

INFORMATION PASSENGER CAR EXCHANGE

RAILROAD ALLIANCE

FROM THE PRESIDENT



On May 16th, I had the honor of riding on the Aberdeen Carolina & Western Railway as they unveiled their freshly painted former Norfolk Southern F-unit, along with its B-unit mate. It was a great time to catch up with friends, make new ones, and take part in celebrating a unique family business.

It was 35 years ago that Bob Menzies started down the path of securing what would be the Aberdeen Carolina & Western Railway. It hasn't been an easy road considering the condition the railroad was in (Trains June 2017 featured an article by Jim Wrinn), but after 20 years from the start-up, the railroad built on sand was becoming rock-solid as it started turning a profit. Investment not only into the right-of-way but into a historic business car fleet has been a business model that has brought them a lot of attention and helped to develop lasting relationships with their current and future customers, along with communities they run through.

Thank you to the Menzies family and the Aberdeen Carolina & Western Railway employees for having such dedication to their craft. And by the way, the latest private car added to the fleet is pretty unique. "The Menzies Vista." A former Union Pacific blunt end observation dome car beautifully restored into a private palace on wheels.

I'm looking forward to seeing it again when we go to North Carolina Transportation Museum in January 2023. If all works out, our friends at NCTM will arrange an optional trip to visit the ACWR. I plan to write more about the ACWR in a future article for the RPCA print Magazine later this year.

While in North Carolina, I also caught up with Tony Marchiando, President of AAPRCO, during a Saturday reception. We discussed our support for each other as we pursue additional policy changes with Amtrak and how to continue working together towards those goals. While enjoying lunch the following day with Ross Capon (AAPRCO's Legislative Liaison), I thanked him on behalf of RPCA for his continued efforts with AAPRCO and our common goals at RPCA. We need to show a united front alongside our friends at AAPRCO as we continue to move forward with a new administration and legislators in DC. I hope to have myself or another representative of RPCA visit Washington DC if the opportunities open back up. With all the recent issues in DC, those opportunities have been limited. We recently had Mike Stickel on our behalf attend a virtual meeting with Senator Gary Peters that AAPRCO had set up with some of their directors. Senator Peters (MI) serves on the Commerce, Science & Transportation Committee. With Mr. Stickel living in Senator Peter's district, it was an excellent opportunity for the Senator to hear from one of his constituents.

Good seeing everyone getting back to full capacity. Almost there in all areas of the country. Not only can we exhale from this long nightmare, but soon, we can all do it without a mask.



Left: Bob Menzies and Dale Parks of AC & W
Above: Aberdeen Carolina & Western Railway
freshly painted former Norfolk Southern F-unit,

Be Safe My Friends,
W. Roger Fuehring
President, RPCA

MEMBERSHIP NEWS

YOUR DUES RENEWAL INVOICE HAS BEEN MAILED



Once again the RPCA board is taking into consideration the hardships many tourist railroads, museums, private car owners and the rest of our members are going through. Because of the hard time, the board of directors has again voted to reduce membership renewals to \$25 instead of the \$45. This will only apply for members renewing their

membership for 2021-2022. This will not include any new members. Any member who wishes to send the full \$45 may do so and look what you get for your dues:

- Dedication to serving private railroad equipment owners & operators.
- A slick, full-color magazine with articles and news of interest to all railfans

- A monthly e-newsletter with the latest information on tourist trains, steam, museums and private varnish
- Ability to attend an annual convention that features hands-on mechanical workshops, marketing information, the latest from Amtrak and the FRA, special train rides, trade show, banquet and networking.
- Insurance administered through [McCarthy Rail Insurance Managers](#), [United Shortline Insurance](#), [Assured Partners of Missouri](#) & [Hamman-Miller-Beauchamp-Deeble](#), providing members with an economical source of liability and physical damage coverage.
- Umler recording and assistance
- Scholarship and mentoring for youth interested in railroading as a career or as volunteers
- Supporter of Rail Camp for youth
- Safety training and safety manual
- Mechanical/Technical Group (MTAG) for guidance with mechanical issues
- The Cap Unit Preservation Society (C.U.P.S.) a RPCA group dedicated to the preservation and operation of historic cab unit locomotives
- Rental of Single car test device and wheel gauge calibration

Dues are delinquent on July 1, 2020. Make check payable to RPCA or renew online at JoinRPCA@rpca.com you can mail to :

RPCA Membership

P.O. Box 67

Cordele, GA 31010

Do not enclose payment to RPCNB. That will be billed separately.

