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## **OFFICE HOURS**

SPRING OFFICE HOURS ARE 9:00AM TO 4:00PM TUESDAY THRU THURSDAY

## **RAIL TOUR NEWSLETTER 92**

**DATED SATURDAY MAY 19, 2018. WE HAVE SOMETHING FOR EVERYONE**

You are receiving our Railroad Newsletter because you requested it or had contacted us for more info about our train tours in which we place your e mail into our database . If you no longer want to receive our Railroad Newsletter send us an e mail to [tti@traintrips.biz](mailto:tti@traintrips.biz) asking to be removed from our database

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**\*\*9346 MILES\*\***

**FORMER SP-GN-WP-DRGW-CB&Q-ATSF TRACKAGE**

**FAREWELL TO THE CZ PRIVATE RAIL CARS**

**JUNE 21-JULY 8, 2018**

**FIRST CLASS PRIVATE CARS EXCURSION WITH OPTIONS OF  
1 OR MORE DAYS DEPENDING UPON YOUR TIME & BUDGET**

THE SALE OF THE FORMER CZ PRIVATE RAIL CARS IS MOVING FORWARD AND SO THIS COULD BE YOUR LAST OPPORTUNITY TO RIDE THESE CARS. ACCORDING TO THE OWNER OF THESE CARS ONCE THE SALE IS COMPLETE THE CARS WILL LEAVE THE WEST COAST FOR POINTS EAST. FINAL DETAILS ARE BEING KEPT UNDER WRAPS AT THIS TIME.

**[HTTP://WWW.TRAINTRIPS.BIZ/2018-TOURS/SPRINGTIME-ZEPHYR-2018#DETAILS](http://www.traintrips.biz/2018-tours/springtime-zephyr-2018#details)**

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# ONE MORE CZ TRIP IN 2018

THE DAY AFTER THE CZ CARS RETURN FROM THEIR  
CIRCLE TRIP AROUND THE WESTERN STATES ONE  
LAST PLANNED TRIP WILL DEPART LOS ANGELES ON  
JULY 9 FOR SEATTLE WITH ALL THREE CARS



## SEATTLE ZEPHYR

JULY 9-10, 2018

<http://www.traintrips.biz/2018-Tours/Seattle-Zephyr-2018#details>

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# OUR 2018 TOUR OFFERINGS

## SPRINGTIME ZEPHYR CIRCLE TRIP

JUNE 21-JULY 8, 2018

TOURIST/RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Springtime-Zephyr-2018#details>

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**WONDERS OF SERBIA, BULGARIA AND ROMANIA BY RAIL**

**June 17-28, 2018**

**TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/Wonders-Of-Serbia-Bulgaria-And-Romania-2018#details>

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**HIDDEN SLOVENIA**

**July 3-12, 2018**

**TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/Hidden-Slovenia-2018#details>

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**SEATTLE ZEPHYR**

**July 9-10, 2018**

**TOURIST/RAILFAN TOUR**

<http://www.traintrips.biz/2018-Tours/Seattle-Zephyr-2018#details>

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**BY TRAIN TO THE MIDNIGHT SUN**

**July 11-25, 2018**

**RAILFAN/TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/By-Train-To-The-Midnight-Sun-2018#details>

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**CENTRAL FRANCE AND THE RAILWAYS OF THE PYRENEES**

**July 12-23, 2018**

**TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/Central-France-And-Railways-Of-Pyrenees-2018#details>

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**NORTHERN SWEDEN BY PRIVATE CHARTER TRAIN**

**July 13-22, 2018**

**RAILFAN/TOURIST/RARE MILEAGE TOUR**

<http://www.traintrips.biz/2018-Tours/Northern-Sweden-By-Private-Charter-Train-2018#details>

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**TRAINS AND TREASURES-ENGLAND-SCOTLAND-WALES**

**August 26-September 16, 2018**

**RAILFAN/TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/Trains-and-Treasures-of-England-2018#details>

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**NARROW GAUGE STEAM IN ROMANIA**

**September 9-17, 2018**

**RAILFAN TOUR**

<http://www.traintrips.biz/2018-Tours/Narrow-Gauge-Steam-In-Romania-2018#details>

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**WESTERN STATES TRAINS & TREASURES  
RAIL AND NATIONAL PARK ADVENTURE**

