

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE

HAPPY
Valentine's Day!

From the President



I hope everyone made it back safely from a successful extended weekend in Albuquerque. Many thanks go out to all of you that helped with making sure 2019 was a success. We covered many topics in seminars that lasted all the way through Sunday afternoon. The highlight is typically on Saturday with the FRA and Amtrak. The session was great and we thank Stephen Robusto, Michael DeAngelo (Amtrak) and Harry Weisinger from the FRA. We appreciate the FRA and Amtrak continuing to partner with us to get you the most information available.

I also want to welcome Kevin Moore to the RPCA Board. Kevin was voted in to replace the retiring Henry Weller. We are looking forward to Kevin's input on the issues we are facing, and the ones to come. As a very active private car operator, we look forward to his insight.

Kevin has big shoes to fill and I'm sure he will do fine. Anyone attending Saturday's banquet knows it was an emotional time while Pamm & Dan thanked Henry for all he has done for RPCNB. Afterward, I kept him up there a little longer to thank him one more time on behalf of RPCA and the positive influence he had on my life, and many others. The gratitude you showed him was one of the highlights in my career. I look forward to his continued input as we move forward. Thanks to all of you for the warm reception you gave Henry. It was totally unscripted.

Be Safe,

W. Roger Fuehring

President, RPCA



2020 CONFERENCE IN ALBUQUERQUE



Our thanks go out to all of the RPCA members who attended this year's annual conference in Albuquerque. The conference started with a very snowy excursion on the Rail Runner to Santa Fe on Thursday. This excursion was a fund raiser for the under 30 crowd and was well supported. Friday kicked off the official start of the conference with Pamm and Dan Monaghan presenting Umler, while Jonathan Smith addressed the Under 30 Crowd. The afternoon started off with a special presentation by the 3M Corp on wrapping rail cars in vinyl while the Safety Program was being taught. Later in the afternoon, Dr. Mike Hartshorne of the ATSF 2926 group presented a session on the restoration of the

locomotive. (<http://nmslrhs.org/>). During this time, Guy Berger of The Palms Trading Company enlightened the group on the Native American Arts. (www.palmstrading.com) The Friday night reception was held at the National Museum of Nuclear Science and History. (www.nuclearmuseum.org) Saturday morning started with presentations by Tom Johnson of the insurance committee, while Brad Black focused on the advertising of the Santa Fe through the years. Representatives of the FRA and Amtrak presented information to the group to finish off the morning. The mechanical sessions were held in the afternoon at the shop area of the 2926 locomotive. At the hotel, Roy Wullich gave a session on non-profit finances and Jim Souby of the Colorado Rail Passenger Assn (<http://colorail.org>) described the past 10 years of working to save the route of Amtrak's Southwest Chief. The evening banquet was highlighted by guest speaker, Statthi Pappas, of the Cumbres and Toltec Scenic RR. (www.cumbrestoltec.com)

The election results were announced at the general membership meeting on Sunday morning. The three incumbent board members were re-elected, while Kevin Moore was elected to fill Henry Weller's open position. Following the membership meeting, Jon Clark gave a detailed presentation on what he has found over the years as an Amtrak inspector regarding the preparation of rail cars to move in freight service. The Board of Directors held a short organizational meeting after lunch and the sessions continued. Rob Mangels walked the group through a program on the cross sections of a Budd sleeper which had been scrapped in 2007. Later in the afternoon, Roy repeated his program on non-profit finances while a local Airbnb operator helped with the idea of using rail cars for Airbnb lodging. Liesa Martinez-Reece, who has Airbnb properties in Albuquerque, presented how her Airbnb works and encouraged attendees to contact her with questions regarding getting signed up with Airbnb at her email, mywedding@girliebirdco.com

The conference wrapped up with an excursion to the Acoma Pueblo, known as Sky City. The group was taken to the ancient pueblo and given an historical and insightful look at the culture and beliefs of the Acoma tribe.

Sue and I would also like to thank the Board of Directors for their support and encouragement, as well as the sponsors and vendors who support the conference financially. Lastly, Charles Barthold deserves more than thanks as he checked over the details and handled many of the conference duties. Way to go Charles. It was a privilege to coordinate the conference for RPCA and we hope it was a memorable one. See ya down the line, Gary and Sue Carter.

