



FROM THE PRESIDENT



"Changing of the Guard" is figurative, by extension (per yourdictionary.com); any situation in which an individual or group charged with a task or responsibilities in an organization is replaced by another individual or group.

Now we've been preaching that for many years in regards to our young adults within RPCA. I recently preached that (literally) at a youth camp directed at recent high school graduates. All of us within our various walks of life rely on that next generation to step up and take their place in history. It's a crucial pillar of sustainability for a healthy nation and the businesses within our communities.

That same concept hit me a little differently recently as it relates to our equipment. The prevalent changing of the guard was steam to diesel in the '40s & '50s. But in a conversation with a younger friend, I realized that we hit another moment in time. A milestone in our passenger car history. Amfleet cars in excursion service. I remember May 2020 when I first heard that three Amfleet cars had been sold

into private hands. The F40's we saw coming but "AmCans" as excursion cars? Wow, the times are changing. My younger friend then reminded me that these were the cars his generation grew up riding. They didn't witness the heydays of the Amtrak sales that featured post-war cars (and some pre-war). He spoke of Amfleet seats (and others that look like bus seats) like those I grew up with that spoke of Heywood Wakefield "Sleepy Hollow" model 820 seats (ok, I had to look the model number up). His generation sees things from the unfiltered eyes of their youth, and that's not a bad thing. They have the advantage of seeing the historical significance in the older equipment and the equipment built post-April of 1971. Each of us develops our perspective from those early years of influence. I'm still in my 50's, but each year I feel like I'm becoming more like the old man in the woods spouting off, "what are they thinking"? In the end, it's all (or mostly) good.

Now I don't have anything against Amfleet cars. It's incredible how well the cars have held up over the years. But it's an excellent metaphor for our changing industry and the reflection of 50 years of Amtrak service. Fifty years of essential service that saved our national passenger rail network. When you think about it, I'm sure there were several old heads in the '40s that spent their whole career working on heavyweights. Imagine their thoughts of the "new" lightweight construction. "Those will never last." In some ways, they would have been right.

My early years began with the Amtrak "DC" cars (HEP stands for what?) handed down from other railroads that gave up their passenger service. We still have within our family a book that identified the original railroad of each car that made up the consist of those early Amtrak trains. Our handwritten notes of train consists are written all over the flyleaves of that book. It was my assignment to identify those cars anytime I rode Amtrak with my family. As you walk through the train, one could see the various layouts and how different each car was from the previous one. Some coaches had big windows, and some had small ones. Around every corner was a surprise for my young thought process. It was sometimes hard to process as one had a specific style, and another was noticeably different. Now? You can see from one end to the other through the coach sections. Better for handicap service, no passing other passengers in a tight hallway, and quicker load-ins/outs. A little boring but better utilization of the space.

What does this industry look like 50 years from now? Only time will tell as we drag out our old "diesel fueled" F40 with our string of restored Amfleet cars. You'll reflect and remember the good old days of hearing an authentic 645 engine block notch up out of the station as your grandchild holds your hand looks up to ask, "what's diesel fuel"?

Through all the changes, we will learn this together. If I live to be over 100, I guess I'll see for myself what this industry looks like 50 years from now. Until then, I'll keep meeting each year with my friends at our annual conference and talk about, remember when, and how do we preserve that memory through the trains we run.

As a reminder, we will be having our summer board meeting on August 7th in Cleveland. September's Information Exchange will be a few weeks late due to some logistical issues but don't worry; it will be coming.



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

MEMBERSHIP NEWS



VANDALS

- Lacking better things to do, they just want to break stuff.
- Use locking fuel caps to keep foreign material out.
- Use shields for railcar windows.
- Park railcars in plain view.
- Secure railcars every day.
- Follow the broken window theory. Condition of the property can make a difference and make repairs immediately.

LEVELS OF SECURITY

Level 1- Fencing, lighting, signage, etc., is the first line of defense. Warning signs should say "No Trespassing Violators will be Prosecuted". Signs stating that 24 hour surveillance cameras are a great deterrent even if you don't have cameras. Also, signs offering a reward for information leading to arrest and prosecution are helpful. Lighting is a known deterrent. There is a wide selection of solar powered lights now with motion detection. Get the brightest ones you can find. You can also install dusk to dawn solar lighting on top of your equipment or around it. If you are in a fenced property with a gate, consider a tamper alarm on the gate or fence entry points.

