



From the President



Long-distance trains are back in the news again. This time we have some good news for our national rail network. With congressional funding in place, Amtrak will restore its long-distance schedules that were drastically cut during the Covid 19 crisis. This will have a positive effect on private car moves. For the time being, we can breathe a little easier in regards to our long-distance passenger service.

Have you registered for the RPCA 2021 annual conference yet? If not, why not? It is free to members this year since it will be 100% virtual. The link is <https://www.rpca.com/conference>. Don't worry; we will be back to an "in-person conference" in 2022. All of us are ready for that. Amtrak and FRA will be our guests this year for two seminars along with several other presenters and our general membership meeting. You don't want to miss out on the latest information, so get registered before the train leaves the station.

If you would like to attend the Board Meeting on Friday, April 16th at 08:00 PM eastern, please send me an email at wwrogerf@aol.com. Please put in the subject line of your email, "Board Meeting Guest." Before the meeting, I will send you a link and log-in information. General Membership must hold all comments or questions until the tail end of the meeting.

So here we go into new frontiers with a Virtual Conference. Not the ideal situation for our 39th. We go from Spencer 2021 to Streaming 2021. That's a significant change from walking around the Bob Julian roundhouse to your living room in your underwear (you know who you are). At least in my case, I bet that roundhouse is cleaner than my living room (when my wife is out of town, of course).

I'm enjoying all the stories of scheduled openings for 2021. It is great to see the excitement building to get back out there under steam (or diesel) and do what we do best, railroad.

We are looking forward to seeing you in April, along with some creative backgrounds.

Be Safe My Friends,

W. Roger Fuehring

President, RPCA

MEMBERSHIP NEWS



2021 Virtual Annual Conference
 Saturday, April 17th & Sunday, April 18th
 12 – 5 PM EDT

Join us in April for the 2021 Railroad Passenger Car Alliance Annual Conference

The RPCA would like to invite all members to join us for the two-day 2021 conference next month. We will be featuring seminars by both Amtrak and the Federal Railroad Administration with updates on service restoration, private car moves, regulations, and more. We will also include two mechanical sessions, an update on the RPCA Insurance Program, and tips for safely operating private cars and tourist operations under COVID-19 guidelines.



Free to members and those who belong to member organizations

Register Today at: <https://www.dynamicticketsolutions.com>

Take this opportunity to stay informed about changes in the industry. While we're all looking forward to a person conference, it's important for all of us to understand the challenges facing our operations that are on the way in 2021. We hope to have you all join in on the seminars as well as virtual Hospitality we can all have a chance to catch up with the friends that we've missed for the past year.

Schedule of Seminars

Saturday

- 12:00 – 1:00 **Amtrak**
- 1:00 – 2:00 **Dye Penetrant Testing**
- 2:00 – 3:00 **Federal Railroad Administration**
- 3:00 – 4:00 **Railroad China**
- 4:00 – 5:00 **Ticketing & COVID-19**

Sunday

- 12:00 – 2:00 **RPCA Annual Meeting**
- 2:00 – 3:00 **RPCA Insurance Program**
- 3:00 – 4:00 **Non-Destructive Testing**
- 4:00 – 5:00 **COVID-19 & Private**

If you're registered for the conference and would like to attend the Board of Directors' meeting on 8pm EDT, please contact Roger Fuehring at wwrogerf@aol.com

Sponsors of the 2021 Virtual Conference:



[Click here to register](#)

Board of Directors Election

The deadline is approaching for the RPCA Board of Directors' election. Every year, three or four Board of Director seats come up for election. This is one of those years where three seats need to be filled. We have 4 candidates seeking office, so it is up to you to choose the three candidates who you think best fulfill the requirements.

Ballots have been mailed. Included in the mailing are a pre-addressed return envelope (your stamp is required), and a bio sheet for the four candidates.

Please vote for not more than three candidates, place the ballot in the return envelope and mail it so it arrives BEFORE April 17. Since there is no in-person Conference this year, ALL ballots must be submitted by mail.

The winners will be announced at the General Meeting, which will be held Sunday, April 18.

