



From the President



The 39th annual conference came to you via that thing called the interweb from Ft. Wayne, Indiana. Streaming was our last option, but it was an appropriate location considering the history of RPCA. Those first few years of RPCA were led by groups with cars based out of Ft. Wayne, Erie, and Bellevue. There were others, but the bulk of cars rolling behind many excursion trains associated with RPCA founders in the early '80s came from these three areas. Those relationships help generate the foundation that we know as the RPCA. I remember the small group that attended that first year and was surprised how much larger the group was on the following year at Sandusky, Ohio.

This year, I enjoyed working with Kelly Lynch of Lynchpin Creative, which took me back to those early days. Days when both of our fathers caught the disease of private car ownership coupled to (pun intended) their love of steam locomotives and cab units. Thinking of that early group utilizing

pen and paper to work out logistics and shared issues. Issues like servicing our brake valves, training, insurance, parts, and the many headaches that accompany midcentury (and older) railroad passenger cars. Simple things like keeping the 64-volt cars and 32-volt cars grouped together in case you had failures and had to put in the blade-style battery jumper between cars. In some cases, we had a few 110 volt DC cars on the train. We often found ourselves changing batteries in rail yards with nothing but physical labor and the help of some roller conveyors. I can remember running into Ft. Wayne with a trip and climbing under a car to throw the failed transfer switch in the axle drive generator so the batteries would charge going the other direction. Fast forward almost 40 years later, and here we are, the next generation continuing the legacy—side by side with you, our growing membership.

I know that it's hard to keep your attention 100% for those of you that streamed this year's conference. We are all tired and want to get back to meeting together but considering our choices, I hope you enjoyed what we had available. We had some great presenters, including my fellow board members Gary Carter and Kevin Moore. Judy Gray was our Committee Chair and did a great job of pulling everything together with her committee. She had a deep bench with Lewis Foster, Al Weber, Johnathan Smith, Charles Barthold, and Michael Kuehl of Dynamic Tickets (forgive me if I forgot anyone). Michael brought his experience with him from his webinar series that you can find on the Dynamic Ticket website. Kelly Lynch was our director, and between him and Michael keeping Burt Hermy and myself on track as your moderators, it looks like it was a success for our first time out.

We also had our annual visit with our friends at Amtrak and the Federal Railroad Administration. We appreciate their partnership to develop more opportunities with Amtrak while working to always stay in compliance with our regulatory partners. Big thanks for their support, along with the open lines of communication.

Special thanks to all of our sponsors. They didn't have as much to gain with this year's conference being streamed. Regardless, they have stuck by us, and we can't thank them enough.

I close with our friends who put together an excellent presentation related to our insurance program and tips on keeping our customers and cars safe. Liability is your most significant risk in anything we do

anymore. We are fortunate to have insurance considering the unusual items we insure (you want me to insure what?). Minimizing claims is essential to securing our future as private car owners and operators. We are working on getting some of these presentations uploaded for you, our members. You can learn about everything from our insurance issues, railroad china to covid mitigation. There's some excellent information during this year's conference that you need to review.

Now, let's plan to see you in Cleveland in January.

Be Safe My Friends,

W. Roger Fuehring

President, RPCA

2020 VIRTUAL CONVENTION

Treasurer's Report and Meeting Summary

2020 and 2021 have certainly been challenging.

2020 started off with a wonderful conference in Albuquerque. For me, and I'm sure many of you, that was the last traveling that was done for 2020, and perhaps, 2021 to date. The 2020 financial report was printed in the February, 2021 I.E. which is emailed to our members every month.

Conference planning and pricing is as much an art as a science. How many people will attend any event, or the conference as a whole? And RPCA members are notorious for registering for a conference at the last minute – and even as walk-ins. The 2020 conference was put on by the Board, so we did not have to split any of the profits. In addition, we had more attendees than budgeted, and several expenses came in less than budgeted. So we made over \$25,000 on the conference. This allowed the RPCA Board the flexibility to put on the 2021 virtual conference at no charge to our members. When we add the expenses for the 2021 conference to what we made in 2020, the financial picture will change considerably. We thank our sponsors – Lynchpin Creative, Dynamic Ticketing Solutions, United Shortline Insurance, Northwest Rail Electric, Passenger Equipment Parts, Adams & Westlake (Adlake), and Gateway Rail Services for their assistance in defraying the costs of this conference.

