

INFORMATION EXCHANGE



HAPPY
*Valentine's
Day!*

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FROM THE PRESIDENT



It's hard to believe 40 years have come and gone. Many of us remember 1983, even if you weren't part of the organization yet. In November of that year, President Reagan would sign into law a new Federal Holiday to honor Martin Luther King on the third Monday of January starting in 1986. That happened to be the weekend our organization started meeting annually (with a few exceptions).

Several changes have happened in the 40 years of meeting to primarily discuss the logistics of keeping our cars together for the upcoming year. We had several hurdles that progressed through the years. Those issues took us beyond the basic logistics of maintaining the continuity of our train. We soon had increased insurance requirements, air brake certifications, UMLER, rising freight rates, poor freight service, and the many other issues with running these unique pieces of rolling history. It was emotional thinking of those who are no longer with us and their contributions to the industry. At the same time, it was exciting to be visiting with those who developed the various excursions and tourist operations we've witnessed through the years. It's a Legacy that I got to see firsthand, and now my 7-year grandson watches on YouTube. Unbeknownst to him, he's watching trains his Great Grandfather was involved with, along with names like those that attended this year's conference, such as Doyle McCormick, Carl Jensen, and George Payne, to name a few. And then there's his granddad (me), reflecting on other names such as Glenn Brendal, Bob Bixler, Tom Stephens, Jim Caldwell, and others I think of when I see those old videos.

Bringing the conference back home to Northern Ohio was the right thing. Midwest Preservation Society did a great job alongside our coordinator, Charles Barthold. The numbers were beyond our expectations. Even with

a few cancelations of events, the seminars were plentiful and informative. It sounds like a blanket statement to thank everyone for the success of this year's conference. I assure you that is not the case. There's just no way to express our gratitude to all of you for the trust you place in us, your board. Thank you to the vendors, speakers, host organization, and the members who could attend. Everybody was ready to get back together and enjoy the common fellowship of the "Railroad Rustbucket Restoration" group. We can't wait to see everyone next year, including those who couldn't attend this year. I want to thank Carl Jensen for helping me take our banquet hall guest back to 1983 to that little building in Bellevue, Ohio. As one of the Founding Fathers of the RPCA, it was our treat.

SEE YOU THERE,

W. Roger Fuehring

President, RPCA



YOUR CONFERENCE UPDATE

The 40th Annual RPCA Conference is in the books. Despite the new COVID variation disrupting some excursions/presentations, it was a successful gathering. Final Conference attendee reports from convention guru Charles Barthold show that including those who did not show or canceled late, there were 182 registrants including 11 first time attendees (2 from Midwest), 13 guest banquets (6 from Midwest), 143 regular attendees (6 from Midwest and 3 speakers), and 15 vendors and sponsors.

Although the RTA and Cleveland-Cliffs steel mill tours were canceled due to COVID, the Age of Steam tour, and workshops and tours at the roundhouse were well received.

Next year's conference will be held at Spencer NC during the Martin Luther King Weekend. Plans that were made for the meeting in 2021 that was canceled due to COVID are still in place. The board is looking for a group to host the 2024 meeting, preferably in the west.



AMTRAK AND FRA

Among the many seminars, the FRA and Amtrak presentations were the most heavily attended. Private car traffic is increasing Amtrak officials report. There are no plans at this time to add any off-and-on locations. Due to construction and train sets being stored in Washington DC there is no indication when it may be reopened for private car parking. Some positive news for charter trains. Trips that have operated several times are easily repeatable and can be pulled off the shelf for another operator. Discussions continue on timeshare type arrangements for parking. In conjunction with AAPRCO, an emergency response plan will be developed to direct how to respond to an emergency when private cars are on Amtrak.

THE FRA IS reviewing the steam regulations and will be recommending changes. Harold Weisinger Mechanical Engineer Steam Locomotive Specialist Motive Power + Equipment Division made a presentation on the Title 49 Code Part 230.(click link below)

[Steam Regulatory Review](#)

Jason Lamb reports on the information presented by the FRA's Steve Zuiderveen. In the recent update to part 232, the FRA said in 232.717(c) that any entity choosing to operate brake valves not currently addressed in the AAR field manual must come up with a written maintenance plan for that equipment. HRA and RPCA were tasked with coming up with a basic plan which could be adopted by railroads choosing to operate obsolete brake equipment. So this plan may be adopted and followed by a tourist railroad or museum which operates obsolete equipment, this plan will have FRA approval. If an organization follows the plan and the record-keeping requirements outlined within, it should comply with FRA requirements.

