

Volume 4 Issue 7 July, 2021

INFORMATION EXCHANGE



FROM THE PRESIDENT



All of us are excited to be moving forward post-Covid. Yes, there are still issues out there, but we are operating at normal capacity levels for the most part. Not only do we get to see our trains filling back up, but we get to see something we haven't seen in a long time, smiles. If we hop onto the time machine with Doc and Marty and head back in time to February of 2020, we would recognize how much our life has changed. We developed new business models and the associated cost for those changes, all while juggling the lost revenue. I talked to two tourist operators this week about the deep hole their organizations are facing. One had an estimate is 24-36 months of no more issues with good ridership to get back to the stability they had in the first quarter of 2020. The other might be closing their doors within the year.

2020 as a whole has changed our industry as we at RPCA look to the future. Our summer board meeting will be in August, and I'm sure what Covid has done to our economy and our piece of that pie will be

the subject of conversation.

With so much idle time over the last year, we now find ourselves getting all the bugs out of our cars and reminding ourselves of the joy of private cars and tourist trains. It can be frustrating, but I'm sure when we look back on this year, we will say it was great to be out running again.

Be Safe My Friends,

W. Roger Fuehring

President, RPCA

MEMBERSHIP NEWS

It's time to renew your membership



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 times, 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



List your car or trip on the new RPCA website

Our new website has a page devoted to private cars for charter, but so far we only have 8 cars listed. 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

RPCA-AMTRAK CONFERENCE CALL

FRIDAY JUNE 25, 2021 1:00PM-2:00PM (E.S.T)

From Amtrak:
Mike DeAngelo
Beverly Davis
Steve Robusto

From RPCA
Roger Fuehring
Burt Hermey
Mike Stickel

Topics

1. General Amtrak Business Update

Full capacity reservations

-73% ridership -74% revenue systemwide

LDT's -60%-ish so they're doing better than the average.

2. Private Car Business Update

46 moves Oct-May

18 moves pending/completed for June

43 requests pending thru the end of FY 2021

3. Switching Locations

No changes at this time. Working on Spokane

4. Parking Special – CHI, Jul-Sep '21

\$1,500/month - 3 months minimum

5. RPCA Updates

Burt was recently contacted by a member whose car is located with several other PV's in Chandler AZ. Prior to the rules change they would add/drop cars at the Port of Tucson, an industrial facility located at Wilmot, AZ.

Tucson was and continues to be on the list of acceptable switching locations for PV's, however, this refers to the Tucson Amtrak station, NOT Wilmot. Previously the UP would not agree to switching PV's at Amtrak Tucson, citing several logistical issues.

Burt brought up the Tucson challenge in our June 25 conference call, and Amtrak agreed to revisit the issue with the UP. We hope this can be worked out. The alternative for these cars is a freight move from Chandler to Los Angeles, and that's not a good prospect.

Burt Hermey, Vice President.
cbhermey@pacbell.net

LEGISLATIVE ACTION



The Senate Committee on Commerce has passed the Surface Transportation Investment Act of 2021 (STIA) by a bipartisan vote of 25 to 3. Some of the items included are:

Sec. 2201. Amends Amtrak's mission and goals to emphasize its role in providing service to rural communities, recognize the importance of long-distance routes, and encourage Amtrak to maximize the benefits of Federal investment (as opposed to minimizing costs).

Sec. 2202. Revises the composition of Amtrak's Board of Directors to ensure representation across the Amtrak network (two from NEC states, two from LDR states, and two from State-supported states), and requires annual engagement with the disability community, Amtrak employees and the general public.

Sec. 2203. Requires ticket agents at each Amtrak station building that averages at least 40 passengers per day.

Sec. 2204. Requires Amtrak to include information regarding any change or plans to change a route, frequency of service, or station stops in its annual operations report and its general and legislative annual report to Congress.

Sec. 2206. Requires Amtrak to provide a much greater level of detail on its spending in annual reports to Congress, including: Categorize and identify the amount of funds each service type receives and spends by operating expenses, debt service, capital expenses, and contingency levels; Describe the operations, services, programs, projects, and other activities to be funded, by category; Provide the estimated projected scope, schedule, and budget necessary to complete each project and program; Describe the performance measures used to quantify expected and actual project outcomes and benefits; and

Describe the status of efforts to improve Amtrak's safety culture.

Sec. 2208. Eliminates requirement that food and beverage services on trains may only be provided if their revenues break even during a fiscal year. This section also directs Amtrak to establish a working group—including nonprofit organizations representing Amtrak passengers—to develop recommendations to improve Amtrak's onboard food and beverage services.

Sec. 2210. Prohibits Amtrak from discontinuing, reducing the frequency of, suspending, or substantially altering the route on any segment of any long-distance route if Amtrak receives adequate funding for that route.