In addition, the RPCA Board voted to cut the cost of dues for 2020, knowing the hardships many of you faced with limited (or no) activity on your cars and railroads. So our operating income was down significantly. But our expenses were also down, since the summer board meeting was held as a virtual meeting, instead of in-person. Even with the 2020 expense for our new web-site development, our expenses in 2020 were down over \$6,000 from 2019.

The Board is aware of continuing financial difficulties for our members, and has voted to again reduce the cost of dues for 2021 for our returning members. You should be receiving your invoice for the reduced rate in May. Of course, we do appreciate members paying the normal rate of \$45.00.

The Board has had regular virtual meetings in 2020 and 2021. The NRHS has allowed us to use their 'Go To Meeting' account with no charge to us, showing again how the various 'train groups' are working together.

Shortly before the shutdown in 2020, Roger attended 'Railroad Day on the Hill', which was paid for by the Legislative Fund. He found this useful, and reported on it in the I.E. 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 fund, and the Fuehring Fund. Please mail your donations to RPCA, 5323 Highway N, Box 331, Cottleville, MO 63338.

With no live conference in 2021, there is no silent auction in 2021, and no Fuehring Fund winner. The account retains a balance of \$12,065.12 as of this writing.

Likewise, the NRHS Railcamp was cancelled in 2020 and 2021, so the balance in the Caldwell-Luebke Railcamp fund remains at \$5,590.75, and the Stanlee Weller Railcamp fund for young women remains at \$4,359.00. The special projects fund for the Furthering New Generations Group remains at \$5,000. With recent reports that Amtrak is planning to open new routes, and return others to 7-day-a-week service, we hope that 2021 will allow for better opportunities for our cars to be moved, and to run on the rails.

Please contact me at RPCAEileen@charter.net with questions about the financial health of YOUR organization.
I hope to see you all in person at our 2022 40th anniversary conference in Cleveland.

Eileen Weber.

Board of Directors Election

Due to the need for a virtual Conference this year, elections were held entirely by mail. of the 420-odd ballots that were mailed to the membership, 203 were returned in time to be counted. That's 48 percent—a very good turnout for membership organizations, and in my mind an exceptional return in these trying times.

We had four candidates for three seats:

Jon Clark

Judy Gray

Ray Kammer

Michael Kuehl.

Candidates Clark, Gray, and Kammer were incumbents running for re-election, and were returned to the Board.

I, on behalf of the entire RPCA board and membership, thank all our candidates for their willingness to serve the organization.

Board Meeting and Conference

The Annual meeting of the Board of Directors was held on Friday, April 16, from 8-10PM Eastern time. All met via Go-to-Meeting, and the entire proceeding was recorded. A few members requested and received the instructions to tune in.

Anyone wishing to view the Board Meeting may do so. Please contact Roger Fuehring or me (Burt Hermey) if you wish to do so.

Likewise, all of the presentations and webinars during the Annual Conference were recorded and are available to members wishing to view them.

—Burt Hermey

Committee Reports

[insurance](#)

[social media](#)

[IE](#)

[RPCNB](#)

[FNG](#)

[safety](#)

AMTRAK

RPCA conducts a call with Amtrak on the last Friday of each month. Questions or concerns from our members are welcome. Mechanical issues should be addressed to Brad Black. For other matters, send your questions or concerns to either Roger Fuehring or Burt Hermey. Their contact info is on the RPCA.com website.

RPCA Amtrak Conference call 4/30/2021

Attending for RPCA:
Burt Hermey
Mike Stickel

Attending for Amtrak:

Mike DeAngelo

Steve Robusto

Rob Ripperger

Beverly Davis

Topics

1. RPCA Conference

2. Amtrak 50th

Festivities today at 2:30 PM Eastern in Philadelphia. No link on Amtrak.com.

3. Private Car Business

23 PV moves from Oct-March, 43 pending thru end of FY 2021

PV revenue down 40%

4. Amtrak Facilities & Services

In process of updating and will come out as a spreadsheet. PV Owners/Operators are encouraged to go thru CNOC when mechanical issues arise while at facilities, i.e., ground power goes out at 2AM, no reason given.

Amtrak has sent its FY 2022 report to congress.

The section on private cars and charter trains begins on page 72.