Your vote matters!

Burt Hermey



RPCA-AMTRAK CONFERENCE CALL AGENDA FRIDAY MARCH 26, 2021 1:00PM-2:00PM (E.S.T)

Present from Amtrak: Mike DeAngelo, Teresa Smith, Steve Robusto

Present from RPCA: Burt Hermey, Brad Black, Roger Fuehring, Mike Seckel

Discussion Topics

1. AmtrakLongDistanceService

Beginning 5/24, then 5/31 and 6/7
currently booking limited to 50% capacity. May change in May

2. PrivateCarBusiness

25 move requests currently in house

8 completed move requests Oct-Feb

need to specify ALL services requested-HEP, water, ice, etc.

3. AmtrakCommercial

Q&A

Per Brad, PV inspector class went well, one class yet to occur. There is one more inspector added to the list of qualified inspectors. Check the Amtrak website PV section for the current list.

Amtrak's waiver of the rule that an inspector may not inspect a car more than twice consecutively will likely go away soon. A termination date hasn't been decided yet.

[List your car or trip on the new RPCA website](#)



As some of our members may already know, RPCA has been working on a revised, updated Website. Included in the site is a page devoted to private cars for charter.

So far, we have only three entries!

Listing is free. We'll include a picture that you submit of your car, interior or exterior, the type of car it is, a link to your own website, and email and telephone contact information.

We want to include everyone who has a car for charter, including those that normally run on tourist lines, so sign up today!

The person to contact is Eric

Payne: <fjpaynerpca@gmail.com>. He can also be reached at 443-600-4810.

On another, but related subject: Do you have a

trip planned or pending that is open to the public? You can list it, also for free, on our website. Upcoming trips are listed under the "EVENTS" menu on the website.

To list your trip(s), email <webmaster@rpca.com>. Include details of the trip, car names, a link to your web page, etc. Preferred would be to receive the information formatted the way you'd like it to appear on the RPCA site. The sponsor/operator must be a RPCA member to post.

AMTRAK

Due to COVID relief funding, Amtrak will sustain and restore operations and recall the more than 1,200 furloughed employees through the remainder of FY21 and into FY22. The funding is pending President Biden's signature on the final bill.

"Offering daily long distance service represents a vital step in our road to recovery," said Amtrak CEO Bill Flynn.

"Recognizing the immense value of our employees, we'd like to thank Congress for enabling service restoration and helping us recall furloughed employees."

The daily schedules will commence in May 2021 and be grouped into three phases:



SCHEDULE

GRANTS

THE JOHN H. EMERY RAIL HERITAGE TRUST



The JOHN EMERY RAIL HERITAGE TRUST is pleased to announce the following grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960.

Forty-one (41) applications were received requesting in excess of \$ 1,000,000.00. After extensive research and serious consideration by advisors of the Trust, twenty-two (22) grants were awarded

totaling almost \$325,000. The John Emery Rail Heritage Trust is the largest trust in the US that makes 100% of its awards solely for railroad restoration purposes -- locomotives, rolling stock, and facilities.

For 2021, grants were approved for the following organizations/projects:

