



From the President



Sometimes it hurts so bad you have to laugh. Did you ever think that you could walk in a store with a mask on and not get arrested? It looks like an orchestrated mass robbery when you walk into your local gas station or grocery store.

Regardless of your take on the times we live in, we are here. On top of the virus, throw in a Presidential election, social justice issues and we have a recipe for a tough remaining year. I'm sure all of you agree, 2020 can just go away.

I spent some time last week with our friends from Pittsburgh Air Brake, Branson Scenic and French Lick Scenic during an air brake certification course. I have to say, it was good to be around friends. The best part, everyone was so positive.

Yes, business is down and some hard decisions are being made, but you still see hope and great attitudes. Yes, it was great to get re-certified, but the time I

spent around all those positive (but concerned) friends was just what I needed.

Conferences have become a staple to many of you. The foundations of those friendships I encountered last week during re-certification, are found during our annual meetings. It's that one time of the year that we can come together and compare notes, ask questions and seek guidance. For most of us, it's the only time we see each other during the year. When we part ways on that Sunday or Monday of the conference, it's as if we pick up where we left off on our arrival at the following years conference. We never miss a beat. I have a Pastor that always says to teenagers, "show me your friends and I'll show you your future". I guess it's obvious that I hung out with train nuts as a teenager. In train nut speak, I now R one.

January 2021 at Spencer was going to be one of our highest attended conferences based on interest already shown. It was not to be as you already know. So what now?

Your Board and Leadership completed our summer board meeting through video conference on July 25th, 2020. Based on current data and the "unknowns", we felt it best to move the conference date to March of 2021. The exact date and location to be determined. This gives us more time to see how the vaccine process is going to work. We also have concerns on limitations of group sizes in January. We hope by March of 2021 we will see progress on all fronts with none, or very limited restrictions. We still plan on some form of a virtual conference as a backup. Most likely the virtual option will be available for a portion of the conference if we still have some that are restricted in regards to travel. Having more video options is something we always wanted to do.

We as a board will reconvene on September 19th, 2020 to decided what, where and how. Basically we are looking into the details between now and then. So remember, we will have our conference in March (date to be determined), most likely east of the Mississippi with a virtual plan B. You should see those plans at the end of September or first of October.

As it relates to the conference, you will see a new website by January 1st of 2021. This will be instrumental with these new changes and our future growth. Thank you to everyone who submitted proposals to our hard working web committee. They did a very difficult job narrowing down the direction we have chosen to go.

I can't stress enough for everyone to stay healthy and safe. Our Secretary Gerry Lemmon's missed our board meeting due to some health issues that were not related to Covid. I wish him a speedy recovery and just a shout out to let him know he was missed. Look forward to having him back in the meetings when he is better.

Thanks to all of you who have supported our organization through this tough year. Regardless of your situation, you still find ways to support us through your membership renewals, kind notes and in some cases, all the above.

Please stay safe and we will see you soon.

W. Roger Fuehring

President, RPCA



MEMBERSHIP NEWS

Midterm Virtual Board Meeting

On Saturday, September 19, 10:00 am EDT, the RPCA Board of Directors will hold a Special Board Meeting via video conference (GoToMeeting).

Primary item for discussion is the 2021 Conference - location, dates, in-person or online, etc.

Additional items include how to conduct a virtual meeting and code of conduct changes for our members at meetings, and other items as may come up.

An additional notice will be sent our with connection information on or before September 12.

Insurance Report

Tom Johnson, Chairman

Renewal was effective 2/21/2020. As of July 15, 156 members vs. 124 (up 32 from last year) renewed or bought insurance for the first time. 114 members renewed in February, 7 in the first quarter and 35 in the current quarter. Of the 35, 30 are new members who previously used the AAPRCO insurance program. Not included in this number are 10 applications that are still being processed from former AAPRCO insurance holders. 325 railcars (up 78) and 19 static locomotives (up 6) are covered. 88 cars/locos have liability coverage only (up 23). 57 cars/locos have Inland Marine coverage only (up 4). 180 cars/locos have both coverages (up 38). There was an increase in premium for the Inland Marine Policy. It went up to 63.5 cents per hundred, a 4% increase. There was no increase for the Liability. Claims: so far since February 21st, there have been no property claims. This is the first time this has happened. Our members are doing a great job mitigating the risk. As usual, there are no liability claims. The Amtrak Inspectors Insurance Program was renewed on July 1st for another year. The current insurance market has been in upheaval since the first of the year. Lou Schillinger of United Shortline Insurance Co. said that with the July 1 non-renewal of the AAPRCO Insurance plan, the RPCA plan now has 100% of the private car industry. 42 AAPRCO cars came over. There is a possible issue with Amtrak exposure, based on the reinsurance treaty for new members. It is