Sec. 2211. Directs the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) to update its cost allocation methodology to improve accountability and transparency. Requires Amtrak to provide monthly invoices to each State, as well as SAIPRC, describing operating costs of State-supported routes.

Sec. 2212. Requires Amtrak to report to Congress on how to improve Amtrak passenger rail service between the United States and Canada, identifying challenges such as delays associated with customs and immigration inspections.

Sec. 2214. Directs the U.S. DOT to conduct a study to evaluate the restoration of daily intercity rail passenger service along any Amtrak long-distance routes that have been discontinued, and any Amtrak long-distance routes that, as of the date of enactment of this Act, occur on a nondaily basis.

Sec. 2304. Broadens applicant eligibility for the Restoration and Enhancement grants program to include Tribes, and extends Federal support for a route to six years (from three years).

Sec. 2306. Establishes a competitive grant program to provide Federal funding for interstate rail compacts—analogueous to the Southern Rail Commission which has led the Gulf Coast Restoration project.

Sec. 2307. Expands project eligibility for the Federal-State Partnership grant program to entities other than Amtrak and States, and to the construction of new intercity passenger rail routes.

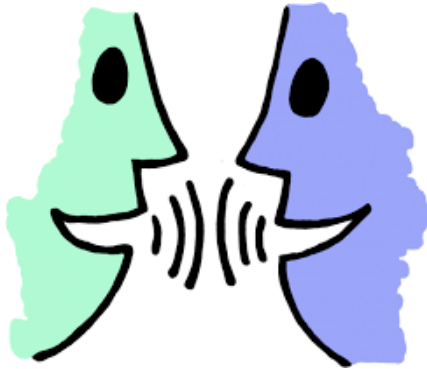
Sec. 2308. Requires the USDOT to establish a program to add and improve intercity passenger rail corridors.

Sec. 2309. Directs the Surface Transportation Board to hire additional full-time employees to assist in carrying out its passenger rail responsibilities.

STIA more than doubles current levels of investment in freight and passenger rail, providing \$34.2 billion over five years (compared to the \$14.3 billion five-year baseline). However, the bill provides only 36% of what is authorized by H.R. 3064, and fails to include several innovative grant programs targeted at passenger rail infrastructure such as PRIME and BeST grants. This funding will be inadequate to meaningfully add or upgrade new service beyond a handful of routes.

Sen. Joe Manchin (D-W.Va) has added funding for a study of daily operation of Amtrak's Cardinal to the Surface Transportation Investment Act now being considered by the U.S. Senate. The once-daily train was discontinued in 1981 but eventually revived as a triweekly New York-Washington-Cincinnati-Indianapolis-Chicago operation. The language in the Surface Transportation Investment Act will require a study on potential options to restore the Cardinal line daily service.

SAFETY



Communicating with Clarity

Last month, Kevin Moore sent me a quick note about communicating within an organization. I started to consider that, when another communication issue came up. Now I will get to that idea which was planted by Kevin. We have all been part of an organization, whether railroad related or not, which requires comprehending policies and procedures affecting the operation of that organization. We have all been given verbal instruction and asked to follow those instructions.

However, how many times have we “heard” or “understood” something different from what was spoken or written? Has the person providing the instruction thought through or even

tried to perform the given task referred to? Sometimes there appears to be a disconnect between reading and hearing and what is actually expected. The old term, “repeat after me” sometimes cuts it and sometimes not. Another way to test for the comprehension of a given task would be to ask the person to perform the task while watching them in live time. This affords the opportunity to correct any misunderstanding first hand.

The channels of communication in any organization can become diffused. Some communications can even have unintended consequences. There was a standing joke in my family about my mom asking my dad to “cut some candles in half”. He performed the task and handed her a half a dozen candles cut in half lengthwise. Oops, she wanted the height cut from 12 inches to 6 inches. Two different interpretations, with two different outcomes.

Many of us are in the middle of a busy summer season, asking new volunteers and employees to step up and assume new duties. It is that time to ask whether or not they effectively understand and practice those policies and procedures as they were communicated. This couldn't be more important, especially when it comes to safety procedures. Clarify when needed and demonstrate when possible. Now, let's all try this: “Wash those hands!” Stay safe.

UMLER REPORT



We were informed that one of the Umler Change Requests we submitted was not accepted. That was the one to make the max speed allowed for passenger cars the same as the locomotives. We input that change expecting what had been published about PTC enforcing maximum speed limitations from either track speed or rolling stock restrictions to take affect relatively soon. It has not. When it does, and if it does what we thought, the Umler committees will be forced

to make the change. If those PTC performance checks are never instituted, then there is no issue.

There have been a couple of Umler updates since the last report, but none have had an affect on passenger cars or locos. March 2021 is still the current Umler Data Spec Manual publication date.