This document clarifies what specific instructions and documents to reference when dealing with a specific type of brake valve. The group recognized that all organizations may not have a proper single-car tester, or

may not be able to afford to purchase a tester for each type of historic equipment they may operate. The document contains instructions to build a single car tester for each type of brake valve referenced. The group was able to have discussions with FRA about out-of-service time, something that I don't think has been previously considered regarding historic brake valves. Some guidance about OOS time is contained within the completed document. Also, an understanding was reached that OOS time would be for use on one's own railroad, OOS time would not be entertained on Amtrak, or shipping a car in freight service. But, historic brakes valves are much less common in those situations.

Amtrak PV Inspectors Meet at 2022 Conference

By Brad Black

The Amtrak Private Car Inspectors in attendance held an internal (private) meeting to exchange information and experience gained over the last two years of inspecting cars before the public meeting. Inspector attendance was down this year because of concerns about COVID, with approximately 50% of the current inspectors attending. Our annual Inspector Insurance Renewal was discussed, with the consensus being that most owners understand our need to pass this additional cost along in our inspections. The concern among the inspectors is that some are not getting enough work in the current market to cover the insurance cost and may drop out of the program and inspecting. That would result in an increased cost per inspection done by the remaining inspectors insured by the program. The RPCA group insurance program for the inspectors is a very reasonable fixed price policy, and per the insurance committee, would not be available at a lower total cost.

The only mechanical issue of concern this year is that we are approaching the tenth anniversary of the requirements of SMP 28603 for Ultrasonic Testing of Axles outlined in Sections 12.19 and 12.20. The Amtrak QA Representative in attendance advised us that Amtrak no longer has the ability to do the testing at some of its locations that they could when the SMP was updated in 2013. Explanation of this issue was discussed in more detail during the public session. In the Public Session, there were very few questions about inspections, reflecting the general lack of private car moves over the past 2 years. The question of the periodic Ultrasonic Testing was raised and the initial requirement from SMP 28603 Section 20.19 that wheels be inspected if more than 10 years had elapsed since the last inspection. Section 12.20 of that document also states that wheelsets having a baseline test being done within the previous 2 years would be allowed to operate for up to 100,000 miles before being re-inspected. This discussion points up the value of diligent maintenance of updates of your annual PC-3 Mileage report and PC-6 & 7 Wheel reports, to document the history of the wheelsets on your car.

It should be noted that beyond a few damaged wheelsets discovered in the initial roll-out of the SMP Requirements in 2012-13, no additional failures have occurred or been discovered and every wheelset under an operating Amtrak-approved car has been inspected and documented.

At our January Amtrak-RPCA call, I raised the issue of revisiting the SMP to clarify the current requirements and Amtrak has agreed to bring this up with their Equipment Engineering Group.



ELECTIONS



194 ballots were turned in and counted of the 394 distributed. Five members ran for three spots on the board. The two incumbents: Lewis Foster and Roy Wullich were reelected. Michael Kuehl (at left) was elected as the 3rd director. Directors serve a term of three years. Normally, directors meet in person twice per year—at the General Meeting, usually held in January, and mid-year. The midyear meeting is frequently held in the locale of the upcoming Annual Conference. This year the mid-term will be held in Spencer on July 16. In addition, special meetings of the board may be called, as well as votes that may be needed on more urgent issues. The furthering new generations group elects a member who sits on the board with full voting rights. This year Johnathan Smith FNG representative did not seek reelection. The youth group met and selected Will Gavin as the new VP for youth affairs. The group plans to put together bylaws.

TREASURER'S REPORT

2021 and 2022 have certainly been challenging.

In 2021, for the first time, we put on a virtual conference. RPCA was able to do this because of the profits made at the 2020 conference, and the support of our sponsors - both financial, and in-kind. These include Lynchpin Creative, Dynamic Ticketing Solutions, California Zephyr Railcar Charters, United Shortline Insurance, Northwest Rail Electric, Passenger Equipment Parts, Adams & Westlake (Adlake), and Gateway Rail Services. We thank them for their assistance in defraying the costs of this conference. We also thank the NRHS and Dynamic Ticketing Solutions for the use of their GoToMeeting accounts for various virtual meetings held by the Board in setting up the Virtual Conference.

