

INFORMATION EXCHANGE



*Happy
New Year,*

FROM THE PRESIDENT



I hope the Christmas Holiday found each of you in high spirit as you took time to reconnect with family and friends. Here's wishing the New Year brings new and expanding opportunities. Our first full year of Covid is now behind us. Even with various restrictions, it was good to see a solid finish for many organizations this year. Christmas trains are always a big part of the bottom line. To see that Covid did not hamper ticket sales is encouraging indicators for our future as operators. Now we are facing off with another variant, the Omicron. Fast spreading but by all reports, less harmful. Omicron issues are based on early information, so caution is always warranted. Be prepared for the standard precautions during the 2022 conference. Unfortunately, it's been the new way of doing business regardless of your position on the various health mandates. To comply with the hotel, venues, local, state, and federal recommendations, expect to see requirements for masking up at some of the events or locations. Practice proper distancing, and please do not show

up if you find yourself symptomatic or those you've come into contact with have developed symptoms or tested positive. As with everything since early 2020, everything is fluid when fighting Covid. Most of all, let's pull back together and redevelop those in-person connections responsibly. Others have already pulled off successful conferences, such as the American Short Line and Regional Railroad Association. It's time for RPCA to do the same for those comfortable with meeting together. If you are not

comfortable or have a compromised immune system, it's completely understandable why you would not attend. For the rest, let's pull off a great conference as we come together in Cleveland for the 40th..

SEE YOU THERE,
W. Roger Fuehring
President, RPCA

MEMBERSHIP NEWS



More than 100 people have registered for the 2022 Conference.
Jan 14 - 16, 2022 Cleveland, Ohio

While there are currently no restrictions in place, given the uncertainty of what the virus will do next, all those attending our 2022 Conference in Cleveland should be prepared to present proof of vaccination or a current negative test. All attendees should be prepared to wear a mask, where it is required.

Charles Barthold , RPCA Conference Coordinator

If you have questions, email: 2022Conference@rpca.com

CONFERENCE SCHEDULE

This schedule is subject to change at any time.

****January 12, Wednesday**

3 PM to 8 PM – Registration opens in the Registration Room Holiday Inn Cleveland South,
aka Holiday Inn Rockside

3 PM to 8 PM – Vendor & Exhibitor Set-up (Ballrooms 1 & 2)

8 PM to 11 PM – Hospitality Room open (Broadview Heights Room)–Sponsor:TBD

****January 13, Thursday**

7 AM to 9 AM –Breakfast (Ballrooms 1 & 2)[Holiday Inn Rockside guests only*]

7 AM to 9 PM – Registration Open, Registration Room

10:30 AM to 6 PM – Age of Steam Tour w/Lunch at Der Dutchman (\$65 per person)

1 PM to 7 PM – Vendor & Exhibitor Set up, Ballrooms 1 & 2

7 PM to 11 PM – RPCA Board of Directors meeting (Rockside Room)

8 PM to 1 AM – Hospitality Room (Broadview Heights Room) Sponsor: TBD
and Media Room (Independence Room)

**January 14, Friday

7 AM to 5 PM – Vendor & Exhibitor Room Open (Ballrooms 1 & 2)

7 AM to 9 AM – Breakfast (Ballrooms 1 & 2) [Holiday Inn Rockside guests only*]

7 AM to 5 PM – Registration Open, Registration Room

8 AM to 5 PM – Silent Auction Open (Ballrooms 1 & 2)

9 AM to 10 AM – Conference Opening Session (Ballrooms 3 & 4)

10:15 AM to 11:30 AM – MRPS Presentation, Steve Korpos (Ballrooms 3 & 4)

10:15 AM to 11:30 AM – Cleveland & the VanSweringens, Chris Whipple (Independence Room) {repeats today}

11:30 AM to 1:00 PM – Lunch on your own—Note the early start of the Safety seminar

12:30 PM to 2:30 PM – RPCA Safety Program, Ray Kammer (Ballrooms 3 & 4)

1:30 PM to 2:30 PM – Bulls and Bad Guys, James Porterfield (Independence Room) {repeats Saturday}

1:30 PM to 2:30 PM – Talk, TBD – Brooklyn Room

2:30 PM to 2:45 PM -- Break

2:45 PM to 5:15 PM – Tour of RTA Maintenance facility and Tower City Observation Deck

2:45 PM to 4:00 PM – Steam 101, Steve Emling (Ballrooms 3 & 4)

2:45 PM to 4:00 PM – Security for Private cars, Private Security (Brooklyn Room)

2:45 PM to 4:00 PM – Umler, the Monaghans (Independence Room)

4:15 PM to 5:15 PM – Insurance Update, Speaker TBD (Brooklyn Room)