As of the date this report was generated, 22 June, we have 101 renewals! Thank you all who responded!

We expect to be at approximately 130 units when the renewal period ends June 30th.

This is a long way from the 2021 maximum of 156 units we had. This shows how many people did not renew due to the very poor economic conditions and shutdown requirements experienced by everyone this year and how many one time moves we registered. We very much pray that 2022 will be a better year for all!

RPCNB is financially sound.

We have a person learning the what and why of RPCNB who is doing very well. Bill is a railroader, and has found that the intricacies of Umler for private car owners is a whole lot different than on a class 1. When he starts making direct contact with subscribers, please cut him some slack if need be, he's still learning.

Take care, stay safe. Pamm and Dan

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

Brand-new Pullman Standard/ACF stainless steel fluting available.

This is a very rare opportunity to purchase some brand-new original-style Pullman Standard/ACF "double-roll" stainless steel fluting for your P-S or ACF fluted lightweight passenger car. How many of us have only dreamed of how great these cars must have looked when new, with their perfect fluting - without the countless dings, dents, and patches that are so present in these cars today, 70 years after delivery. A stainless steel fluted car with dentless fluting is a show-stopper, and is something that has to be seen to be believed. For roughly the cost of a good Imron paint job, you too can have your car looking like the day it rolled out of the Pullman-Standard or ACF factory.

Car owners can take advantage of lower pricing available, as we are placing an add-on order to an existing run for this type of fluting, thereby greatly reducing the cost of materials and the cost for the vendor to tool up for such a project. We will be using existing roll-forming dies at no additional charge. Participants will have until roughly August 1st, 2021 to commit to their order. Deposit terms are yet to be determined at this time, but likely 10% to 50% will be required up front. Delivery is currently expected in December of 2021. Shipping costs are also to be determined, but the fluting will be placed in wood crates and shipped by a special truck that is capable of handling an 85' long load. Costs will be based on how many car owners choose to participate, but current estimates will be roughly \$18,000.00 to do a "full fluted car" and roughly \$10,000.00 to do a "half-fluted" C&O-style car. Two car owners are already on board for this exciting opportunity. Why don't you join us and celebrate how great your passenger car can look with brand-new, perfect, dentless stainless steel fluting. Contact Jon Clark at domeliner@hotmail.com for additional information, and to place your order.

Union Pacific's Big Boy No. 4014 will return to action Aug. 5, beginning a 10-state tour to include Arkansas, Colorado, Kansas, Illinois, Louisiana, Missouri, Nebraska, Oklahoma, Texas, and Wyoming. The full itinerary has not yet been set, but this is where and when the locomotive will be displayed: Saturday, Aug. 14: Fort Worth, Texas; Tuesday, Aug. 17: Houston, Texas; Saturday, Aug. 21: New Orleans, Louisiana; Sunday, Aug. 29: St. Louis, Missouri; Monday, Sept. 6: Denver, Colorado. After returning to operation in 2019, the locomotive was idled in 2020 because of the COVID-19 pandemic.

Steamtown National Historic Site in Scranton, Pa., will begin increasing visitor services, with additional features to open on July 7. The park's summer hours are 9 a.m. to 5 p.m. and the theater will open, allowing the resumption of daily showings of "Steel and Steam," an 18-minute film following one man's railroading career to illustrate the major changes in railroading in the early 20th century. On July 7, the Steamtown History Museum will reopen, including the Railway Post Office car and Erie business car.

A private car which once belonged to the Great Northern's James J. Hill has been found in California, purchased by a great-grandson of the "Empire Builder," and donated to the Minnesota Transportation Museum in St. Paul. The car, worth an estimated \$1 million, is currently en route to the museum. The 70-foot car A-18 was used by Hill from 1900 until his death in 1916, bears little resemblance to its original condition — its wood carbody had been sheathed in metal before being disposed of by Great Northern in the 1950s, and the interior has been changed over the years. The museum will fully restore the A-18 to its original condition, a project expected to take about two years.

The Railroad Museum of New England will resume operation of its Naugatuck Railroad on July 9-10, with tickets on sale for four types of trip: The Naugatuck River Scenic Train; the Torrington Twilight Express; the Chocolate Decadence Tour, for ages 21 and over, including wine pairings with appetizers and chocolate, as well as a chocolate factory tour; and the Taste of the Litchfield Hills Train.

The Hoosier Valley Railroad Museum has received the two BL2 locomotives it will operate through a lease with the locomotives' owner. The former Bangor & Aroostook Railroad diesels, purchased during the bankruptcy sale of Iowa Pacific Holdings subsidiary Heritage Rail Leasing, were delivered to the North Judson museum on Saturday, June 19. They arrived via short line Chesapeake & Indiana Railroad behind former Southern high-nose GP38-2 No. 5115, with a former Illinois Central caboose also in tow.