In addition, the RPCA Board voted to cut the cost of dues for 2021, knowing the hardships many of you faced with limited (or no) activity on your cars and railroads. So our operating income was down significantly. The Board held an in-person summer board meeting. Due to the generosity of several of our Board members, expenses charged were much less than allowed.

While 'Railroad Day on the Hill' was not held in 2021, we hope it will be held in 2022. Roger attended the meeting in 2020, just before the COVID shutdown, and found it useful. This was paid for by donations to our Legislative Fund. The Fund is still active, waiting to receive your donations. We have members making regular monthly donations to the fund. Please remember that RPCA is NOT a 501c3 organization, so donations are NOT tax deductible. But we are always happy to have your donations to this fund, RailCamp funds, and the Fuehring Fund. Please mail your donations to RPCA, care of: Roy Wullich, POBox 719, Quniton, VA 23141.

With no live conference in 2021, there was no silent auction in 2021, and no Fuehring Fund winner. We are pleased to have 2 winners in 2022, Zach Ehlers and Dalton Flora. If you have not yet met these young men, please take the opportunity to do so. The account balance is being updated, as we are actively using the fund for its intended purpose – assisting young people in attending our conference. We have had a successful Silent Auction, with the major assistance of Renee Luebke and Sam Luebke.

Likewise, the NRHS Railcamp was cancelled in 2020 and 2021. We have received some donations from our members during dues renewals and conference signups, so our current balances are \$5800 in the Caldwell-Luebke Railcamp fund, and \$4569 in the Stanlee Weller Railcamp fund for young women. These numbers will be updated with the funds received at the banquet collection, and the additional donations given me by our insurance vendors – United Shortline, McRail, and HMBD. The special projects fund for the Furthering New Generations Group remains at \$5,000.

Please contact me at RPCAEileen@charter.net with questions about the financial health of YOUR organization.

On a personal note, I have been honored to be only the second Treasurer in RPCA history. After 10 years, I

am hanging up my spreadsheets, and turning over the checkbooks to a new Treasurer of this organization. I thank you all for your assistance and support, and look forward to attending future conferences without these responsibilities.

Your new Treasurer is Roy Wullich. He can be reached at P.O. Box 719, Quinton, Va 23141-0719 Please send all financial information to him.

Eileen Weber.

2021 FINANCIAL STATEMENT



INSURANCE

There has been an increase in participation and the number of cars insured. RPCA renewal starts in November. There is a new portal website with insurance links. Owners can pick the insurer, renew and pay online.

Tom Johnson,
Chairman, Insurance Committee

ANNUAL INSURANCE REPORT

SAFETY PROGRAM

The RPCA has had in place a Safety Program which debuted in Tyler, Texas in 2016. The Safety Program is a complete package consisting of the manual, PowerPoint, teaching guide, test booklet, separate answer sheet, and test scoring master. Since then, there have been some minor additions to the program. The program is "guidelines" for safe practices. It is not intended to be an end-all to all safe practices. These are suggestions or ideas presented in a manner to get participants to start thinking "safety" in the workplace and onboard.

In 2021, the RPCA Safety Program was updated with a revision to the manual, PowerPoint, test, and teaching guide. Since the rollout in 2016, the program has taken on a slant towards passenger safety. The program touches on many topics including safe food handling, safely moving about the car, emergency lighting, and onboard illness, just to name a few.

The latest version of the RPCA Safety program was presented in Cleveland with the help of Roger Fuehring, Ray Kammer, and myself. There were about 25 attendees with 14 of those deciding to take the post-session test. The test itself is 35 questions with 27 correct answers needed for a passing score. Of the 14 taking the test, all passed with at least 27 correct answers, including 2 perfect scores.

Following the presentation, representatives of RPCA met with Amtrak representatives to discuss how the two organizations could further work on mutual safety issues. One area discussed was an emergency response plan. This is but one area which the organizations will look at.

As a review, the RPCA Safety Program is for all RPCA members. Any member can purchase the program, including car owners, museums, or tourist lines. The purchase price for the program is a whopping 75 bucks. This includes a manual, PowerPoint, teaching guide, test booklet, answer sheet, and test scoring master. All of this will be emailed to you. This can be used for staff at a museum or car attendants or anyone who needs

a refresher in safety. As a reminder, this is a copyrighted program that you can adapt for your private use. The program will continue to evolve and changes will be made. It was great to see all of you in Cleveland, 2 years seems like a long time. It was a great 40th-anniversary conference. Hope everyone stays healthy and see you down the line,

GARY CARTER

FUNDRAISERS AND THANK YOUS

Silent Auction to support the Fuehring Fund:

2022 brought us a Silent Auction like no other.