1. Austin Steam Train: \$ 10,000.00 for mechanical & electrical restoration of their ALCo RSD15.
2. EBT Foundation: \$ 15,000.00 for restoration work on their M-1 Gas Electric car.
3. Friends of Georgia State Parks & Historic Sites: \$ 12,000.00 for repair and upgrade work on two of their coaches.
4. Friends of SP4449: \$ 22,000.00 for repair and restoration of their passenger car fleet.
5. Heart of Dixie Railroad Museum: \$ 12,000.00 to continue the restoration of their L&N tavern lounge car.
6. Kentucky Railway Museum: \$ 12,000.00 for repair and refurbishment of coach #884.
7. Kentucky Steam Heritage Corporation: \$ 15,000.00 for continued work on C&O engine #2716.
8. Lake Superior Railroad Museum: \$ 15,000.00 for a steam powered air compressor for their DM&IR locomotive #332.
9. Midwest Railway Preservation Society: \$ 15,000.0 for mechanical and cosmetic restoration of their Pullman Mt. Baxter.
10. Nashville Steam Preservation Society: \$ 40,000.00 for rebuilding the cross-compound air compressor for the NC&StL locomotive #576.
11. New York, Susquehanna & Western Technical & Historical Society: \$ 12,000.00 for maintenance of passenger coach #531.
12. New York Museum of Transportation: \$ 5,000.00 to restore carbody heaters in former P&W interurban car #161.
13. Pacific Southwest Railway Museum: \$ 10,000.00 for work on their RSX-4 ALCo and their GP-9 locomotive.
14. Rochester & Genesee Valley Railroad Museum: \$ 10,000.00 for asbestos abatement on their Erie Stillwell coach.
15. NRHS, Washington, D.C. Chapter: \$ 12,000.00 for the ten-year inspection on the Dover Harbor, which is their sleeper-buffet-lounge car Pullman.
16. Watauga Valley Railroad Historical Society & Museum: \$ 10,000.00 for installation of an air-conditioning unit for the Clinchfield #100, which is being configured as a lounge car.
17. West Chester Railroad Heritage Association: \$ 10,000.00 for interior and exterior coach work.
18. Oregon Rail Heritage Center: \$ 1,000.00 towards installation of their turntable.
19. East Troy Electric Museum: \$ 1,000.00 towards overhead wire replacement.
20. Smoky Hill Railway & Historical Society: \$ 1,000.00 for track work.

Two earlier grants were made as part of the 2021 cycle, namely:

21. Pacific Railroad Preservation Association: \$ 35,000.00 for their SP&S locomotive #700
22. Western Maryland Scenic Railroad: \$ 50,000.00 for their C&O locomotive #1309.

Congratulations

to all the groups who received a grant

SAFETY



After the movie is over, the lights in the theater come back up and the audience moves toward an “Exit” sign. These exits might be a different route out of the theater than the route into the theater. The same might be said about the three current vaccines for the COVID-19 virus.

The route of the virus which got us into this hole has been the subject of more than one shouting match. Let’s just say that it was convoluted, dark and deadly. On the other hand, the way out of this place is through the path of inoculation. It is hard to image that some of the first vaccine doses administered in Pueblo County were on December 23rd. As of this writing, that is exactly 90 days ago. What a mess the holidays were shaping up to be. Functions cancelled and minimal family contact, if any. Yet 90 days later and we have administered the “jab” to over 100 million Americans across our country.

Three vaccines are available to the American public, all representing the “exit” from living in the constant fear of

suffering from the ill effects of this dreaded virus. In one population, 187,000 people out of 240,000 have received at least one injection of a vaccine. Amazingly, with the advent of these vaccines, the count of new daily infections has plummeted from a high of 339 new cases on New Year’s Day, to just 9 new cases today. For your safety and the population as a whole, please consider getting the “jab”. The sooner a vaccine is administered to the public and at least 70% of the public receives one, the sooner we all can pass under this viral exit sign. For a lot of us, this means getting back to some normalcy and making up for lost time riding the rails. Vacations, excursions, dining experiences and open air cars are back on the calendar!!

I won’t go into the debate about distancing or masks in a vaccinated population. I will however remind everyone to obtain and hang onto the vaccination card you are given on your first injection. My feeling is that these will be important to have at a future date. Masks and distancing aside, there is still the need to Wash those hands! Stay safe and get the jab.

Gary Carter

RailCamp



Unfortunately, due to many issues and lack of definite positive answers the NRHS has been forced to cancel RailCamp 2021. While all of us had hoped for the best it just wasn't to be. Our number one priority is the safety of

our campers and staff.

As you may imagine RailCamp is a year-round project for the all volunteer RailCamp Committee and staff. A lot of work goes into planning and executing two one-week camps and despite declines in positivity rates,

vaccinations becoming available, etc. Covid is still very much with us.

The RailCamp Team has remained in regular contact with our partners and vendors. Our business partners are willing to have us but are not currently in a position to guarantee they will be able to provide the level and kind of programs we have had in the past. In some cases many of their people are working remotely while others are not allowing visitors on the property.