**September 26-October 10, 2018**

**RAILFAN/TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/Western-States-Trains-and-Treasures-2018#details>

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**THE BULKAN CIRCULAR BY PRIVATE CHARTER TRAIN**

**September 29-October 7, 2018**

**RAILFAN/RARE MILAGE TOUR**

<http://www.traintrips.biz/2018-Tours/The-Bulkan-Circular-By-Private-Charter-Train-2018#details>

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**JOURNEY BUENOS AIRES TO LIMA**

**October 7-27, 2018**

**TOURIST/RAILFAN TOUR**

<http://www.traintrips.biz/2018-Tours/Journey-Buenos-Aires-To-Lima-2018#details>

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**CENTRAL PORTUGAL BY PRIVATE TRAIN**

**October 18-23, 2018**

**RAILFAN/TOURIST/RARE MILEAGE TOUR**

<http://www.traintrips.biz/2018-Tours/Central-Portugal-By-Private-Train-2018#details>

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**HIGH SIERRA RAIL ADVENTURE**

**October 19-22, 2018**

**RAILFAN/TOURIST TOUR**

<http://www.traintrips.biz/2018-Tours/High-Sierra-Rail-Adventure-2018#details>

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## **RAILWAYS OF BURMA BY PRIVATE CHARTER TRAIN**

**November 9-25,2018**

### **RAILFAN/TOURIST/RARE MILEAGE TOUR**

<http://www.traintrips.biz/2018-Tours/Railways-of-Burma-By-Private-Charter-Train-2018#details>

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# **RAILROAD NEWS ROOM**

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## **Comments from Joseph H. Boardman former Amtrak President and CEO**

**Having spent much of my productive life at the state and federal levels observing, studying, regulating and then leading a rail management team, I am appalled with what increasingly appears a unilateral violation of the public trust by Amtrak's current leadership to dismantle our interconnected, intercity rail passenger network, beginning with hollowing out of its long-distance passenger train service.**

Amtrak is not a privately held corporation whose fate is to be determined by a few individuals behind closed doors. It was created by the people and for the people and is funded by taxpayers who help to supplement Amtrak's farebox revenue. Amtrak provides a cherished public service, with opinion polls repeatedly validating support for its existence and even expansion.

The role of Amtrak leadership is to operate the railroad and its various lines of business safely, efficiently and in accordance with congressionally approved statutes. It is the role of congressional lawmakers who answer to the public to determine the fate of Amtrak, and only through a transparent legislative process.

From materials I have seen submitted to congressional staff, Amtrak management has begun surgical communications in a way that does not provide a transparent discussion of what management is doing or intending to do. Quite the opposite of being transparent, Amtrak management is limiting the substance of public briefings, denying journalists access to relevant management officials and making decisions in isolation.

Evidence points to a covert effort to divide Amtrak's political constituencies and create distrust and discord. Consider a current effort by Amtrak management to convince opinion leaders and decision makers that providing service via the Southwest Chief passenger train, which makes 31 stops between Chicago and Los Angeles, is somehow too costly.

Confirming this intent to eliminate the service, Amtrak has informed elected officials in Colfax

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County, N.M., that it will not provide its match for a recently awarded congressional grant intended to sustain operation of the Southwest Chief. This directly undermines a federal grant program that, while Amtrak president, I personally brokered with BNSF CEO Matt Rose to improve the BNSF route used by the Southwest Chief—a joint benefit to freight trains and Amtrak.

Additionally, Amtrak management is engaged in “weaponizing” safety to attack more broadly Amtrak’s long-distance network. Under a façade of “safety first,” there are threats to discontinue Amtrak operated passenger trains by Dec. 31, 2018, wherever Positive Train Control is not installed and operating. That is neither acceptable nor responsible.

Yet on route segments—some 100-miles or longer—where the Federal Railroad Administration (FRA) has decided to exclude a requirement for PTC, Amtrak responsibly intends to utilize a highly respected Federal Aviation Administration safety program to assess risks.

Certainly, commuter carriers operating in the congested Northeast will continue operating on non-PTC equipped track beyond the Dec. 31, 2018, deadline for its installation because other FRA safety measures will govern operation.

Halting New Jersey Transit or Metro-North commuter railroads because a PTC deadline cannot be met and other safety measures are in place would be ridiculous. If commuter carriers in the Northeast can continue operating beyond the Dec. 31, 2018, PTC deadline, then certainly the Southwest Chief can, also.