Gary and Sue Carter

Board of Directors meeting notes with links to reports

The RPCA Board met January 16th at the Crowne Plaza Hotel in Albuquerque.

The [minutes of the July](#) meeting in Albuquerque were distributed and approved. The [treasurers report](#) was also presented and approved.

Annual Conference - The 2021 Conference will be held at the North Carolina Transportation Museum in Spencer. Two adjacent hotels will be used but much of the activity will be in the shops. There are a number of proposals for the 2022 conference, the 40th anniversary, that the board will consider. The Board voted that if private cars are brought to a convention they can be occupied overnight by the passengers where permitted.

Amtrak- Roger Fuehring, Brad Black and Burt Hermey have had regular conference calls with Amtrak. The new rates in effect in October were calculated on a fully allocated model. Amtrak is aware of the

dearth of inspectors particularly out west. 3 inspectors are no longer active but those on the RPCA web site are currently active. 50 PC1 inspections were done in 2019 but there will likely be less in 2020. Mike Stickel was added to the Amtrak Committee that telephone conferences on a regular basis with Amtrak.

Legislative fund - the board is looking into retaining Ross Capon either by working with AAPRCO or through a direct contract. [report](#) The board voted to send Roger to Railroad Day in Washington DC to meet with Legislators who can help with RPCA issues

Web Page - There were 11 submissions of interest for a new RPCA web page. The candidates have been narrowed to 2. The board agreed to spend up to \$2,000 for finalists to create a sample web site. The board also voted to hire a professional photographer to take pictures during the convention to provide content for the site.

The Youth Development committee - is seeking more input from the board and a more formal relationship. In the future, an age range will be included on membership forms.

Insurance - There is no change in the number of members participating or in the rates.

RPCNB - There was discussion of combining the subscription cost with membership.

IE and Passenger Car - The board approved sending out a survey to members about content they would like to see in IE. The magazine will likely go out in February and there will be 3 editions in 2020.

Board of Directors meeting January 19, at the Crowne Plaza Hotel in Albuquerque.

Kevin Moore was sworn in as a new director replacing Henry Weller who did not run for reelection. The current slate of officers was reelected.

Membership Meeting and More

Railcamp - Once again, RPCA collected money at the banquet to fund sending 2 young people to NRHS Railcamp in 2020. These funds are collected to support the Caldwell-Luebke Railcamp Fund, open to any eligible applicant, and the Stanley Weller Railcamp Fund, open to an eligible young lady.

Through the generosity of our members, both at the banquet and later, we collected \$1520. Our insurance brokers, Lou Schillinger of United Shortline, Tripp Salisbury of McRail, and Dan Roddy of HMBD, have agreed to donate additional funds to allow us to fully pay for these two scholarships. Thanks to our members and especially our insurance brokers for supporting this valuable program.

Silent Auction - Your Silent Auction team, Frank Dziama, Renee Luebke, Sam Luebke, and Eileen Weber, with assistance from Pamm Monaghan, again managed to hold a successful silent auction to support the Fuehring Fund. This year, we had 59 items for up for bid. The total amount bid was \$2,042. We received additional funds from people overpaying for their items, and from several donations totaling \$1,500, so our total funds collected for the Fuehring Fund exceed \$3600. This will allow us to continue growing our support for young people to attend the conference, both by having one person come expense-free, and by giving other people assistance checks to help defray the cost of attending the Conference. [list of donors](#)

Sponsors - Thanks to our sponsors and vendors who help make the conference possible. [listing](#)

SPONSORS

Platinum
Etix, United
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HUB/HMBD,
Dynamic Ticket Solutions,
Stadco Generators,
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Pittsburgh Air Brake

Copper
Gateway Rail Services

VENDORS

Adlake, McRail Insurance, Ozark Mountain Rail Car, 3 T Rail Products, Northwest Rail Electric, Rail Excursion Management Co, Crossroads Railcar Services