[Amtrak legislative report](#)

Legislative Action



The U.S. Senate has confirmed, by a vote of 82-15, Polly Trottenberg as U.S. Deputy Secretary of Transportation. She will serve as No. 2 at the USDOT under Secretary Pete Buttigieg.” Trottenberg, former New York City Transportation Commissioner, was tapped for the new role in January by then President-elect Biden.

Transportation Secretary Pete Buttigieg speaking before at a House Appropriations Transportation-HUD Subcommittee explained that the middle of the country is “poised to benefit from having better rail because of the economic opportunity that it opens up.” He defended the Biden Administration’s proposed increases for transit and rail in the White House’s proposed fiscal year 2022 budget. Almost twenty million of Amtrak’s 32 million annual passengers ride on State-supported and long-distance trains. Secretary Buttigieg focused on the economic benefits of investing in passenger rail, explaining that trains are able to connect communities that are currently being left behind to new opportunities.

President Biden’s American Jobs Plan, includes \$80 billion designated specifically for rail. Amtrak CEO Bill Flynn followed President Joe Biden’s American Jobs Plan announcement with the first outlines of a proposal that would jump-start expansion of state-supported intercity corridors with an infusion of upfront capital assistance. “President Biden’s infrastructure plan is what this nation has been waiting for. Amtrak must rebuild and improve the Northeast Corridor and our National Network and expand our service to more of America. The NEC’s many major tunnels and bridges – most of which are over a century old – must be replaced and upgraded to avoid devastating consequences for our transportation network and the country. In addition, Amtrak has a bold vision to bring energy-efficient,

world-class intercity rail service to up to 160 new communities across the nation, as we also invest in our fleet and stations across the U.S. With this federal investment, Amtrak will create jobs and improve equity across cities, regions, and the entire country – and we are ready to deliver. America needs a rail network that offers frequent, reliable, sustainable and equitable train service. Now is our time, let's make rail the solution.”

Senate Republicans have released a \$568 billion infrastructure plan to counter the \$2.3 trillion plan proposed by President Joe Biden. The Republican plan defines infrastructure more narrowly, emphasizing roads, railroads, public transit, airports, wastewater system and broadband infrastructure. More than half the funds, \$299 billion, would go to roads and bridges, with \$61 billion for public transit and \$20 billion for rail projects. A portion of the rail money would go to Amtrak.

IN MEMORIAM



DAVID FALCONER

David N. Falconer, 66, passed away peacefully on March 30, 2021 at his home in East Lansing.

Dave grew up in Roscommon, Michigan, attended the University of Texas for his freshman year, playing in the Texas Longhorn Band and completed his undergraduate degree at Michigan State University. He then attended the Great Lakes Maritime Academy in Traverse City.

Dave worked as an engineer for various Great Lake, river, and international shipping companies for several years and was later employed as an engineer at the Michigan State University T.B. Simon Power Plant.

Dave was a train enthusiast, a proud owner of a rail passenger car with the LM&M Railroad Company. He made use of Amtrak travel whenever possible and was a long time

member of RPCA.

Most admirably, Dave brought people together to make good things happen in their lives. He loved introducing various folks to each other to promote their common interests. He was a loyal friend and will be missed by many. Condolences and memories may be shared at www.greastlansing.com

SAFETY



STAIRCASE OBSERVATIONS

Over this past weekend, I was asked to help with a garage sale. My task was to help answer questions and keep the shoppers circulating from the house into and out of the garage. Having done this numerous times over my lifetime I thought it was going to be no sweat.

There are 4 full stairs and the last stair at the bottom is just a "half" stair down from the previous one to the level of the garage floor. There is a handrail and the lighting is very good, but my friend and I thought that just to be safe, the stairs would be labeled "Watch your step" at the top and on the ½ stair at the bottom. This warning was written in large black letters on hot pink paper. No sweat, right?

For the majority of the shoppers, this was "no sweat".

However, there were those who just could not handle that short, 3 inch step at the bottom. On at least 3 occasions, there were patrons who missed the last step and caught themselves on the table covered in fabric remnants. I tried to shout out a reminder to watch their step, but even so, one person still needed the table to catch themselves.

In my mind I tried to assemble the possible reasons for anyone to miss that last step with warnings taped to the top of the stairs, the half stair itself and myself calling out the warning. My assessment is something like this:

1. Age had something to do with this as nearly all of those missing the last step were in the over 60 age group. (As best I could tell)
2. Within this age group, most everyone wore glasses. Is it possible that with bifocals, trifocals or even transition lens, the shoppers were not looking down at the bright colored warnings?
3. Many shoppers (approximately 25%) has some sort of device to assist with their walking. Canes and quad-canes were the most common.