As you may guess RailCamp is not a social distancing program. Dorm life, group meals, traveling in vans to venues and available space at the various venues to accommodate us are all problematic and unique challenges. On top of that every state has different guidelines. For example in the East we have three states and DC; RailCamp Northwest includes two states. On top of that take into consideration that campers have in the past arrived from as many as 15 states. The lack of consistency for gathering, travel restrictions, testing, quarantining and vaccine requirements is, well, beyond belief. And those are just some of the major issues we are facing.

As you know each year, since 2001, the RPCA, through the generosity of our members and our insurance vendors (United Shortline, HMBD, and Borden Perlman McRail Insurance), strives to send at least two deserving youth to the NRHS RailCamp's via our Caldwell-Luebke Fund and the Stanlee E. Weller Fund. The scholarship includes all activities, transfers from to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS.

The RPCA Scholarships via the Caldwell-Luebke Fund and Stanlee E. Weller Fund remain restricted for RailCamp use only. These funds will remain available and dedicated when needed both now and in the future. Thanks to your generous donations and sponsorships we help make certain that no camper is turned away due to his/her ability to pay the tuition. We appreciate your continued support of this program.

As always, we will be looking for students from RPCA Member Families and Member Organization's to potentially sponsor with our scholarships. Keep and eye out for more information about the NRHS RailCamp and updates at: <https://nrhs.com/programs/railcamp/>

Should you wish to apply for one of our scholarships, please contact Roy Wullich at rjwullich2@aol.com

As always, and once again, we thank everyone for your generosity and continued support of RPCA's NRHS RailCamp Scholarship program.

Meanwhile, as mentioned, RailCamp work goes on all year. We have already begun planning for 2022. Stay safe. We are already looking forward to next year!

Roy J. Wullich
RPCA - NRHS RailCamp Chairman

UMLER Report



Heads UP!! Major Umler update happened on March 18. First look shows the following could affect rolling stock under any reporting mark.

Passenger cars:

Inspection of Service Valve Part Number now mandatory to be part all brake tests

Inspection of Emergency Valve Part Number now mandatory to be part all brake tests

New draft gear/cushion unit data conditionally mandatory some new data

Brake cylinder mount conditionally mandatory

Equipment builder conditionally mandatory some changes to acceptable data

Lot code conditionally mandatory

Air hose arrangement conditionally mandatory

Cost conditionally mandatory cost to first owner

Locos:

13 New DP (Distributed Power) data fields not mandatory yet

ECP brake builder conditionally mandatory

Equipment builder conditionally mandatory limits on names acceptable

Cost conditionally mandatory cost to first owner

Freight cars:

Above in Passenger cars plus more!

All:

Any rolling stock larger than plate F is input as plate G. (Even though there are AAR identified car dimensional plates to L and loco N.)

What does "conditionally mandatory" mean? It is represented by a green dot in the Data Specification Manual and on-line whereas "mandatory" is represented by a red dot. Both will cause an Umler conflict when not properly input. Conditionally means that your item of rolling stock may or may not be required to input based on the edit check rules identified as applicable to that data item. In some cases, our locos and passenger cars are exempt, such as with cost. In many cases, our rolling stock is old enough it doesn't apply, but..... Mandatory means data the computer accepts MUST be input, period. Conflict status issues are further discussed below. We are still reviewing this update to identify anything we need to take exception to.

And so it goes. We'll take a break for some good news. 5 RDC cars got saved from the scrapper. 4 RDC1's and a RDC2. The pic below is the last 3 being delivered to the new owner's interchange track.



If and when the travel restrictions are lifted, if you would like to see them, go to the Waterloo Central Railway in St. Jacobs (near Kitchener) ON. They have a nice little operation. Now back to the mundane but critical and often frustrating, a discussion of why there are rules, and in some cases, why rules

interfere with what was really need and/or wanted, and why not following the rules can and does lead to trouble.