Level 2- Alarm and prevention systems to be used when Level 1 is breached. Motion detectors or movement detectors will scare away most intruders. A perimeter alerter installed on both ends of your car will sound when anyone gets too close. These can be found at Harbor Freight. A central alarm service company can give you a free estimate on costs to install devices and monthly monitoring charges. An alarm service can dispatch police when needed. Most people have these in their homes, why not have one on your car? When sirens and lights go off on your car, most people leave immediately. Incorporate a warning device that can call your cell phone when it goes off. State of the art video security cameras are very reasonable and can provide you instant video on your cell phone when there is a breach. Trail Cams can take pictures or short video clips and can be linked to your cell phone when they go off.

Level 3- Locks. May not be as secure as thought. Bolt cutters make quick work of some locks/chains. Look for UL listed products for security applications. Restricted keyways prevent unauthorized copying of keys. Be sure to protect the bolt area of the door against attack.

ACTION ITEMS:

- Do you know the local railroad police officers?
- What about the local police department?
- Do the above have your contact information? Is there a sign posted on your car with Emergency Contact Info in case of a break in or fire?
- Do you or someone you know routinely inspect your property?

Insurance Update

So far this policy period we've been very fortunate and have no major claims on property. Congratulations and thanks to everyone for making this possible. With rising commodity prices and more people getting out, it will be a challenge to prevent copper thefts, vandalism and break ins. Following are some tips provided by Hanover Insurance, our property coverage provider.

WINDOWS

- Cover with wood or metal covers while in storage.
- Apply a security film that resists breakage (also helpful to prevent hurricane damage)
- Laminated security glass.

- Are there any neighbors you can call on for support?

These are the main topics that Hanover Insurance Company suggests you consider for the protection of your railcar and property. If we all use these measures it will definitely improve the security on your car and help prevent losses and escalating premiums.

Tom Johnson, Insurance Committee

AMTRAK

RPCA-AMTRAK CONFERENCE CALL

FRIDAY JULY 30, 2021 1:00PM-2:00PM (E.S.T)

Attending for Amtrak:

Mike DeAngelo

Beverly Davis

Attending for RPCA:

Roger Fuehring

Burt Hermev

1. Amtrak Overview

Business still picking up but not back to 2019

2. Private Car Business Update

58 moves FYTD. <40% vs 2019 FY.

3. Coast Starlight disruption

8/9-8/22 no Trains 11-14 between LAX-SAC due to track work

Weed CA bridge repairs not expected to be complete until around 9/8.

4. RPCA Updates

Discussion between Amtrak and UP about TUS switching ongoing.

LEGISLATIVE ACTION



President Joe Biden signed an executive order that encourages the Surface Transportation Board to adopt rail regulatory reforms that shippers have long sought to promote competition. The order also urges the STB to “vigorously enforce” host railroad Amtrak on-time performance standards “to ensure that passenger rail service is not subject to unwarranted delays and interruptions in service.” Amtrak CEO Bill Flynn Believes the Executive Order will open the nation’s tracks to more frequent and reliable passenger rail service needed for the future mobility of the country.

The House Appropriations Subcommittee on Transportation, Housing and Urban Development (T-HUD) passed a Fiscal Year 2022 bill that provides \$4.1 billion for passenger rail, Amtrak and the Federal Railroad Administration. The

appropriations bill, which passed by a 33-24 vote, will increase rail funding by \$1.3 billion compared to last year.

The T-HUD FY22 funding bill includes:

\$625 million for the new Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program.

\$500 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program, \$125 million above fiscal year 2021

\$2.7 billion for Amtrak, \$700 million above fiscal year 2021, including: \$1.2 billion for Northeast Corridor Grants, and \$1.5 billion for National Network Grants.

The Committee also included several rail-related provisions in the bill

New or expanded passenger rail service which could create up to 39 new routes, improve as many as 25 existing routes, serve up to 166 more cities, and expand service in up to 16 states by 2035. The Committee also emphasized that to Amtrak that section 24701 of title 49, United States Code, requires Amtrak to operate a national passenger rail system, and urges Amtrak to ensure any potential changes also increase ridership in rural areas and improve service for long-distance customers.

State-supported route cost sharing — The Committee directs Amtrak and FRA to work with the state agencies, in an open and transparent manner on the effort to revise the State-Supported services cost allocation methodology

Station agents — The Committee continues to direct Amtrak to provide a station agent in each Amtrak station that had a ticket agent position eliminated in fiscal year 2018.