- A. We had more items (83) than ever before. We think this may have been partially due to all of you having TWO years to find great items for us.
- B. We collected more money (\$4611) than ever before
- C. We had more donors, more bidders, and more winners than ever before
- D. We had more trips for sale (3) than ever before
- E. We had our highest sale item EVER

A special 'thank you' to our first time vendors Over The Top Construction. Both Jimmy and Gwen did a lot of bidding at the auction, won several things, and made significant additional donations to support the Fuehring Fund. We hope they will consider joining us at future conferences.

As usual, the majority of the work on the silent auction was done by Renee Luebke, Sam Luebke, and Eileen Weber. We all owe them a great big "THANK YOU" for their work on this. We appreciate MRPS and the Holiday Inn for their ability to get us more and more tables to display our many items.

In addition, we had help with the auction sheet pickup from Gary Carter, Lewis Foster, Burt Herme, and other Board members. Roy Wullich joined us in handling all the money, and Chris Lockwood handled all the credit card payments. Several members of the FNG RPCA Under-30 group (I know Will Gawin and Scott Jarrett, but there were several others) assisted with gathering the items during the item pickup. We thank them all for their assistance. I apologize for any I missed, but please know we appreciate your help.

The Fuehring Fund in 2022 had 2 winners of the full scholarship – Zach Ehlers and Dalton Flora. Zach is associated with Illinois Railroad Museum, and Dalton is associated with Bluegrass Railroad Museum. The fund also supported our FNG members by giving assistance payments to 6 people to help them financially afford to attend the Conference. For several of the FNG members, this is their fourth or fifth conference, and the financial assistance enables them to attend each year. THEY ARE THE FUTURE OF OUR BUSINESS / HOBBY, and we really need them and welcome them.

RailCamp: Annual Scholarship Collection a Success!

Once again, RPCA passed around the collection plate at the banquet to benefit our two RailCamp funds – the Caldwell-Luebke RailCamp Fund, and the Stanlee E. Weller RailCamp Fund for Young Women.

Our members and guests again responded generously. Thank you!! The donations at the banquet totaled \$1500.00. Coupled with the funds we received during membership renewal, conference registration, and support from our insurance partners we are well-positioned to award these scholarships in 2022 and beyond. We also wish to issue a special thank you to our insurance brokers – United Shortline, HUB-HMBD, and Borden Perlman (McRail) – for their continued support. They always generously support us in our RailCamp efforts.

[CHECK OUT THE DONORS AND WINNERS](#)

RPCNB

RPCNB achieved the second-highest historical number of units registered in January 2022 with 168. This was due to the add-back of 5 units to allow re-stenciling. Short-lived but still valid.

Railinc is projecting 4 major updates to the Umler system in 2022. We know of some of the things in the

works, but not the order of implementation. We have to wait to see what each update will contain and whether it will affect our subscribers.

We also have to wait and see if the increasing inflation causes RPCNB issues. We have many things we have no control over, from costs of paper, printer ink, internet access time, to state and federal taxes that your subscription fee needs to cover along with the maintenance of the reporting mark and shop code.

CATs, don't forget to send us your re-certifications!

It was a pleasure to again have a real live-in-person Annual Conference. To see TWO steam locos under repair was a nice journey back over 50 years. To see the only GN obs car still in its original condition was also very much a pleasure. But the greatest pleasure was being able to see, shake hands and directly talk with the many members of RPCA.

PAMM & DAN

MAGAZINE AND NEWSLETTER

Passenger Car magazine editor Joe Rosenthal is looking for help. He needs submissions of articles for the magazine and someone who will collect and organize the information. Please be thinking of stories you can submit: an interesting trip, an excursion train success, a mechanical tip. Email Joe at jjoe@rpca.com. An email for just magazine submissions is being set up at:

efforts are being made to provide the newsletter to individuals in a member organization. We will also be putting the magazine on line several days after it is sent.

ON THE MOVE

We'd like to take a minute to thank Courtney and Elaine Shenkle for their many years of taking care of the RPCA Corporate PO Box in Maryland. They are preparing for a move to the south and a sunny and warmer climate and to be closer to their kids.