The rare Electro-Motive Division products built in 1949 are two of just 59 of the 1,500-hp locomotives designed for branch line service seven of which have been preserved. T

Southern California short line and excursion railroad Fillmore & Western Railway has officially ceased operations. The current operators, Dave and Tresa Wilkinson, are retiring from the tourist railroad business after more than 30 years. They have successfully operated excursion trains, Mystery Dinner trains, and Santa Claus, specials among others. In addition, they aggressively went after the majority of the entertainment market by being inside The Movie Zone, a 30-mile radius from Hollywood, to be considered a local production for television, commercials, and movies. The line and its equipment have been a staple of westerns, period pictures, TV shows, commercials, and family entertainment. Locomotives included diesel switchers, EMD F units, and various low-nose four-axle road switchers, not

to mention a working 2-8-0 Consolidation. The majority of the equipment was acquired from the property departments of three major movie studios: MGM, Paramount, and 20th Century Fox.

The Lake Superior & Mississippi Railroad in Duluth, Minn., will be shut down for a second consecutive year, this time because of cleanup at a former U.S. Steel plant, an EPA Superfund site along the tourist railroad's route. The cleanup work would have left only about 20% of the non-profit operation's normal 6-mile route. Financially, this situation is not as bleak this year, because the railroad is receiving some compensation from the EPA. The railroad plans to return in 2022.

U.S. Sugar Corp. is interested in buying and restoring to operation an Atlantic Coast Line steam locomotive currently on display in Jacksonville. Locomotive No. 1504, a class P-5-A 4-6-2 built by Alco in 1919, would be declared surplus by the city council, which would also rescind its historic landmark status and transfer the title to the North Florida Chapter of the National Railway Historical Society. The organization would sell the locomotive for \$50,000 to U.S. Sugar's Sugar Express rail operation, which would use it for a tourist train operation on U.S. Sugar's operation based in Clewiston, Fla. Funds from the sale would support rail preservation projects and scholarships to send students from Duval County, Fla., to NHRS Rail Camp, a one-week program which teaches high school students about railroad history, preservation, maintenance and operations. The locomotive is currently displayed outside the Prime F. Osborn III Convention Center, the former Jacksonville station named for a former CSX chairman and CEO.

Amtrak/Freight/Federal Agencies



Amtrak still doesn't even have the keys yet, but the first of its new long-distance Siemens Chargers has been unveiled. The first of the ALC42 locomotives is still two or three months from entering service when it will be sent to Wilmington, Del., where it will test on Amtrak-owned tracks. It will then enter service on the long-distance trains that operate to and from Washington, D.C. — the Crescent, Capitol Limited, and Cardinal.

The locomotive wears what Amtrak is calling a "transitional" paint scheme that will be featured only on eight locomotives, with the blue on the carbody ending at a red chevron meant to harken back to the similar mark that was part of the "Phase One" paint scheme.

The new 4,200-hp locomotive features a number of upgrades including newer technology for a number of systems. A revised front end has framed windows and a removable nose to reduce out-of-service from strike damage. Amtrak and Siemens have tweaked the locomotive's computer program to address wheel-slip issues.

Amtrak has also begun a two-year project to refurbish interiors of its Superliner fleet. Along with the coach completely refitted with new seats, carpeting, and curtains, Superliner dining cars will also receive the new look, which carries the color scheme, fabric selections, and design elements across all car

types. The project will cost close to \$30 million. While the overall project is expected to take about 24 months, coaches will be completed in about 18 months. Three cars will be out of service at any one time to receive the refresh.

Amtrak plans to again offer dining car meals to coach passengers, and to again offer meals prepared onboard on its eastern overnight trains, as part of coming enhancements to its long-distance operations. The exact timing and nature will largely depend on reaction to the new dining-car menu, to be rolled out on western long-distance trains as of June 23. The new full meal service will debut on on the California Zephyr, Coast Starlight, Empire Builder, Southwest Chief, Sunset Limited, and the San Antonio-Los Angeles portion of the Texas Eagle. It features the return of linen tablecloths and napkins, new flatware and glassware, and — in a few months — new dining china. Initially, table settings will use plastic plates.

Eastern trains will probably have a version of the new menu, but probably not the exact version. The menu was developed with the input of both in-house and outside chefs. The final menu features a mix of signature Amtrak items (Railroad French Toast, an Angus Beef Burger, and Flatiron Steak) as well as new entrees.

Amtrak will restore a second weekday round trip of its Valley Flyer between New Haven, Conn., and Greenfield, Mass., as of July 26, along with restoration of three trains on the New Haven-Springfield, Mass., portion of the route that were suspended in March 2020. The additions, along with the July 19 return of the Vermonter, which uses the route during its trip between Washington, D.C., and St. Albans, Vt., will represent a return to the full pre-COVID-19 levels of service.

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