We finally broke down and sent in an Umler change request on performing re-stencils and inputting prior mark/number for the "source" rolling stock (what is be re-stenciled from) that has "conflicts". This is an issue that affects mostly those of us with such darned inconvenient things as obsolete passenger cars and locos. But in reality, it COULD affect any piece of rolling stock. We did submit this before the latest update noted above.

A conflict is a computer identified incorrect or blank mandatory data field, and NOW we are blessed with conditionally mandatory fields. Such fields can be anything from one of the weights, a dimension, to not having input some loco PTC fields, or any combination. With any such field(s) in the "source" record, the computer will not allow the re-stencil to happen, and won't allow a car or loco built up from scratch to have the "prior" mark and number input from equipment in conflict.

Our point in this request is that the standard Umler entry process includes edit checks of the data fields before the computer will accept the new record. These edit checks will catch all the conflicts active at the time. The new owner needs to be sure they have the correct and computer acceptable data to put in the appropriate data field to make the computer "take it", otherwise the computer rejects the change unless you know some of the tricks the Umler Queen does.

For most people not allowing a re-stencil or prior mark and number input means that the rolling stock record must be built up from scratch, therefore it gets a new internal computer equipment identification number which

is what is used to connect all the data, and therefore all the historical records including the line of ownership and even air test dates is lost.

And, the old record stays in the system, therefore the system record count is 1 greater than reality because of the duplication of record, and any associated legal ramifications associated with a record still existing for a car or loco that no longer exists under that mark and number. At the very least, it means the old mark owner is paying the Umler fees for a car they no longer own.

Of the almost 250 cars we have in one way or another "touched" from the Ringling auction, the last Amtrak auctions and the IPH bankruptcy, only 2 Amtrak cars had an Umler record of good enough quality that it could be re-stenciled from, and about 1/2 of the IPH cars were also "good enough". Compare that to the Ringling auction where every car had a clean record, no conflicts, and every car could have been re-stenciled. That is a HUGE difference in the time, cost, hassle and frustration factors.

This new request is slowly moving its way through the system, and we'll let you know the outcome after the committees are done discussing it.

So why do we say: Oh deary dear, what kind of mess do we have here? Because a whole lot of factors came together to make for a far less than ideal time during the last year, and at least near term, won't change. We had many frustrated people asking for help, and that frustration has been even beginning to wear us down. The above re-stencil issue is only one issue that markedly inhibited progress.

The IPH bankruptcy has clearly identified the reality of what we've discussed MANY times at the seminars, leasing a car and allowing the lessee to re-stencil the car without putting the owner's reporting mark in the "owner" data field and lessee in the "lessee" data field, deleting the original car or loco from Umler to save money, and that of leasing a car without a lease contract signed and dated by BOTH sides, CAN be dangerous. Because of the number of requests we've gotten for help, it is quite obvious there are car and loco owners who didn't pay attention.

Over the last several years, we had several owners drop their RPCNB mark use, but did not tell us why. For some, now we know why. Turns out they felt they didn't need it because the car or loco was leased out and they were allowing the lessee to re-stencil and re-number the unit and therefore bear the Umler costs. And many had a lease contract that was completed, signed by an authorized person, by only one side, therefore that agreement is not a valid legal contract document.

Well, is OK if everything works out OK. But in some cases it didn't and still doesn't!

One needs to remember that Umler **IS** the industry recognized record of ownership, and it takes some strong documentation to overturn that.

There is danger with a car leased to an operator, but not so identified in Umler and without legal lease documentation, could be sold by a bankruptcy court or creditor, because an Umler record not so marked states, not just implies, per AAR rules that the debtor/operator "owned" the rolling stock and it could therefore be sold by the court to satisfy the creditors or seized by a lender. If the true owner doesn't have a clean lease contract to demonstrate otherwise, it gets very sticky. Therefore the true owner could now be out a car or loco if they don't act quickly. Yes, if the owner finally wakes up and pursues return of their property with the trustee/creditor, they may get it back, or at least be authorized to go get it. But that could now incur lawyer's fees and a lot of time to get that processed where if the Umler record and lease contracts were properly filled in, the court wouldn't have sold it and a lender wouldn't have seized it to begin with.