Then this started to translate into riders coming down the vestibule or platform stairs on our passenger cars. Seniors with canes and holding onto the handrails still have the potential for taking a tumble when descending from our cars. Will a bright colored tape on the edge of each step help highlight the steps? Does looking down through corrective lens just blur these lines into one solid color and not delineate depth?

As we begin to ramp up our passenger season, please take the time to evaluate the safety measures you have in place. Take the time to review how passengers board and detrain. It may be one thing to look at the world through rose colored glasses and another with corrective transition lens. Let's take that "missed step" out of the unsafe equation. Stay safe, keep an eye out and wash those hands!

Gary Carter

TSA EXTENDS MASK REQUIREMENT

THE TSA orders requiring people to wear masks in transportation settings, includes in airports, on commercial aircraft, and on buses and trains.

[TSA MASK REQUIREMENTS](#)

Mechanical

Pittsburgh Airbrake Freight and passenger training and Recertification Class

June 14 & 15 (8am start time)

River & NKP Railway Museum, 253 South West St. Bellview OH

\$1,600 per person/ \$350/person for recertification

Call 412-278-3600 to reserve a place

May 17 & 18 (8:00am start time)

Indiana Railway Museum, 1 Monon St. French Lick, IN

\$1,600 per person/ \$350/person for recertification

Call 412-278-3600 to reserve a place

Be sure to bring: steel toed boots, high visibility shirt or vest, long pants, safety glasses, hearing protection and work gloves

PABCO Education Department will be in compliance with all CDC guideline. All attendees will be expected to have face coverings and practice social distancing.

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



Officials with the United Railroad Historical Society of New Jersey say a deal with Iowa Pacific Holdings has resulted

in historic pieces of equipment being scattered across the country in various states of disrepair. The trustee in charge of Heritage Rail Leasing, LLC, a subsidiary of Iowa Pacific enterprise, put more than 100 pieces of historic equipment up for sale to try and cover more than \$25 million in debt. Among the more than 100 entities with claims against the company is URHS. Court documents state that the non-profit is owed \$14,156. But officials with the URHS said Iowa Pacific and Heritage Leasing actually owes them more than \$635,000. Now, URHS is having to spend tens of thousands of dollars to repair equipment that was abandoned and bring it home, while also trying to sell other pieces, including a pair of F7 locomotives.

Norfolk & Western 4-8-4 611 will spend much of the year at the Strasburg Rail Road, the Virginia Museum of Transportation announced this week.

Locomotive 611 last visited Strasburg in 2019 for a series of excursions and photo charters that fall. This year, the locomotive will stay in Strasburg from May until October and operate on numerous excursions throughout the summer. The locomotive is presently at the North Carolina Transportation Museum in Spencer, N.C.

For the first time in its 62-year history, the Colorado Railroad Museum will have three coal-fired narrow-gauge locomotives under steam and operating for two days in May. This first-ever-of-its-kind event will offer fans of Colorado history an exciting opportunity to experience the sights, sounds, and smells of a time when steam locomotives were an important part of the state's transportation network, its economy, and its social fabric. The locomotives are Rio Grande Southern No. 20 (vintage 1899, it debuted in 2020 after a 14-year, \$2 million-plus restoration); Colorado's oldest operating steam locomotive, Denver & Rio Grande Western No. 346 (vintage 1881, celebrating its 140th birthday); and Colorado's largest coal-fired steam locomotive, Denver & Rio Grande Western class K-37 No. 491 (vintage 1927).

The California State Railroad Museum in Sacramento has reopened after being closed for most of the last year, with new measures in place to address the COVID-19 pandemic. The museum is allowed to reopen at 25% of its usual capacity, meaning attendance is currently capped at 125. And high-touch features like an attraction where children can play with toy trains remain closed,