Magazine Report

Joe Rosenthal, Editor

He needs articles. Even travel articles. His magazine is not meant to be "timely" (that is in the IE), but to contain articles about trains and travel. Please look for things, even just pages of pictures, for him to print. With the cancellation of the AAPRCO magazine, we have the only slick magazine related to passenger cars.

Social Media Report

Judy Gray, Chair

Statistics for Facebook:

Likes= 1307 up 123, 9.4%

Followers = 1386 up 143, 10.3%

Posts 22 = average 1 every 8 days

82% of our fans are men, 17% are women

32% are over age 55

Approximately 20% are under age 30

Demographics remain approximately the same even with the growth.

IE Report

Borden Black Editor

During the first six months of 2020, six Information Exchange news letters were sent to members and six redacted issues were sent to non-member, VIPS. On average, 70% of the member recipients opened the newsletters... better than previous years. The bounce rate of members was only about 8%. Opens by device were: Mobile 27%, Desktop 68% and Tablet 5%.

currently included in our policy, but it may not be able to be included in the future. Or we may need to get 2 separate policies / insurance carriers to handle the entire \$10M limit required. There has been virtually 20 years of NO liability losses in AAPRCO or RPCA with Amtrak.

Web Site Report

Roy Wullich

A committee reviewed proposals and selected a developer. The committee recommended Trishah. After much discussion, the contract was awarded to Garbely. Current web master Al Weber will work with them and they hope to roll out the new web site in December 2020.

Election Report

Burt Hermey

Three current board members – Jon Clark, Judy Gray, and Ray Kammer terms are expiring and all agreed to run again. With moving the conference to March (potentially – based on September 19 special board meeting), the notice for candidates will go out November 1, instead of the usual September 1. Burt would like to know of any additional potential board members.

Safety Committee Report

Gary Carter

After 5 years, Gary Carter and Ray Kammer plan to totally revise the safety program presented at the conferences. We should see the new one in March.

Youth Development

Jonathan Smith

Many of the youth were laid off or had reduced hours with the Covid-19 issues. They are looking into Facebook Marketing. [We do have a \$5000 special fund for youth media work.] He wants to put more on the web site, and thinks the new web site will offer more opportunity to do that. He specifically wants to put on more information about financial assistance to conferences and job openings for youth.

Membership Report

Chris Lockwood

310 renewed, 124 not renewed. He will send out a second notice in early August. Renewals have been about 60% at the reduced rate, and 40% at the regular rate.

For the second year, RPCA's annual report was developed and sent. It had an open rate of more than 64%.

We received a total of 161 responses via email and additional paper responses to a survey on the 2021 conference. A slight majority indicated they planned to come but that number was down from last year. A Survey Monkey questionnaire about IE asked for member input. Unfortunately although 117 responded, Survey Monkey only provides 44 responses free. They included: 95% of the respondents read IE, 27% find Amtrak news most useful. The next highest mark at 20% went to the President's message. Ratings for IE in general were: 43% excellent, 54% good, 2% fair. There were no bad ratings.

Conference Committee Report

Charles Barthold

2021 ? TBD The bylaws permit us to hold the annual members meeting in January – April each year. We decided that we definitely would NOT have an on-site conference in January, but may release some webinars that weekend. We have asked Chris Lockwood to look into a place for an in-person conference around March 20 in Georgia. The Board will hold a Special Board Meeting via video conference on Saturday, September 19. The Board to reschedule the 2021 conference to March 2021 at a date and place to be determined at the Special Board meeting.

2023 Spencer, North Carolina North Carolina Transportation Museum would very much like to host us in 2023. That site was approved. They would work off the outline that had been developed for 2021.