Make sure you check your data to make sure it is correct.

If you have any questions about your renewal please email Chris Lockwood at membershipRPCA@gmail.com

Synopsis and Minutes RPCA Annual Board Meeting

Friday, April 16, 2021 8:00pm EST

Virtual "Go to Meeting" Platform

Attendance: Roger Fuehring (president), Burt Hermey (vice-president), Eileen Weber (treasurer), Gerry Lemmons (executive secretary), Gary Carter (board member), Brad Black (Board Member), Judy Gray (Board Member), Roy Wullich (board member), Lewis Foster (board member), Jon Clark (board member), Kevin Moore (board member) Joe Rosenthal (board member), Jonathan Smith (vice-president..youth), Charles Barthold (conference chair), Ray Kammer (board member Chris Lockwood (membership secretary), Al Weber (web master) Michael Kuehl (guest), Tom Johnson (insurance liason), Dan & Pam Monaghn (umler), Kelly Lynch (guest), Hank Peterson (guest)

Roger called meeting to order at 802pEST

minutes of last meeting were approved: motion by Gary, Roy second

Treasurer report was accepted.

Conference committee: Charles 2022 conference still being planned for Cleveland. 2023 tentative at North Carolina. 2024 possible at Verde Canyon, AZ.

Details regarding Cleveland conference will be discussed more fully at the board mid-term meeting.

Judy and Kelly reported on the 2021 Virtual Conference: 81 registered for Saturday and 83 for Sunday. Kelly explained how the presentations will be handled. Roger thanked Judy and her committee. Roger also thanked Michael for stepping up and helping to present this year's conference.

Brad Black was called on to report update board about Amtrak, inspectors, etc.

Brad attended inspectors certification class in April and commended Amtrak for a job well done. Classes were held in the east, west, and in Chicago. All inspectors passed and have been re-certified.

He reported that the relaxation of the rule regarding having the same inspector for more than two years has not yet been rescinded. He has asked Amtrak to publish a date for reinstating the rule so that there is no confusion going forward.

Brad talked about the insurance that is now required for inspectors and that it really impacts someone who does not regularly do inspections. As the pool shrinks, the premium gets higher per person. Tom jumped in and offered to look into it. Jon Clarke commented that the premiums are a real issue.

Burt reported that private car moves are picking up but still way down from the first quarter of 2019. He says there is a possibility that cars can be switched at Oakland. There is also the possibility of long-term parking discounts.

Joe Rosenthal reported about the magazine: It was late for several reasons. Also he is asking for more stories and images and advertisers. He is hoping to publish again in July.

Legislative Fund: Roger attended Railroad Day on the Hill last March just before the pandemic shutdown. We have about \$4000 in the fund. Al attends on behalf of NRHS and reported that it is a very worthwhile event for RPCA to participate in. Roger was contacted by Ross Capon regarding a zoom meeting with one of the congressmen from Michigan. We had Mike Stickel of the RPCA Amtrak Committee join the meeting on our behalf.

CMO Dan Piuta has nothing to report.

Web Master reports that there are very few hits on our website. Burt asked whether anyone has listed their PVs. So far, lukewarm response.

Social media: Judy: there is growth on our social media platforms. We are followed in over 20 countries, but we should have goals in growing our presence.

Youth Development: Jonathon

Due to pandemic, pretty much everything was put on hold. Moving forward, he wants to see a reset and is looking for good things.

Fuehring Fund: Ray reports nothing spent for this year, Eileen says about \$12000.00 in fund. There is also \$5000.00 in a separate account earmarked for youth.