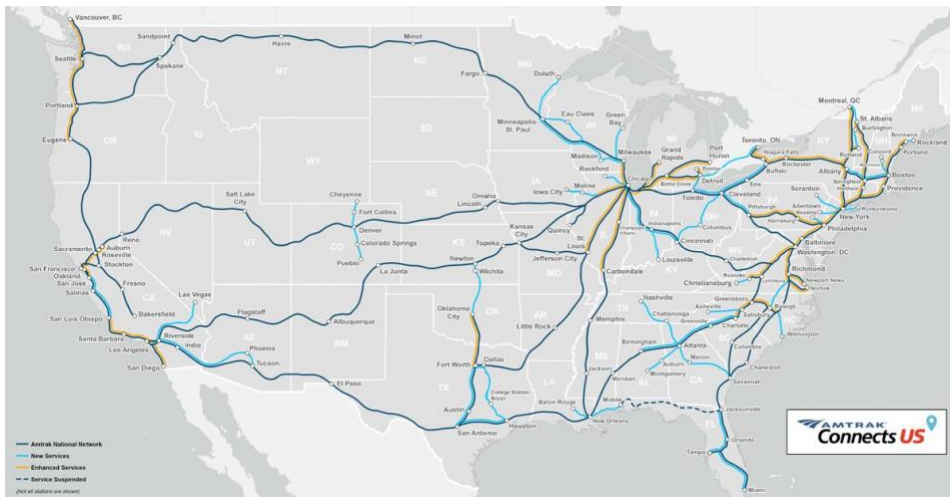
The Illinois Railway Museum has reopened. In May, the museum will be open on Saturdays and Sundays, as well as the Monday of Memorial Day weekend. The museum is maintaining health and safety measures instituted in 2020, including capacity limits and advanced ticket purchase.

The Conrail Historical Society and Danbury (Ct.) Railway Museum have combined to preserve a "Flexi-Flo" hopper car built in 1966 for the New York Central by ACF Industries.

The Hoosier Valley Railroad Museum will restore a Monon SW1 which was badly damaged while being moved by truck in 2018. The museum will restore Monon DS-50, which had its cab destroyed when it hit a low bridge in Logansport, Ind.

If you are an HO modeler, we may have an item or two for you. May 15 there will be an auction of 6 brass and 3 not brass HO model locos that were donated to the Pacific Railroad Preservation Association to support our RPCA member SP&S 700 rebuild. In brass there are 3 PFM painted and lettered NP A class Northerns, one A3 and two A5, a PFM undec MILW S2 Northern, and two Westside painted and lettered SP Northerns, one GS4 and one GS6. The not brass models include a MTH Big Boy, BLI N&W J and a Rivarossi UP FEF-3 Northern, all 3 with DCC and believed to have sound. It is an on-line auction available at <https://www.toystrainsandotheroldstuff.com/>, lots 103 to 111. Lots should be up and available for pre-bid by the 10th of May with live bidding the 15th. The entire amount when the hammer falls will be sent to the PRPA, although there is still a buyer's premium. Please bid and help support the PRPA get the 700 back into operation.
Pamm and Dan

Amtrak/Freight/Federal Agencies



Amtrak has released a “Amtrak Connects US” fact sheet and map, available here, that shows existing routes, including those with

“enhanced service,” and suggests where new routes might be added as part of what Amtrak calls “Our 2035 Vision.” The map shows corridor extensions to Las Vegas, Nev., from California, and between Dallas and Houston, Texas — routes where private developers are nearing the construction phase for high speed projects. It does not indicate service on Florida’s Miami-Orlando Brightline route (while showing the existing Amtrak long-distance route between those cities), or acknowledge the effort in Montana to revive service on the North Coast Hiawatha’s former route. The map does show that the Sunset Limited’s route east of Mobile, Ala., to Jacksonville, Fla., is still “suspended.”

Amtrak will end its 50% capacity limit for ticket sales on May 24. The passenger railroad will continue to display information on the percentage of seats available on the Amtrak.com website for those wishing to seek less crowded trains for distancing purposes. The company began limiting ticket sales to 50% of available capacity in coach, business class, and Acela First Class early in the COVID-19 pandemic. The combination of capacity limits and triweekly operation has led to frequent sellouts on long-distance trains; some state-supported corridors have also seen sellouts.

Amtrak has launched a [website](#) in recognition of the national intercity passenger railroad's 50th anniversary. The site will serve as a central hub for information about Amtrak’s history and milestones, and spotlight individual employees, Amtrak officials said in a news release. Nearly 50 years ago, the first Amtrak train left the station on May 1, 1971, traveling from New York City to Philadelphia. Today, Amtrak has 17,000 employees and a national system connecting more than 500 destinations across 46 states, the District of Columbia and three Canadian provinces, on more than 21,400 miles of routes

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

[Unsubscribe {recipient's email}](#)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by media@rpca.com powered by