Photos from the conference events



RPCA Board of Directors meeting



Excursion to Santa Fe in the snow on the Rail Runner



Reception at the National Museum of Nuclear Science and History



Membership meeting



Visit to the ATSF 2926 shop.
See the story in [Trains magazine](#)



Furthering New Generations in the hospitality room

AMTRAK FRA PRESENTATIONS



Harold Weisinger of the FRA provided an update on the status of rules that are being published shortly in the Federal Register. Many of the changes that RPCA, AAPRCO and Historic Rail have been working on with FRA for the past few years will be codified in new section of the CFR; 238.700, which will deal with historic and excursion service. It will make window waivers unnecessary for one thing. However, periodic inspection and record keeping will be required, and the FRA intends to audit it, just as they do with the railroads. Harold also mentioned that very owner or operator has a right to request a waiver or variance, but a valid reason is needed, and it can take many months depending on the nature of the request. Most are for one time moves of non-compliant equipment when the COT&S has expired. If for example a move is within a region, that can be handled regionally. If it crosses multiple regions, Headquarters will handle it.

Mike DeAngelo and Steve Robusto led the Amtrak session. Two new people have been added to the CNOC desk that deals with private car moves; Teresa Smith and Beverly Davis. There is a new parking

permit document on the private car web page. Those who pay for long term parking will get a discount when parking in other locations. Amtrak is being more proactive about PV delays and will be contacting the car owner for feedback when a delay of more than 30 minutes is attributed to the private car. Robusto reported that PV delays are down 39%, revenue from PVs is off \$2.4 million that's about 26% and FY 18-19 mileage is down about 50%. There are 30% fewer charters. Charters can be accommodated but must be more than one-time and use minimum of Amtrak resources. He urged using creative solutions for PV operations. Robusto, in answer to questions about parking and switching in DC, said it will get worse before it gets better. Two or three tracks are out of service and construction continues. To a question from the audience, he also said there will be no reconsideration of platform riding.



Information from recent AMTRAK conference call

For the FYE Sep 30, 2019, PV moves are down about 50% from 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.

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 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.

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. 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.

[link to Amtrak presentation](#)

Air Brake Testing



[attendee information form](#)

[details](#)

**Air Brake Freight and Passenger
Training & Re certification
Classes are scheduled in
February, March and April.**

New Version of the RPCA Safety Manual



After 4 years of teaching the RPCA Safety Class, Co-chairs, Ray Kammer and Gary Carter have decided it was time for version 2. Version 1 was a good starting point for promoting safe practices for members, private cars and museums. We are hoping to build on the current program and expand it. Your input would be greatly appreciated. If you have thoughts on how the safety program should be changed, whether it be expanded, sections deleted or which areas should be added, please feel free to contact either Ray or Gary and share your ideas. One idea which was brought up in Albuquerque was one covering the security of the car when it is unoccupied. Another dealt with

the general public if an event was occurring in the yard or museum. As far as the program goes, more photos showing the good, the bad and the ugly side of hazards and some hands on props have been proposed as well.

We will be asking our insurance representatives for their ideas and input as keeping insurance claims to a minimum is also important. Please don't hesitate to contact Ray or Gary as we would like to have the new program rolled out next year in Spencer. Your thoughts and ideas are important to us and we know you can help.

Please contact Ray at ra1508vh@yahoo.com or Gary at thecoloradomidlandroute@yahoo.com

INSURANCE



The Insurance seminar at the conference in Albuquerque was well attended and lots of good questions from members. The insurance program renews on February 21st this year. By now, you should have received your application for the 2020-21 policy period. If not, you should contact your agent. Last year 135 members renewed or bought insurance for the first time. This was the same number of members from the previous year.

There were a total of 275 cars and static locomotives insured. Our

Liability program is being renewed at no increase in premium. This past year coverage of locomotives "dead in tow" was added at no additional premium, subject to review each year. The Inland Marine (property) program rate is going up 4% due to additional claims. The new rate is very competitive and still a good value for our members.

Last year, United Short Lines Insurance Services worked with Amtrak and Roger Fuehring, Brad Black and Burt Hermeley to obtain a new Amtrak Inspectors policy for certified inspectors. It is not an RPCA policy. It is a group policy only for Amtrak Certified Inspectors. Thanks to everyone involved for their hard work in getting this policy.