Insurance: Tom says a banner year for our renewals since we had so many from members of AAPRCO. He reports that ours is the last policy of its type and needs to be taken care of. General discussion about promotion on website. Roger complemented Tom for his efforts. There will be a point of new business about inspections form

RPCMB Dan and Pam: We have lost cars but also added cars so our total in the fleet is about the same. WA and ID have decided not to tax cars. Gary asked what the tax is about. Dan says each state has their own rules. Tom indicated that Branson Scenic pays property tax similar to automobiles.

Keeper of the stuff and airbrake classes: Ray Kammer. All stuff is accounted for. Air brake training is going well. Several classes have been set up this year.

Election: Burt: Ballots returned: 202 membership is 435, so very high percentage. Results will be announced at membership meeting on Sunday

Safety committee: Gary Looking to have a newly revised program. Enhancement and emphasis on Insurance. Nothing for education

Railcamp: no camps for this year, planning for 2022.

IE: Roger reporting on behalf of Borden.

Membership: Chris Lockwood: we have 423 members
Dues renewal will be sent out in May. Eileen thanking Chris for his work.

Old Business: Eileen suggests due to financial hit due to pandemic, keep renewals only at 25.00 for the next period. RPCA has \$100,000.00 in bank, so we are in good shape. Judy suggested we due automatic renewal at no charge and then go back to 45.00 next year. Roy disagrees and Eileen agrees. General discussion follows. Brad moves renewal be \$25.00 this year, and back to \$45.00 next year, Judy second...discounted membership renewal passes.

New Business:

Roger: future web-based training introduced and tabled until next meeting.

Jon: Uniform Inspections of passenger cars in freight shipments...tech issue with Jon...Roger asked Dan and Pamm to send out the copy of the form they already have and it will be discussed at next meeting.

P.O. Box: Roy has offered to get a box in VA for official business. Tom says there is an insurance reason for having the box in MD. General discussion followed. Given to Roy to handle.

Public Comments: None

Motion to adjourn made by Ray, Burt second, carried.

Meeting adjourned at 957pm.
Respectfully submitted,
Gerry Lemmons

AMTRAK

RPCA-AMTRAK CONFERENCE CALL

Friday April 30, 2021

for RPCA:

Burt Hermey

Brad Black

Roger Fuehring

Mike Stickel

for Amtrak:

Mike DeAngelo

Robert Ripperger

Beverly Davis

1. Amtrak Business

-75% revenue and ridership vs 2019 FY

-66% LDT's

2. Private Car Business Update

requests up. 60 PNR's completed for FY 2021 to date

revenue -20% vs 2019 FY

3. PC-2, PC-2A mileage period

TBD

4. Switching Locations

Adding SLO to destination. Must stay with equipment entire cycle. Must add and remove in LA yard only.

Asking Seattle to re-look at SPK and WFH.

5. Coupler Issue

Amtrak is now pinning couplers on all trains, all year round.
In New York, PV added to Albany-bound train. Couldn't pin the PV coupler. Ultimately was decided the pin rule applied only to Amtrak equipment. Took a delay.(?)

6. Parking Special - CHI

July-Sep this year.

RE: Coupler pinning: Amtrak now pins the couplers of its cars on all trains, all the time—not just in winter. ONLY H-tightlock couplers (which are on all Amtrak cars) facilitate insertion of a pin to prevent uncoupling. Cars equipped with F or CS couplers (CS was common on ex-ATSF and ex-CN cars, for instance, cannot be pinned).

Amtrak Mechanical has determined that the pinning rule applies only to Amtrak equipment. Where a PV is equipped with tightlock couplers, they will most likely be pinned as well. There is no embargo of PV's not equipped with tightlocks, but with otherwise authorized coupler designs.

Having just participated in another monthly conference call with Amtrak, as expected private car business has picked up dramatically. So far this fiscal year Amtrak has completed 60 PNR's. This is about 20% below 2019, but if things continue to pick up, PV moves and revenues may well exceed FY 2019.