RPCNB Report

Dan Monaghan, Pamm Monaghan

The RPCNB is in good shape financially. They are still looking for someone to take over. They have gotten some kudos from BNSF and UP for their record keeping, which helped those companies.

New Virtual Conference Committee

Judy Gray Chair

Committee will figure out how to do a virtual conference – prepare presentations, edit them, etc. Jonathan Smith, Al Weber, Lewis Foster are members. They will try to let us know something at the Special Board Meeting on September 19.

Railcamp Report

Roy Wullich

Railcamp was not held this year but funds will roll over. NRHS does have contracts for 2021, so definitely plans to run it then.

HELP WANTED

We are looking for an RPCA member to write mechanical-themed articles in the Passenger Car magazine. This was mentioned several times in the survey concerning what members would like to see. AAPRCO had a similar feature in PV for many years and now there is no source for this type of information. Prospective candidates need to contact Jon Clark, RPCA Board member.

In Memoriam



Legendary Atlanta restaurateur Dante Stephensen passed away July 25 after a battle with pancreatic cancer. Stephenson owned the "Survivor" private railroad car where he lived near the Amtrak station in Atlanta. *The Survivor* was built in 1926 for Jesse Woolworth, the heiress to F.W. Woolworth. The car is reputed to have been the courtship car of Mrs. Donahue's niece, Barbara Hutton, and Cary Grant. Dante Stephensen purchased the car in 1982 and has progressively restored it, renaming it *The Survivor*. Prior to his long career as owner of Atlanta restaurant "Down the Hatch", he served as a Navy SEAL. Due to the coronavirus, a memorial service will be planned for a later date.

SAFETY



THE WATERED DOWN FACTS

Last month I wrote about the drought we are experiencing here in the West. High temps and very low relative humidity. A real combination for disaster. While watching one of these weather forecasters one day, I heard the gentleman say something about

the need for staying hydrated during these same dry periods.

He announced that since the temperature for the area was going to exceed 100 degrees, a person would need about a gallon of water to stay sufficiently hydrated. I thought about that for a while and tried to figure out how much fluid I normally drink on a summer's day. Having been born and raised out here, I don't believe I drink a gallon of fluid per day.

That said, I did more research on this weatherman's suggestion. The Mayo Clinic has the following posted on their website:

"So how much fluid does the average, healthy adult living in a temperate climate need? The National Academies of Sciences, Engineering, and Medicine determined that an adequate daily fluid intake is:

- About 15.5 cups (3.7 liters) of fluids for men
- About 11.5 cups (2.7 liters) of fluids a day for women"

This is from the National Academies of Sciences, Engineering and Medicine.

Let's see, 15.5 cups of fluids (all fluids consumed) and there are 16 cups per gallon. I guess the weatherman was pretty close, as far as weathermen go. This is for a person living in a temperate climate. I believe the forecast for the day was somewhere over 102 and in one area of the state, the forecast was for extreme heat with a heat index of around 114. Might need more fluids if the temps got around that 114 mark. Heat and your personal condition will dictate your needs.

Fluids would be cool or cold water or some water with some electrolytes. Avoid sugary drinks, caffeinated drinks (guess sweet tea is out) and alcohol. Save those ice-cold beers until you have sufficiently re-hydrated. Speaking of "ice cold", how about a watermelon for re-hydration after a hard day's work in the heat?

All in all, I suppose the weatherman got this forecast of a gallon of water correct. Now let's see if he can round up some clouds and get this drought under control. Until then, sit tight, keep your mask handy and go wash those hands. Please stay safe.

Gary Carter

AMTRAK



More than 500 management and union employees have accepted buyout offers to leave Amtrak. The staff reductions reflect internal estimates that Amtrak in fiscal 2021 would, at best, generate only 50% of its 2019 income, requiring reduction in personnel. In Town Hall meetings with employees, management indicated it would see how many people accepted buyouts before determining what additional layoffs would be needed. Amtrak management has said that not enough buyouts were made to achieve the cost savings needed. The company is now in the process of evaluating what involuntary separation actions are necessary for management employees. It is

also likely that furloughs will be necessary for union employees. Joe McHugh, Amtrak's vice president of state-supported business development, who has worked in government affairs for 26 years was well known to the private car community. A number of other Amtrak employees who assisted private car owners have also left. Necho Terry has left after 30 years with Amtrak. He has been of great assistance to PV owners in scheduling moves. Correspondence should now be directed to:

SpecialMoves@amtrak.com

Michael DeAngelo, DeangeM@amtrak.com,

Beverly Davis Beverly.Davis@amtrak.com, and

Theresa Smith Theresa.Smith@amtrak.com.