If you lease rolling stock and allow the lessee to re-stencil, make sure, demand and have it in the lease contract, YOUR reporting mark is in the Umler "owner" data field and whom you leased it to has their mark is in the "lessee" field! Period. And make sure you have a lease contract signed and dated from both sides of the agreement, and you keep your copy of that contract in a safe place, even after your car or loco is returned.

If you are interested in buying a former IPH car or loco, be careful, many of them have already been re-stenciled to the mark of the creditor! One needs to know where to find them in the system unless one wants to go through the hassle of creating a new record from scratch as described above. And make sure you check out who is saying they have authority to sell them. We have already run across some people claiming they have such authority and upon investigation don't. It can be VERY confusing. When in doubt, ask questions. It is extremely unfortunate, except for very few instances, the days of safe hand shake agreements is over. To be safe, the owner leasing the car must demand the process as described above, or keep the car registered under their own mark or RPCNB and not allow re-stenciling.

Wishes for Safety and Health

Pamm and Dan Monaghan

Co-Managers 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.

Museum and Excursion Trains



On March 6th, the Strasburg Rail Road honored International Women's Day and Women's History Month by assigning its first-ever all-female steam locomotive crew. Andrea Biesecker worked as engineer and Shelley Hall as fireman for all five round-trips with No. 475. Both women came to engine service through the railroad's shop. was hired as a machinist, qualified as a fireman in 2012, and as an engineer in 2014. Hall was the railroad's first

female welder. She started in 2015 and qualified as a locomotive fireman in 2019. Among the 24 qualified engineers and 32 firemen at the Strasburg, Biesecker and Hall are the only women qualified as engine service employees.

The Friends of the 261, the non-profit organization that owns and operates Milwaukee Road S-3 class 4-8-4 No. 261, has launched a study to consider converting the locomotive from coal to oil firing. Friends of the 261 President and Chief Operating Officer Steve Sandberg said the group is conducting a feasibility study and cost benefit analysis for the possible conversion. It could cost up to \$200,000 to convert NO. 261 to burn oil, Sandberg said.

Luxury rail tour company Rocky Mountaineer is delaying the start of its Canadian season by a month to June 1, while adding four weeks to its planned inaugural season of operation in Colorado and Utah. The move in Canada reflects continued uncertainty over when the Canadian and provincial governments will lift travel restrictions that continue to prevent operation.

In a landmark deal, the Kentucky Steam Heritage Corporation has acquired a historic water tender and accompanying former-Pennsylvania Railroad Railway Post Office car from the Indiana Transportation Museum. Both cars, along with a former-Pennsylvania Railroad baggage car, have been transported from Indiana to the KSHC property in Irvine, Kentucky.