I have, along with AAPRCO, received several referrals by Amtrak from prospective PV customers. To do them justice, I need YOUR help! For a long time, the RPCA web page of cars available for charter was non-existent. Now it exists, but has only SIX cars listed, so it is plainly deficient.

PLEASE list your car! It only takes a few minutes, and it's FREE to our members. With so many changes to the roster of available private cars, you owe it to yourself to list!

The AAPRCO PV listing is woefully out of date, so here's another incentive to list with RPCA.

Visit the RPCA PV page today: <https://www.rpca.com/charter>

Burt Hermev, Vice President.
cbhermev@pacbell.net



Amtrak has released a report offering more details on the "Connect US" map it released earlier this year for service expansion. What the company is calling its "Corridor Vision" report calls for a \$75 billion federal investment over 75 years to add 39 new routes and enhance service on 25 others, leading to service in 47 of the 48 contiguous states and new stations in more than half of those states. The passenger railroad says this expansion would generate \$8 billion in annual economic benefits by 2035, along with an additional \$195 billion in economic activity resulting from capital projects during the same period. The full report is available [here](#). In an accompanying letter to

Congress, Amtrak CEO Bill Flynn reiterated earlier calls for legislative support for the expansion plan, requesting that support on four fronts:

- Creation of a corridor development program that would allow Amtrak to pick up all initial costs for new or improved service, with states eventually assuming responsibility for those costs
- Establishment of a dedicated funding source, the Passenger Rail Trust Fund, as outlined in legislation introduced earlier this year
- Passage of the Rail Passenger Fairness Act, which would increase Amtrak's ability to enforce its right of operating preference over freight trains
- Clarification of existing law to ensure Amtrak has access to host railroads to launch or expand service.

LEGISLATIVE ACTION



The U.S. Senate Committee on Environment and Public Works (EPW) has unanimously passed its surface transportation reauthorization bill, a bipartisan measure supported by the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA). The Surface Transportation Reauthorization Act of 2021 represents a 34% increase over the FAST (Fixing America's Surface Transportation) Act, which expired in 2020 and Congress extended one year to Sept. 30, 2021. ASLRRA reported that the bill addresses three priorities for short lines. It provides "stable funding for the Section 130 Rail-Highway Grade Crossing program at \$245 million annually, with a variety of improvements to the federal share and incentive payments for closing crossings; raises the multi-modal cap on the INFRA grant program to 30% (\$1.44 billion over five years), up from the old 11% cap, while increasing the small project set-aside from 10% to 15%; and it raises the multi-modal cap on the state freight formula program from 10% to 30%, providing about \$430 million annually for State DOTs to use on non-highway projects if they so choose. Senate committees—Banking, Commerce, and Finance—

need to act on their portions of surface transportation reauthorization, before the current law expires on September 30.

New legislation introduced in Congress would let Amtrak sue freight railroads for not keeping passenger trains on time. Senate Majority Whip Dick Durbin (D-IL), U.S. Rep. Donald M. Payne, Jr. (D-NJ), and U.S. Sen. Richard Blumenthal (D-CT) introduced the Rail Passenger Fairness Act that would give Amtrak the ability to take the freight railroads to court in order to enforce current law, which requires freight railroads to provide preference to passenger rail operating on their rail lines. According to a press release, freight train delays have caused roughly 60 percent of Amtrak's delays in recent years.

SAFETY



Cautionary Tale

Fellow RPCA Board member, Kevin Moore, sends me safety tips he gleans while researching railroad news items. Last month he sent a piece on communicating throughout an organization. I was thinking about using the article until I witnessed an event that further involved communication.