Amtrak's Washington D.C. Chief of Police, Neil Trugman, also retired after 47 years of service. He welcomed private cars to DC and often visited with owners.

Lee Trombecky, Sr. Manager Regulatory Compliance at Amtrak, considered the mechanical guru for private cars has also retired.

UMLER REPORT



RPCNB Deadline

The RPCNB reporting mark subscription renewal period this year remains the same as last year starting in July with a 30 day grace period into August. Equipment not renewed by August 30th will be deleted on August 31st.

We want to thank all of you who have renewed already, accounting for 93 pieces of rolling stock. This number does not include those who have told us they will renew, but we have not received the payment yet. 93 is not as many as we had hoped, but

considering the economic conditions, not bad. There are new units in that 93 number. So that means even more owners have not told us their intentions. So far we've had owners of 5 units tell us they won't be renewing. Take that away from the 153 we had at the end of May, and 148 is a long way from the 93 we have, or even the total number of those who have told us they will but have not yet renewed. How about the rest of you? If you have not already renewed or told us you were or were not going to, please let us know. If you renew after your equipment has been deleted it will cost you the new upload fee, not the lower renewal fee.

Next year we are moving the subscription renewal period up to coincide with the RPCA membership renewal period. The RPCA membership renewal definition was stated in a prior issue of the Newsletter as renewals are due **BEFORE** July 1. Next year you will get first renewal notices for RPCNB about mid-April and a 2nd notice if you have not renewed yet in late May. Equipment not renewed, meaning we do not have your money in hand, by June 29 will be deleted June 30 in order to reduce our August Railinc invoice based on our fleet equipment count in Umler as of July 1.

Please plan on this happening and arrange to make your renewals within that schedule. You can renew by sending a check, or we can send you a Square invoice or you can call with your credit card information to be handled through Square.

KUDOs

We got a kudo from BNSF personnel! They told us that RPCNB Umler records are the cleanest and best of any passenger car operation. That makes their lives easier with accurate records, and gives them more confidence that rolling stock registered under RPCNB will start and complete the journey. The RPCNB office staff didn't do this alone. Without all of your help we couldn't have gotten there. Thank you.

LOA Renewals

When your LOA with either RPCNB or GLR is about to expire, you have only a short period of time to renew it. This occurs annually from the time the LOA was first approved by Railinc. Railinc sends an email to the email address recognized by them as the person authorized to approve the LOA.

In order to get your Umler service provider again approved for access if you do not respond positively in time, the whole process starts over from the beginning. It can take as much as a month or more to get us access again. That will hurt you, not us, if you need data changed or corrected in your Umler record before a move.

Between RPCNB and GLR, we now have 5 reporting marks we can no longer provide services for because the authorized person did not respond to the Railinc email. One must remember that the Railinc rules are set up with the class ones in mind. It makes no difference why the Railinc recognized authorized person doesn't respond, Railinc takes action.

UMLER

New changes continue to happen. The last ones in July were mostly for the identification of common hardware on freight cars and locos under the CEP program. That does not affect passenger cars unless there are some freight common hardware installed. There is freight common hardware on passenger cars: Axle bearings, axles, wheels except disc brake, relay valves, vent valves, air reservoirs, and type E and F couplers just to start. This only applies if the hardware has the vendor applied ID tag. Most of "our" stuff is old enough they don't, but as you replace such common hardware keep in mind that you should capture the ID tag information for your records as well as send it to RPCNB.