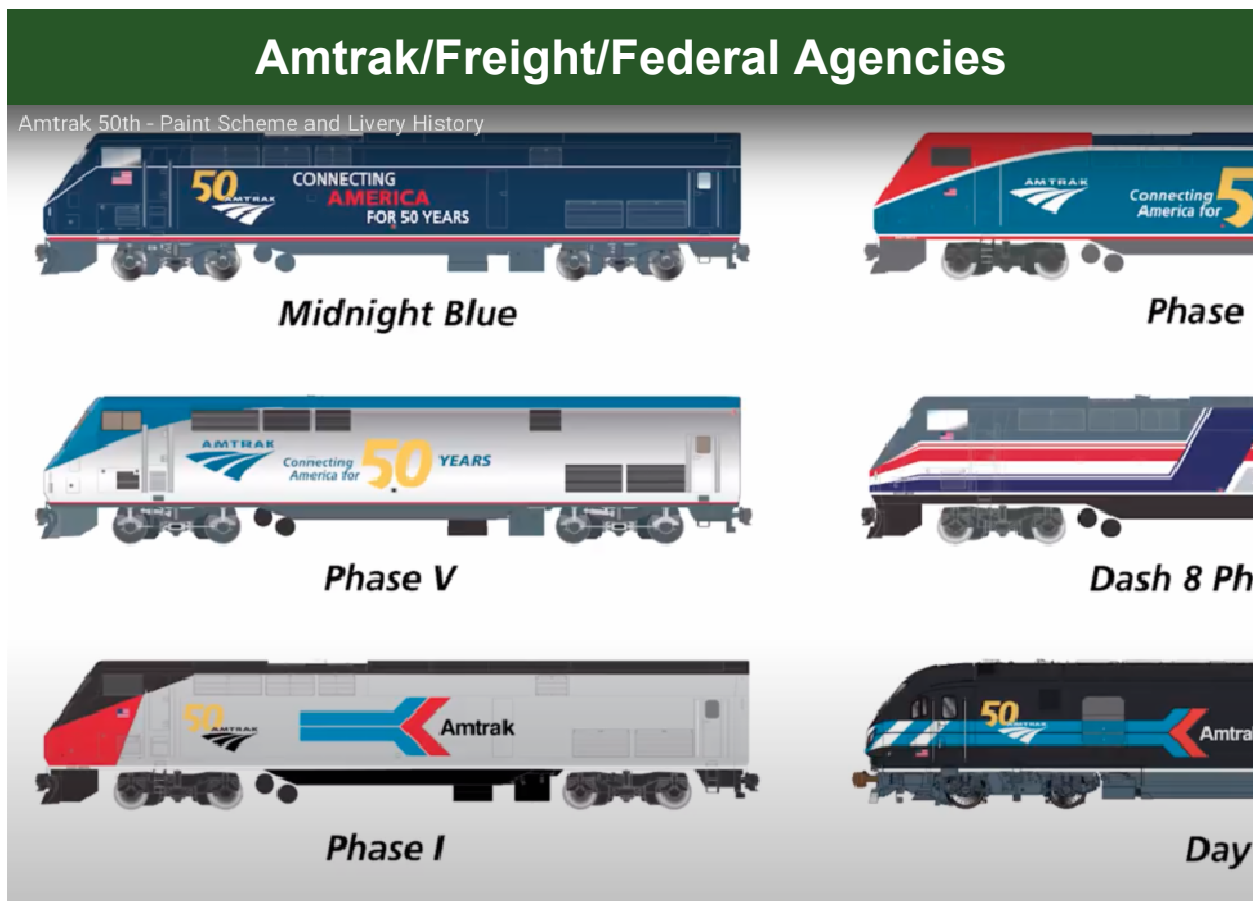
More than 100 pieces of historic rolling stock, both passenger cars and locomotives, are up for sale as part of bankruptcy proceedings resulting from the receivership of Iowa Pacific Holdings. The equipment belongs to Heritage Rail Leasing; it and the San Luis & Rio Grande Railroad, principal subsidiaries of Iowa Pacific, were involuntarily placed into Chapter 11 bankruptcy, and are being sold by Tom Connelly, the Trustee appointed for HRL. According to a press release, the equipment is at various locations throughout the United States; some may not have been moved in years, and a lengthy list of conditions and disclaimers apply. Buyers will be responsible for moving any purchased equipment. For more information and a list of the equipment for sale, contact the Trustee at: Tom H. Connolly, Esq., P.O. Box 68, Lafayette, CO 80026-0068; tom@connollytrustee.com; or 303-661-9292.

Ohio's Cuyahoga Valley Scenic Railroad will resume operation May 1 with National Park Scenic rides

operating through Cuyahoga Valley National Park. Trains will operate three days a week (Friday through Sunday) in May and five days a week (Wednesday through Sunday) beginning in June. The planned season includes the debut of The Cleveland Dinner and Event Train and the Explorer program. Allegany County, Md., is taking over track maintenance of the Western Maryland Scenic Railroad from the heritage line. The move comes after the Federal Railroad Administration in February ordered the replacement of 50,000 ties before the railroad, shut down since March 2020 because of the COVID-19 pandemic, could resume operations. Estimated are \$250,000. With reclassification from Class 2, with a top speed for passenger trains of 30 mph, to Class 1, with a top speed of 15 mph.