A couple of weeks ago, we were working on the car and after finishing up around 4:30, I started to pull out into the cul-de-sac and onto the street. As I started onto the street I looked over towards the

rolling stock in the museum area. I saw 2 teenage males starting to climb up to the walk way around the locomotive on display. Once on the walkway, they proceeded to climb to the top of the cowling. Since

this is not my property nor my piece of equipment, I slowly continued down the street. What happened next took me by surprise. One of the young men decided to pull an Indiana Jones and jump from the cowling of the locomotive to the top of the adjoining Budd coach. I immediately stopped in the street, only to watch his compadre perform the same stunt. What a dangerous situation! Again, not my property, not my car. But they did not stop there. Running down the top of the Budd car, they then jumped onto the top of OUR car, the Peterson Canyon. Now they have my hackles up.

I swung the truck around and pulled into the cul-de-sac. Jumping out of my truck and using my best grandfatherly voice, I informed them they were on my car and they were to get off, now. By the way, you don't need to be a grandfather to use a stern voice, but I have honed mine over the years. Both young men acknowledged my advice without vocal rebuff or finger gestures. I don't know how I expected them to climb down off of the cars, but they went back to the locomotive by jumping in the same manner which got them there in the first place. They then climbed down to the ground and walked around the locomotive.

This started me thinking about the signs we have posted on our cars, including the Peterson Canyon. We have "Keep Out" signs around the railing of the platforms and "Private Property" signs in the windows. We also keep the gates to the platforms padlocked with heavy chains. Our reasoning is that photographers love open platforms for weddings, proms, birthdays, etc. It never occurred to me that maybe some sort of sign with "Do Not Climb On Equipment" would be a needed form of communication. This is not to say that everyone would heed the warning, but it might cause hesitation or a second thought. Secondly, I should have immediately stopped and had the two young fellas get off of the locomotive. My property or not, my bad.

Having someone fall in between coupled railcars would be a nightmare. Signage, communicating danger or risk, is a good idea. It is time for us to re-evaluate and repost. Until next time, climb aboard safely, have fun and wash those hands.

Gary Carter

UMLER REPORT

Renewals:

We are now almost one month into the RPCNB subscription renewal season. This report was put together on May 24.

To the owners of the 63 pieces of rolling stock who have already renewed, THANK YOU!!! Please remember to send your new insurance certificate if you have not already.

To the owners of the 19 pieces of rolling stock who have already informed us they will not renew, THANK YOU!!! Please remember to remove the RPCX reporting mark from your car or loco and remove the AEI tags. If you are not renewing because you sold it, make sure to warn the new owner to not attempt to move it under the RPCNB reporting mark unless they join RPCA and provide the required documentation for RPCNB.

For the rest of you that own another 74 pieces of rolling stock, if you have not renewed by May 31, you will get another notice. Please renew or notify us you won't be renewing as soon as you can. Any rolling stock not renewed by June 29 will be deleted from Umler June 30 so that we don't have to pay the Umler service charge on them July 1.

If you have an issue with getting the renewal to us by June 29, please contact us. We'll see if we can't work something out to keep from deleting your rolling stock if you wish to remain under RPCNB.

Umler update:

The request to allow re-stencil or clone of rolling stock in conflict has actually moved, probably more sideways than forward, but moved! It seems that the Umler system coding was done in such a way that it will be a great effort to allow this. But, Railinc has a person assigned to this task, and he is pursuing alternatives that at least will allow us to capture the history, especially air test history, of the car or loco. We'll see how this goes, but it won't be as easy as we hoped for them, nor will it be as simple to perform the re-stencil as we had hoped for us.

Take care, stay safe,
DAN AND PAMM

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



Norfolk and Western Business Car 300 Preservation Society Inc. which owns Norfolk and Western Business Car 300 is restoring the car in Indiana. They are running a fundraising drive called "Adopt-A-Shade". All 29 of their shades are currently at the Adlake factory in Elkhart Indiana getting restored with new fabric and new hardware. 27 of the 29 shades are still up for adoption. Each adoption comes with a custom nameplate bearing the name of the person adopting the shade restoration. Interested parties can adopt a shade by going to www.nw300.org/adopt/

Norfolk & Western Class J steam locomotive No. 611 has completed its move from the Virginia Museum of

Transportation to the Pennsylvania's Strasburg Rail Road.