Private cars and charter trains — The Committee continues to direct Amtrak to review and evaluate the locations and trains that may be eligible for private car moves, update the guidelines for private cars on Amtrak if additional locations or trains meet Amtrak's criteria, and notify private car owners of these changes. In addition, Amtrak is directed to include an updated report on private car and charter train policies in its fiscal year 2023 budget justification.

[Executive order](#)

SAFETY



SWEATING THE HEAT

This summer the West is ablaze from the extreme drought and heat. Wildfires are burning in 5 western states and the air quality in Colorado is dismal, if not down right dangerous. I am told that the biggest factor for this heat dome in the West is climate change.

British Columbia, Canada is setting new heat records while one forest fire has burned over 100 square miles. I have written about extreme heat and dehydration, but now there is a new take on this subject. For years, we have been given two temperatures in our forecast. One is the high for the

day and one for the heat index. The heat index is a calculated temperature based on the dry heat and the measured humidity.

Growing up in the West, I was always told that with our "dry" heat, we just needed to push the fluids. However, it appears that our "dry" heat is giving way to a rising humidity. As the humidity rises, our bodies cannot cool down because our sweat can't evaporate properly. This is where the heat index becomes dangerous. As an example, with the humidity at 50% and an outside temperature of 97 degrees, the heat index is around 110 degrees. This can be a deadly situation for outside workers, the elderly, young children and those taking specific medications.

As we work on our track and rolling stock, we need to be aware of the heat and heat index. Frequent breaks with plenty of cool water and shade is probably the order of the day. When it comes to excursions in cars without air conditioning, it can be a real hazard. Having an ice chest with iced bottles of water for the passengers might be one way to help with heat. Lord knows how easily that 1 hour excursion can turn into 3 hours if something goes astray.

At this point, keeping an eye on the heat index is probably a good idea. This is especially true as we still have a month or so of summer left on the calendar. Monitor our passengers and volunteers to see how

they are handling the heat situation. Offer water and get them cooled down in some fashion, rather than dealing with a medical emergency later on. Here is hoping that you are all having a great summer season. Thanks for reading this and may we all have safe travels.

Gary Carter

UMLER REPORT



Thank you all for a successful renewal season. To those who informed us they would not be renewing, thank you for the notice, sorry to see you go. To those who have renewed, thank you for being on top of it and getting your renewal in on time against the new schedule.

As of writing, this we have 140 units of rolling stock with subscriptions renewed or new. It continues to amaze us where before unknown

cars are appearing that want to use the RPCNB reporting mark, and some who had been operating under a different reporting mark decided to transfer to RPCNB.

BUT.. 6 of those renewals haven't renewed the RPCA membership!!! Rules require that only RPCA members can utilize the RPCNB services including the reporting mark. If you have renewed but for some reason it has not been picked up by the Membership Committee, please contact Membership to work it out. You can renew on-line by credit card, that takes out the chance USPS would lose your check. Those 6 need to get their RPCA membership renewed by the end of July or we will be forced to delete their rolling stock and refund their subscription renewal.

Cars: 126 (possibly -6)

Locos: 14

Freight: 5 (Vans are under cars, this category are actual freight carrying cars in support of operations)

MANY, MANY subscribers have NOT sent their insurance certificates effective thru 2022 and showing RPCNB as certificate holder or also insured. This is not a trivial point. Your equipment will be deleted for not providing this.

New Umler Data Spec Manual effective July 12 2021!

Many freight car changes: In locos, some fields that previously weren't are now mandatory, and new fields added mostly with respect to Distributed Power.

In passenger cars, some fields that previously weren't are now mandatory. Haven't seen any new fields added, yet, but are still reading in between the renewal activity!

SAD NEWS

Bill was informed by his supervision that they were not happy with his learning so much about Umler instead of more about his job on diesels. With risk to his job, of course he has to bow out. To say that sucks for RPCNB and Bill is an understatement. He was really doing well! Therefore, RPCNB is again back to looking for someone(s) to learn the office management jobs and sometime soon take over. If you would like to learn about taking this task on, contact us. But

be forewarned, those that are already in the rail industry have an advantage with respect to learning the task more quickly, but also a disadvantage that class 1 and 2 RRs very often have strange ideas about what is acceptable and what isn't with respect to your personal time activities and conflict of interest. They can and do change their minds mid-stream or HR says one thing and the immediate supervisor has a different opinion. Do all of us a favor, check with your employer and your immediate supervisor if it is OK or not. But don't be surprised if the answer changes.