Indeed, there is additional mitigation for safety risks, such as Automatic Train Stop or even solar powered switch position indicators. And, yes, it will take time and funding, but neither Amtrak management nor its board of directors has made clear whether service would be continued while those mitigations are funded and completed. If it is not made clear by July, then Amtrak management and its board is validating my allegation of “weaponizing” safety to attack Amtrak’s national interconnected passenger train network.

Make no mistake: I am strongly in support of Positive Train Control technology, and my record as the nation’s rail safety regulator speaks for itself. Safety conscious railroaders know that PTC is not an off-the-shelf technology, and where the FRA has allowed extensions and exclusions, there are available safety mitigations.

A pattern is emerging of Amtrak management and its board of directors seeking, on its own and without public input and transparency, to hog all Amtrak federal financial assistance to complete Northeast Corridor (NEC) rail projects such as the Gateway Program, to procure new “city pair” trainsets for off-NEC operation, and to shorten Amtrak long-distance routes so as to shift costs to states, ultimately destroying Amtrak’s national interconnectivity.

I think current Amtrak management and its board of directors have drawn a line in the sand at the foot of Raton Pass, targeting the Southwest Chief as their first—but not last—long-distance train to target for cutting.

The Southwest Chief issue is the battleground whose outcome will determine the fate of American’s national interconnected rail passenger network. Said more simply, the battle is Raton Pass vs. Gateway. The history of public policy toward Amtrak is that you cannot have one without the other.

Congressional leaders have long asserted that without support for Amtrak’s long-distance trains, federal support for the Northeast Corridor will evaporate.

While there is eminent good reason to fund Northeast Corridor projects, there is equivalent good

reason for preserving daily train service to, for example, Dodge City, Kan., La Junta, Colo., and Havre, Mont., where the economic impact is significant and other options non-existent.

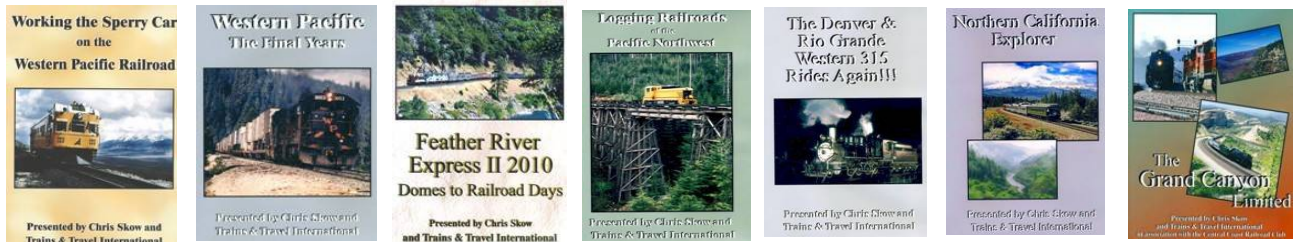
Ignoring the political process and unilaterally abandoning service linking Denver with Albuquerque and Los Angeles is equally absurd and would not survive a transparent public process were it allowed.

## WRITE MORE LETTERS TO YOUR CONGRESSIONAL LEADERS

This is the time for the public that wants to keep our long distance passenger trains to step up to the plate and show your support for our trains. If the current Amtrak CEO and management succeeds in getting rid of the Southwest Chief between Chicago and Los Angeles then the rest of our western long distance trains will be cut. This would be the Empire Builder between Chicago and Seattle, the California Zephyr between Chicago and Oakland and the Coast Starlight between Los Angeles and Seattle. Just like Mr. Boardman says, the "Line in the Sand" has been drawn. It is now up to the public to stand up and demand that the long distance passenger trains are saved.

## DVD'S AND OTHER RAILROAD COLLECTABLES

We would like to bring it to your attention that we continue to add more DVD programs and other railroad collectibles such as timetables, books, paper items, and photos.



## SPECIAL CLEARANCE SALE

### HOURS OF VIEWING ENJOYMENT FOR A VERY LITTLE MONEY

GREAT WESTERN RAIL ADVENTURE 2006 TOUR 85"	\$5.95
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THE COMTEMPORARY RAILROADING SERIES VOL 1 60" Video (NS Pocahontas Division).....	\$14.95

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