So we are moving the RPCA Corporate PO Box from Centreville, MD. The new address is:

Railroad Passenger Car Alliance

PO Box 719

Quinton, VA 23141

We ask that you update your records accordingly.

Roy Wullich

PARTS PLACE

Need a part? Have a Part? John Radovich is starting a place to search. Send me or John what you have or need

NEED - WHO - WHERE

All words we use daily when discussing the rusty junk or magic metal aka SS. Window rubbers may be your immediate need, coupler carrier springs, Budd disc brake plunger out - "Brakes ON" signs. We all are in need of materials and often specifications to know what is right/wrong/different. Who has parts to fix a gadget, is there any need for room fan blades? RPCA is the nuts/bolts guys and limitless source of info if you know right person to ask. The library on line is great source and I'd urge you to participate by supplying copy to be posted where we can find it after the rest of the world has fallen down for the day. Water riser systems, microphor valves, electrical thankfully none by Lucas, so many pillars like Sears are no longer here so we must search/create alternates. Hence text you're wandering thru now.

Sharing information via apprenticeship was the norm when all of our toys were created, today no one is a lifer beyond those of us who have dug a hole so deep, here we are! Railswap was a great source but currently not functional and I totally agree w/the opening remarks regarding woes due to electronic/web players. RYPN has come thru occasionally, and peddling some of the parts that don't fit my plans helps the process: win/win and one less thing to trip over. Miner draft gear, you don't want 50 sets we don't bother to reply.

WANT-Wanted - need a window bar spigot, missing/rotten door, Ogontz AC panel details/repairs, PA box - I'd like to see a place to list what I'm chasing. Print media is too dear to make this work well but perhaps

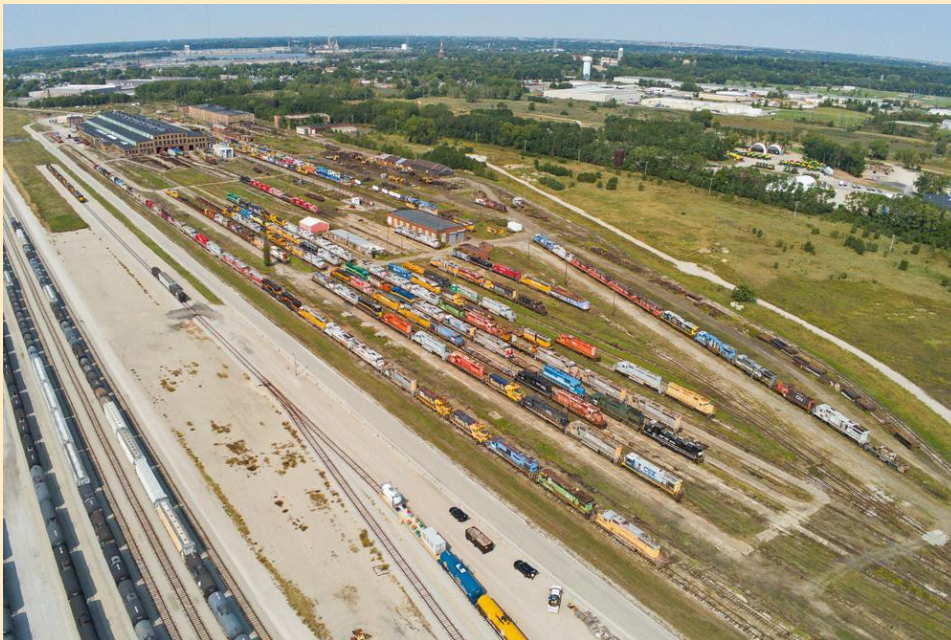
someone from the post dinosaur age can herd us to someplace to post emails or? Tools, what to use for a repair/installation, often the RPCA seminars provide hard fought info but if you are not there in person, good luck. Further need crimper for your 4/0 lugs? SCTD easy one call PABCO, I'm assuming few cars are being HEPd this late in the game but if you need car jacks/stands for work let me know, I need to support my habit.

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.

