do I have an answer? No. Better yet, is there a solution to this sort of incident? A safety evaluation of any incident should be undertaken and lessons learned. Safety involves keeping you and me and everyone around us from being in harm's way. It is not an easy task with easy answers.

Gary Carter

GRANTS

Deadline – Jan. 31, 2020 for NRHS Heritage Grants



The National Railway Historical Heritage Grant application phase is now open for the 2020 awards. Deadline for application submission is January 31, 2020 for the 2020 program. This is a matching grant. The maximum grant is \$5,000.00.

The application form and description are available on the NRHS website <https://nrhs.com/programs/heritage-grants/>

The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment, such as steam or diesel locomotives and other train equipment, railway buildings as well as the preservation and archiving of historical records and train pictures. Besides preservation efforts, the NRHS also encourages projects in research, education, and publications. See descriptions of previous recipients and projects at <http://nrhs.com/programs/heritage-grants/>.

RAILCAMP 2020



All Aboard for RailCamp 2020! Roy J. Wullich, RPCA RailCamp Chairman

Calling all Campers! Need a ticket? It's easy. Just go to the NRHS website (www.nrhs.com) click on RailCamp and fill out an application. (The form will be available January 1, 2020.) The RPCA sponsors two rail campers annually, one male student, from the Caldwell-Luebke Scholarship Fund, and a female student, from the Stanlee E. Weller Scholarship

Fund. These funds are raised through the generous support of our members and our insurance partners at United Shortline, HMBD and Borden Perlman McRail Insurance.

RailCamp is open to boys and girls ages 14 -18 (remember those last two words "and girls") in 9th-12th grades including graduating seniors in 2020.

If you have a son/daughter, grandchild, niece/nephew or any students that are active members of your Organization and would like to be considered for the RPCA scholarships, please let Roy Wullich (rjwullich2@aol.com) know and have them apply.

You need not belong to the NRHS to apply or to be sponsored by an NRHS Chapter or other organization. Are you a modeler, a history buff, photographer or POR (Plain Ordinary Railfan)? All are welcome to RailCamp East June 21 – 27, 2020 or RailCamp Northwest July 26 - Aug. 2, 2020. Remember those words, and girls? In 2019 there were no girls attending either camp. We did have 36 boys from 14 states. Seventeen received full or partial scholarships. So, there was an opportunity lost for a lucky girl in 2019. In 2018, we had three girls attending.

All partners have committed to the 2020 program. Our participation at their facilities has to fit into their day to day working schedule. We take employees away from their duties to work with our campers and it is truly a hands-on experience.

If any Organization is interested in sponsoring a camper, contact railcampnrhs@nrhs.com. It can be an NRHS chapter, model club, historical society, other organization or an individual. Generous support from all of these sources has made certain that no camper has ever been turned away for financial reasons.

Once again, confirmed 2020 dates are:

RailCamp East June 21 - 27, 2020, and

RailCamp Northwest July 26 - August 2, 2020

RailCamp tuition will remain at \$1,390 for either camp. This includes a \$50 registration fee.

Transportation is the responsibility of the camper.

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



Milwaukee Road 4-8-4 No. 261's North Pole Express trips carried 10,000 passengers in December. The nonprofit Friends of the 261 offer a 60-minute train ride on the Union Depot grounds.

The last two of Norfolk Southern's four executive F-units : F9A No. 271 and F7B No. 276 have been purchased by North Carolina's Aberdeen Carolina & Western, a 150-mile short line that runs on original Norfolk Southern Railway trackage between Charlotte and Aberdeen, N.C.

Following the retirement of Cuyahoga Valley Scenic Railroad Founder and Chairman Siegfried Buerling his son, Peter, was appointed as the new chairman of the board. The non-profit Northeast Ohio tourist road starts its 48th year of operation in 2020.

The Virginia Museum of Transportation is searching for a new executive director for the third time in less than two years. Bob Sigman stepped down as the head of the museum after six months. Deputy director Don Moser will serve as interim director while the museum searches for a new leader.

The Illinois Railway Museum has acquired the historic Pullman private car Pawnee. The car was built in 1930 and is the second-to-last traditional heavyweight private car built by the Pullman Co. of Chicago. The museum is raising funds to cover the acquisition and transportation of this car to the museum grounds, as well as the long-term housing and restoration of the car.

Amtrak/Federal Agencies



The transportation budget for FY 2020 has cleared the House and Senate. Amtrak was a clear-cut winner, with appropriators budgeting \$2 billion for the railroad, an increase of \$58 million over last year. While the Consolidated Rail Infrastructure & Safety Grants got through relatively unscathed, the Federal State of Good Repair program was cut in half compared to FY2019 levels. Similarly, the Capital Investment Grants program—a critical tool used to launch new transit rail services—lost over half a billion dollars in funding.

The Federal Railroad Administration issued two Notices of Proposed Rulemaking (NPRM) which will allow railroads to change how they inspect track and train brake systems. Officials say the changes will “promote safety innovation and reduce unnecessary regulatory burdens.”

Currently, the FRA requires railroads to verify internal rail defects within 4 hours of discovery. But that time constraint makes it hard to utilize continuous rail inspections, like an ultrasonic test from a moving vehicle.

The new rule would give railroads up to 84 hours to analyze data from a continuous rail inspection vehicle and, if an internal defect is revealed, return to the site for in-field verification.

The proposal also calls for the end of what’s called the “high-density commuter line exemption.” The exemption allows some commuter railroads to skip Section 213.233(b)(3), which requires railroads to inspect all main tracks from a vehicle or on foot at least once every two weeks and every siding at least once a month.

In a second notice, the FRA is calling for a change in brake test rules in an effort to “increase network velocity.” The change would allow trains to go without Class I air brake testing for 24 hours, extending the requirement from four hours. According to the FRA, similar rules are already in effect in Canada.

The [brake system](#) and [track inspection](#) NPRMs can be viewed online. Public comments on both NPRMs are due within 60 days of publication.