The North Carolina Railway Museum is seeking funds to rescue 10 railcars from a disconnected siding at a nuclear power plant near New Hill, N.C., for eventual use on the museum's New Hope Valley Railway. Nearly \$100,000 must be raised to save the cars, which include two cabooses that feature kitchens, bathrooms, air conditioning, and electrical generators.

Amtrak and Washington State DOT have reached an agreement with Coast Rail Services of Anaheim, Calif., to dispose of the remaining Talgo Series 6 trainsets that have been stored at Seattle's King Street Station after being deemed unsafe by the National Transportation Safety Board following a fatal 2017 wreck. The cars were used on Amtrak's Cascades service between Vancouver and Eugene, Ore., for more than two decades and the power cars featured a unique tail fin.



The first of six different commemorative 50th anniversary locomotives has entered service on the national network. Locomotives already budgeted for new paint as part of Amtrak's life cycle preventative maintenance program were used to celebrate the milestone. The commemorative locomotive list includes:

- P42 #46 in "Phase V 50th" – The standard Amtrak livery for the past two decades with our "Connecting America for 50 Years" slogan including a large golden yellow 50.
- P42 in "Midnight Blue": An all new one-of-a-kind paint scheme celebrating the dedication and commitment of our employees moving people around the clock and across the nation.
- P42 in "Phase VI" – The first adaptation of the latest Amtrak livery phase on a P42.

- P42 in “Phase I” – A rendition of Amtrak’s first livery phase dating back to 1972.
- P42 in “Dash 8 Phase III” – The award-winning livery designed for the Dash 8 locomotive fleet in the early 90s, adapted for the first time to a P42 locomotive.
- ALC-42 #301 in “Day 1” scheme – A historic throwback to the unique design created for the first day of operations on May 1, 1971, applied to Amtrak’s newest locomotive.

Video: Amtrak 50th – Paint Scheme and Livery History

Photo Gallery: 50th Anniversary Commemorative Painted Locomotives.

Amtrak is taking its effort to start service along the Gulf Coast to the Surface Transportation Board. Amtrak has initiated a process before the STB to require CSX Transportation (CSX) and Norfolk Southern Railway (NS) to permit the operation of two daily Amtrak trains between New Orleans and Mobile starting in 2022. Under STB procedures, CSX and NS will be required to provide Amtrak access to their railroads for this service or prove to the public why they cannot successfully host these trains in accordance with the law. Amtrak has a legal right to use this route, which has sufficient capacity to host these trains, and up to \$66 million in targeted improvements to support the new intercity passenger rail service along the line awaits action. These potential investments have been reviewed, approved and funded by the Federal Railroad Administration (FRA), Amtrak and others. Before Hurricane Katrina, Amtrak served the Gulf Coast region via three different services, two of which successfully ran daily between the same city pairs as the proposed Gulf Coast service. Residents of the Gulf states, as well as local, state, and federal officials requested the return of Amtrak passenger service to the region ever since CSX rebuilt the railroad in 2006. CSX, in a statement, said, “Amtrak elected to abandon the long-standing practice of completing an impact study when the introduction of new passenger service is proposed. Now that this matter is before the Surface Transportation Board, CSX has no further comment.”

Canadian Pacific’s proposed acquisition of Kansas City Southern will unite the two smallest Class I railroads and create the only North American system that will operate in the U.S., Canada, and Mexico. The combination of the 12,500-mile CP and 6,700-mile KCS is an end-to-end merger: The railways currently interchange in Kansas City, Mo., the only location where their systems meet. The railroads expect the merger to gain regulatory approval in 2022. The deal is \$25 billion (\$29 billion including CP assumption of KCS debt.) CP and KCS say they will launch new intermodal service linking Dallas and Chicago and the merger also will tie together auto production areas in Canada, Detroit, and Mexico. The new company, to be called Canadian Pacific Kansas City, will be based in Calgary. Kansas City, current home to KCS, will serve as the U.S. headquarters. The system’s Mexico headquarters will remain in Mexico City and Monterrey, and CP’s current U.S. headquarters in Minneapolis-St. Paul “will