A problem with the stoker of N&W No. 611, delayed the Class J's planned trip. The tender and locomotive were separated, and the 35 tons of coal in the tender had to be removed. A break in the stoker screw, likely because of a weak spot in the original casting, was confirmed and repaired. Information on events including excursions, cab rides, hostling tours and cab tours are available at the Strasburg website. No. 611 is scheduled to remain at Strasburg through Oct. 3.

Union Pacific Big Boy 4-8-8-4 locomotive No. 4012 has been returned to public display at Steamtown National Historic Site in Scranton. During a several-hour procedure, the locomotive and tender were moved from a location outside the park's paint shop, spun separately on the turntable, reunited, and moved to display at the park's entrance. The 132-foot-long locomotive and tender were handled individually, because together they exceeded the 90-foot length of Steamtown's turntable.

Kentucky Steam Heritage Corp. has added a C30-7 diesel to its collection, a gift from the Collis P. Huntington Railroad Historical Society. The locomotive is one of 44 of the road-switchers ordered by the Louisville & Nashville from General Electric in 1979-80, and spent most of its operating life with CSX Transportation. Retired by CSX in 1999, the locomotive was painted in Marshall University colors by the railroad's Huntington Shop and used at university functions for years. Kentucky Steam plans to repaint the non-operable locomotive into its original L&N Family Lines paint scheme and make it an interactive display at the group's developing campus in Ravenna, Ky., where it is restoring former C&O steam locomotive No. 2716.

Iowa Interstate 2-10-2 6988 will lead a series of excursions out of Oxford, Iowa, on August 21, to benefit a local fire department. The Chinese-built steam locomotive will make four trips that day. The Oxford Fire Department benefit trips are the first excursions announced for the locomotive this year. The locomotive was last in excursion service in 2019.

Amtrak/Freight/Federal Agencies



Amtrak has named Laura Mason as executive vice president of Major Program Delivery, a new organization within the company to oversee its largest infrastructure, equipment, and station programs. She will join the company in June 28 from Washington Metropolitan Area Transit Authority (DC Metro), where she has spent the last five years in various management positions, including executive vice president of Capital Delivery, where she oversaw the transit agency's capital program.

The White House and the U.S. Department of Transportation issued a letter this week encouraging the Surface Transportation Board (STB) to play a mediating role in the Gulf Coast Rail project to ensure the quick restoration of passenger rail service to the region. Rail Passengers Association filed its own letter on behalf of the tens of thousands of passengers who have worked for over a decade to see the train restored. The DOT letter opens with a concise summary of the many steps that have already been taken to address CSX and Norfolk Southern's concerns, and the pressing need to bring service back to the Gulf Coast. The letter also rejects claims that have been made by host railroads and politicians in Alabama that what is needed is more studies.

Robert Sumwalt will step down as chairman of the National Transportation Safety Board at the end of June. Sumwalt, who has served the board in various positions since 2006 has been chairman since 2017. Current board member Jennifer Homendy is expected to be selected to succeed Sumwalt.

Canadian National and Kansas City Southern have asked federal regulators to approve a voting trust that is the initial step in their plans to merge into the first railroad linking Canada, the U.S., and Mexico. To address competition concerns in the one area where the railroads' systems overlap, CN said it will sell the 70-mile KCS line that links New Orleans with Baton Rouge, La. The KCS New Orleans Subdivision closely parallels CN's own former Illinois Central line, and the railroads jointly serve nine customers on the route. The KCS board last week backed out of its merger deal with Canadian Pacific and unanimously accepted CN's offer because it was in the best interest of the company's shareholders, customers, employees, and the communities it serves. CP has said it will continue to pursue its KCS merger application with the STB and would revive its \$29 billion KCS merger deal if a CN-KCS combination unravels.

The Surface Transportation Board (STB) has announced it rejected CSX's proposed acquisition of Pan Am Systems Inc. and its short-line subsidiaries because the Class I's application was considered "incomplete." The board found that the application did not include all of the information necessary for purposes of a "significant" transaction under its regulations, STB officials said in a press release.

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

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