During the seminar, we proposed an idea to support the 30 and under generation by asking car owners to contact them in a program to enlist the aid of young people to help monitor the security of their equipment. If a younger person is not available, try to find anyone who might be interested in your car and ask if they are want to be part of the security team for you. Owners are often not able to visit their cars on a regular basis. We encourage them to find someone in their area and contact them to see if they are interested in this security program. The owner could offer a stipend for the person to routinely check the equipment by walking around and making sure the doors are locked and there is no damage. Ideally, photos could be taken with a cell phone and sent to the owner each time. This is an important benefit to car owners as any regular activity around the car indicates to potential vandals or thieves that someone is watching the car and discourages them from destructive behavior. In the unlikely case of a break in and subsequent damage, you are able to narrow down the date of occurrence and notify authorities which helps them in an investigation. The same is true if you have to file a claim for damages. The first question you will be asked is "when did this occur?"

30 and under members interested in this program are encouraged to contact RPCA car owners in their area and offer to assist. In the case of where there are more than one car in a location, multiple car owners could use the same person to monitor all the equipment. Hopefully, this program will benefit car owners and the "30 and under" members. The more eyes we have watching our equipment, the better. At the conference in Spencer next year, we plan to have a representative from Hanover Insurance Company present another great seminar on Risk Management and what you can do to protect your

property. Each time we have one of these, there are always new ideas about securing your investment and the latest technology to do so.

Tom Johnson, Chairman

Insurance Committee

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



Branson Scenic Railway is seeking a new home for its ex-Kansas City Southern diner "Old Plantation". The car was built by ACF in 1949 for the Southern Belle. Before going to Branson, it received minor cosmetic work and a new coat of paint. The kitchen is intact but the interior furniture has been removed. Preference will be given to any 501(c)3 organization which can remove the car from our property. For more information, please contact Tom Johnson at tjohn1942@att.net. Photos are available.

Museum officials are discussing whether the Roanoke-built Norfolk & Western Y6a steam locomotive No. 2156 will return St. Louis when the five-year lease to the Virginia Museum of Transportation ends in May. VMT has experienced a "very good response" and "unprecedented" interest in the Y6a since it arrived, but said while negotiations are ongoing, the National Museum of Transportation in St. Louis anticipates that without an agreement, No. 2156 will return to the Midwest. The locomotive was leased to VMT by the St. Louis museum in May 2015.

Norfolk Southern is continuing to pare its fleet of units that are oddballs, old, or both. The latest group of locomotives for sale includes the 29-unit, unique-to-Conrail fleet of Electro-Motive Division SD80MACs, carrying NS Nos. 7200-7228. Built in 1995-1996, they were part of Conrail's small venture into alternating-current-powered locomotives. Also up for sale are RPU6 Slug 879 (a former EMD SD40) and RP-E4 Slugs 912 and 913 (former Norfolk & Western GP9s); MP15E's 2368 (ex-Southern/Central of Georgia), 2374, and 2381 (both ex-Southern); GP38-2s 5202 (ex-Southern) and 5276 (ex-Penn Central); and GP40-2 3030 (ex-Conrail). The largest group is a batch of 58 EMD SD40-2s. Among them are units of the following origins: Alabama Great Southern; Burlington Northern (16 units), Canadian Pacific (two units), Central of Georgia (five units), Cincinnati New Orleans & Texas Pacific (two units), Colorado & Southern (one unit), Conrail (11 units), Georgia Southern & Florida (one unit), Kennecott Copper Co. (one unit), Missouri Pacific (one unit), Norfolk & Western (nine units), and Union Pacific (two units).

Amtrak/Federal Agencies



After dropping full dining car service on its New York-Miami Silver Star in early 2016, Amtrak will add "flexible" dining meals for sleeping car passengers with Viewliner II diners on May 1. Now sleeper patrons, whose meals have always been included, get exclusive use of the car and coach travelers may only order food from the cafe. Each Silver Star will get a Viewliner II and its passengers will receive similar treatment.

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