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



Excursion railroads reopening

The Harrisburg, Lincoln & Lancaster Railroad at Stone Gables Estate in Elizabethtown, Pa. is again offering rides continuing through Oct. 31. The railroad features a replica of an 1868 locomotive as well as the replica of 1865 presidential car United States, used as Abraham Lincoln's funeral car. Rio Grande Southern No. 20 will make its public debut at the Colorado Railroad Museum in Golden, Colo., on Aug. 1, marking the conclusion of a 14-year, \$1.5 million restoration for the narrow gauge 4-6-0 built in 1899. It will power rides around the museum grounds.

Excursion railroads cancelling season

Tweetsie Railroad, is closed again after NCDHHS officials said the train could no longer run during the COVID-19 pandemic. The news came just over a week after the park announced they were reopening. At that time, Tweetsie Railroad let people aboard its open-air train show at 50 percent capacity. Its stores reopened but the majority of the park, including amusement rides, remained closed.

Operation of West Virginia's Autumn Colors Express has been cancelled for 2020 because of the COVID-19 pandemic. The excursions between Huntington, Charleston, and Hinton, W.Va., had been planned for Oct. 22-25 of this year. Dates of Oct. 21-24, 2021, have tentatively been set for the return of the excursions.

Rocky Mountaineer, the luxury tour train operation in Western Canada, has ended its efforts to salvage at least some of the 2020 season, suspending all remaining departures planned for this year because of the continuing COVID-19 pandemic. "Those holding reservations can contact Rocky Mountaineer to reschedule for the 2021 or 2022 seasons.

Northeast Oregon's Eagle Cap Excursion Train has cancelled its 2020 season after previously delaying opening because of the coronavirus pandemic. The operation based in Elgin, Ore., will use this year to improve equipment and work with owner of the route, the Wallowa Union Rail Authority, to upgrade the right-of-way in preparation for 2021.

The Tioga Central Railroad, which operates a 34-mile tourist rail line between Wellsboro, Pa., and the Corning, N.Y., area, has suspended operations until further notice because of restrictions related to the COVID-19 pandemic.

The Age of Steam Roundhouse Museum in Sugar Creek, Ohio, has acquired a rare Camelback steam locomotive. Former Philadelphia & Reading 0-4-0 No. 1187 was built in 1903 to burn the smokeless anthracite coal found in eastern Pennsylvania. It was the last Camelback in Interstate Commerce Commission-regulated service and is one of just three surviving locomotives of that design. It joins a collection of more than 20 steam locomotives at the museum.

The U.S. Forest Service has halted a fire mitigation program by the Durango & Silverton Narrow Gauge Railroad over concerns about the number of trees being cut down. The Associated Press reports the project cleared 100 feet along an 8-mile stretch of the railroad right of way in an attempt to prevent wildfires.

The Harpers Ferry, W.Va., footbridge damaged in a CSX derailment last December has reopened. The Goodlow Byron Memorial Footbridge — part of the Appalachian Trail — reopened Friday afternoon. The structure crossing the Potomac River links several area tourist attractions, including the C&O Canal.

The Emery Rail Heritage Trust and the Western Maryland Scenic Railroad has issued a special mid-year grant of \$50,000 to help complete 2-6-6-2 No. 1309 as part of the "Steam the Last Baldwin" fundraising campaign. The grant will go toward \$150,000 needed to complete No. 1309, the last Baldwin built for domestic service in 1949.

Amtrak/Federal Agencies



Democratic House leadership has announced they will finish a seven-bill spending package in August, including the Fiscal Year 2021 Transportation, Housing and Urban Development (T-HUD) budget. The T-HUD bill includes \$10 billion for Amtrak and \$24 billion for transit systems—funds that will be critical to avoiding service reductions and continuing infrastructure investment programs in the face of the economic downturn. The Senate, meanwhile, has yet to start the appropriations process for transportation, but will begin considering the next coronavirus relief package a bill which could include money for Amtrak and transit systems. The House Appropriations Committee FY 2021 transportation bill includes report language concerning private cars. click [here](#) and go to page 72.

Amtrak needs to define the role and priorities of its police department before it can determine the optimum size of the force and determine if it is being used efficiently and effectively, according to an audit from the Amtrak Office of Inspector General. In a report issued earlier this month, the office says the company and police need to reach a consensus on those foundational issues, and then developed data-driven processes to determine the agency's size and how its resources are allocated.

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

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