Museum and Excursion Trains



The Minneapolis-based Railroading Heritage of Midwest America/The Friends of the 261 is expanding its operations into the former National Railway Equipment (NRE) shop complex in the Quad Cities community of Silvis. The 90-acre facility was once the main shop of the Chicago, Rock Island &

Pacific Railroad. The Silvis facility has more than 10 miles of track; the main shop building is 400,000 square feet with multiple overhead cranes. It includes a wheel shop, warehouse space, locomotive wheel drop table, multiple overhead cranes, and several other smaller shop buildings. The complex is served by Iowa Interstate Railroad, BNSF Railway, and Canadian Pacific Railway. RRHMA subsidiary Friends of the 261 owns and operates Milwaukee Road steam locomotive No. 261 based in Minneapolis. Steve Sandberg, president, and chief operating officer of the RRHAMA/Friends, said the organization currently has no plans to permanently move No. 261 to the complex, although it could be moved to Illinois to pull excursion trains temporarily. Sandberg said the organization hopes to use portions of the facility for steam locomotive restoration and repairs, diesel repairs, passenger car work, and historical preservation. The acquisition is being called the largest historic restoration facility in the United States. The Friends of the 261 is accepting donations to offset the cost of the project.

A Virginia legislator is seeking to make the Virginia Museum of Transportation, a state agency so the Roanoke attraction would be eligible for state funding. The museum is already recognized as the state's official transportation museum, but that does not allow it to receive state funding. The bill under consideration would grant the transportation museum the same status as state-funded facilities such as the Virginia Museum of Fine Arts, the Science Museum of Virginia, and the Virginia Museum of Natural History. A budget amendment to provide \$2 million in annual funding is also being sought. The additional funding would allow

the museum to hire more staff, make improvements, and add new programs.

A 30-mile stretch of track last operated by the defunct Saratoga & North Creek will be auctioned off as part of bankruptcy proceedings, opening the possibility of its return to operation. Revolution Rail has submitted a bid of \$700,000. If Revolution Rail has the winning bid, it plans to work with New Jersey's SMS Rail to offer freight service to a gravel pit and garnet mine on the route. The auction will be held on March 3 in Denver, with bids due on Feb. 23.

Amtrak/Freight/Federal Agencies



Amtrak has put into service a specially painted P-42 diesel, emblazoned on both sides with the message, "See Tracks? Think Train!" to commemorate the 50th anniversary of Operation Lifesaver (OLI). The diesel locomotive will run on Amtrak's national network. Non-profit OLI was established in 1972 with the aim of reducing railroad-related collisions, deaths, and injuries across the United States, utilizing the "3 E's – Education, Engineering and Enforcement." It offers education and awareness programs in 46 states and Washington, D.C. Trained volunteers to provide free safety

presentations to law enforcement, first responders, school-aged children, school bus operators, truckers, student drivers, and more.

Amtrak will reduce Northeast Corridor, long-distance, and state-supported train frequencies between Jan. 24 and March 27, due to "staffing challenges resulting from the COVID-19 pandemic and the highly active Omicron variant." Overall, this means an 8% reduction in train departures over the 63-day period. That will include 8% of Northeast Regional departures; two weekly departures on nine long-distance routes, which will be reduced to five-day-a-week operation; complete suspension of the Silver Meteor for the 10-week period; and 6% of state-supported regional service. In addition to the Chief and Starlight, long-distance trains to see frequency reductions are the California Zephyr, Empire Builder, Crescent, Texas Eagle, Capitol Limited, Lake Shore Limited, and City of New Orleans. The only trains maintaining daily frequency will be the Silver Star, Palmetto, and Auto Train; the triweekly Cardinal and Sunset Limited will maintain that frequency. In most cases, passengers will be offered same-day travel alternatives; when there is no same-day option, rebooking will be offered within one day of the original departure date. Those who were scheduled on the Silver Meteor will be offered alternatives including the Silver Star, Palmetto, Carolinian, and Northeast Regional.

The Senate has confirmed Amit Bose as Administrator of the Federal Railroad Administration. The action was commended by The Association of American Railroads and American Short Line and Regional Railroad Association. Bose had been serving as deputy administrator, allowing him to operate as acting head of the FRA pending confirmation. He was previously deputy administrator during the Obama administration.

Amtrak is backing Canadian Pacific and Kansas City Southern's proposed combination. Canadian Pacific Kansas City (CPKC), and CP is committing to support Amtrak's service expansion in two U.S. regions. The agreement of mutual support is being filed as part of the docket in the CP-KCS proceeding at the Surface Transportation Board (STB); STB is reviewing the merger proposal and is expected to issue a decision in the fourth-quarter 2022. Subject to STB approval of the CP-KCS merger, CP has also committed to supporting the establishment of Amtrak service between New Orleans and Baton Rouge, La. And the study of potential Amtrak service between Meridian, Miss., and Dallas, Tex.