Pamm & 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



Eight test trips for the Rocky Mountaineer trainset are being conducted with two leased Union Pacific locomotives. The trips are designed to familiarize crews and onboard employees before the launch of the company's new "Rockies to Red Rocks" service between Denver

and Moab, Utah. The locomotives have been leased to Rocky Mountaineer for the duration of the train's debut season, which is scheduled to begin Aug. 15. They may be wrapped or otherwise dressed up prior to the start of operations. Rocky Mountaineer is offering two-day trips between Denver and Moab and Denver, with an overnight stop in Glenwood Springs, Colo.,

Atchison, Topeka & Santa Fe Railway 4-8-4 2926 ran under its own power last month for the first time since 1953. This follows an exhaustive 22-year-long restoration in New Mexico. The 2926 moved back and forth on a short stretch of track at the New Mexico Steam Locomotive & Railroad Historical Society's facility. According to the non-profit, the move was observed by the Federal Railroad Administration and piloted by a professional crew. The move was only a hundred feet or so back and forth since the engine was confined to operations only in the maintenance area of the spur. We saw this engine during the 2019 Conference in Albuquerque&SF 2926 was built in 1944 by the Baldwin Locomotive Works and was one of the last steam-powered passenger locomotives purchased by the Santa Fe.

Norfolk & Western 4-8-4 611 is back under steam after the locomotive was sidelined with a broken trailing truck leaf spring. The locomotive is spending the summer at the Strasburg Rail Road and was forced to miss a weekend's runs. This is the second time the locomotive has missed a weekend of service due to mechanical issues this summer. The locomotive's departure from Spencer, N.C. was delayed back in May when it was discovered that its coal stoker was broken.

Union Pacific "Big Boy" 4014 hit the main line for the first time since November 2019, with a break-in run from Cheyenne, Wyo., to Denver. Its upcoming tour is set to begin on Aug. 5, and a public excursion out of New Orleans is scheduled on Aug. 22, to benefit the Union Pacific Museum. Big Boy 4014, the world's largest operating steam locomotive, was restored to service in 2019 to celebrate the 150th anniversary of the First Transcontinental Railroad.

The 2021 NRHS National Convention will be held in Milwaukee, Wisconsin from August 23 thru August 28. Registration for convention events is open. 2021 NRHS Convention [123SignUp site](#) The Convention Booklet is available for downloading. [2021 Convention Booklet, version 6.](#)

The Western Maryland Scenic Railroad is leasing Amtrak's last dome car from private owners. The Ocean View, built in 1955 and retired by Amtrak in 2019, debuted last month between Cumberland and Frostburg, Md. The former Great Northern "Great Dome", now in Western Maryland's red and white "circus" colors, is part of a trainset that also includes a newly renovated open-air car and privately owned cars Pacific Trail and Overland Trail.

The Hoosier Valley Railroad Museum, the Indiana preservation railroad that is leasing two rare EMD BL2 diesels, is seeking \$5,000 in donations to put one of the units into service. 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 in June. Plans are for both locomotives to be restored to operation by the museum, located on a former Chesapeake & Ohio line in northwest Indiana. These will be the first EMD locomotives operated by the museum, which was founded in 1988.

Nickel Plate Road 2-8-4 No. 765 will return to the Cuyahoga Valley Scenic Railroad for Steam in the Valley on Sept. 3, 10-12 and 17-19. Each year, except for 2020, Cuyahoga Valley Scenic Railroad works with the Fort Wayne Railroad Historical Society to bring the steam locomotive to Cuyahoga Valley National Park. In 2020, the railroad had to cancel this annual event due to COVID-19. This year, passengers will enjoy exclusive runbys and photographic opportunities. In addition, guests can choose from a variety of themed excursions throughout September to celebrate the arrival of No. 765.

Amtrak/Freight/Federal Agencies



Amtrak has announced a \$7.3 billion plan to purchase new passenger-rail cars and locomotives, upgrading a fleet that's nearly 50 years old. Siemens Mobility Inc. will manufacture up to 83 multipowered modern trains at the company's plant in Sacramento, California. There are further options for up to 130 additional trains to support growth plans. The investment includes the purchase of equipment and a long-term parts supply and service agreement, facility modifications and upgrades, and other

program expenses. The new trains will operate on the Northeast corridor, long-distance Palmetto and various state-supported routes that will replace Amtrak's Amfleet, Metroliner and state-owned equipment on certain routes.

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

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