4:15 PM to 5:15 PM – Cleveland & the Van Sweringens, Chris Whipple (Independence Room)

4:15 PM to 5:15 PM – American Rocky Mountaineer Operations on Union Pacific Railroad, Carl Atencio (Ballrooms 3 & 4) {repeats Sunday}

Dinner on your own

6:45 PM to 8 PM – Cleveland RR History, Mike Kole (Independence Room)

8 PM to 1 AM – Hospitality Room (Broadview Heights Room) Sponsor: TBD
and Media Room (Independence Room)

**January 15, Saturday

7 AM to 5 PM -- Vendor & Exhibitor Room Open (Ballrooms 1 & 2)

7 AM to 9 AM – Breakfast(Ballrooms 1 & 2) [Holiday Inn Rockside guests only*]

8 AM to 5 PM – Registration Open, Registration Room

8 AM to 8 PM – Silent Auction Open(Ballrooms 1 & 2)

9 AM to 10:30 AM – Amtrak &FRA Updates (Ballrooms 3 & 4)

9 AM to 10 AM – From Soot to Souffle, James Porterfield (Independence Room) {repeats today}

10:30 AM to 10:45 AM – Break

10:45 AM to 11:45 AM – Amtrak Inspector Public Forum(Ballrooms 3& 4)

10:45 AM to 11:45 AM – Kentucky Steam, Jason Sobczynski (BrooklynRoom) {repeats today}

11 AM to 4 PM – Circulating bus tours of Cleveland w/drop-off and pick-up Stops include: Tower City (Jack Casino), Rock and Roll Hall of Fame, Public Square, Playhouse Square, The Christmas Story House. Admissions to attractions and lunch areNOT included.

11:45 AM to 5 PM – Seminars & lunch by MRPS at the Historic B&O Roundhouse
Circulating busses starting at 11:30AM. Last bus leaves the Roundhouse at 4:45 PM.

Noon to 5 PM – Tour of America and private cars (cars are open all day, tour at your convenience)

Noon – Lunch served at the roundhouse

12:30 PM to 1:30 PM, 1:45 PM to 2:45 PM, 3 PM to 4 PM – Steam Talk w/4070, Jason Sobczynski – Stall
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12:30 PM to 1:30 PM, 1:45 PM to 2:45 PM, 3 PM to 4 PM – ASR/2100 Restoration, Speaker TBD– Stall 2

12:15 PM to 2:15 PM, 2:30 PM to 4:30 PM – 40-year truck inspection, Steve Korpos – Machine Shop

12:30 PM to 2 PM, 2:30 PM to 4 PM – Window class, Speaker TBD – Stall 3

3 PM to 4 PM – CUPS, Roger Fuehring (E8 in stall 6)

1:30 PM to 2:30 PM – Bulls and Bad Guys, James Porterfield (Independence Room)

1:30PM to 2:30 PM–Track Maintenance, Rob Gardner (Brecksville Room) {Repeats Sunday}

1:30 PM to 2:30 PM – Kentucky Steam, Jason Sobczynski (Brooklyn Room)

2:30 PM to 2:45 PM – Break

2:45 PM to 3:45 PM – From Soot to Souffle, James Porterfield (Independence Room)

2:45PM to 3:45 PM – Welding, Lincoln Electric – Speaker TBD – Independence Room{Repeats Sunday}
5 PM to 6 PM - Reception with Cash Bar (Ballrooms 3 & 4)

5:45 PM to 6:00 PM James Porterfield talks about RR themed banquet meal

6 PM – 8 PM Banquet (with cash bar) with guest speakers (Ballrooms 3 & 4)(\$45 per person)

7:00 PM Roger Fuehring talks about RPCA Conferences from first to the present

8:00 PM Doyle McCormack

8 PM to 1 AM – Hospitality Room (Broadview Heights Room) Sponsor: TBD

**January 16, Sunday

7 AM to 9 AM – Breakfast (Ballrooms 1 & 2) [Holiday Inn Rockside guests only*]

7 AM to Noon – Vendor & Exhibitor Room Open (Ballrooms 1 & 2)

8 AM to 10 AM - Silent auction pick up(Ballrooms 1 & 2)

9AM to 10 AM – RPCA General Membership Meeting (Ballrooms 3 & 4)

10 AM to 10:30 AM –RPCA Board Meeting – Rockside Room

10 AM to 10:30 AM – Break

10:30 AM to 11:45 AM – Bellevue Mad River & NKP Museum, Chris Beamer (Ballrooms 3 & 4)

10:30 AM to 11:45 AM – Welding, Lincoln Electric – Speaker TBD (Independence Room)

Noon – Vendor Room closes

1:15 PM to 2:30 PM –American Rocky Mountaineer Operations on Union Pacific Railroad, Carl Atencio – (Ballrooms 3 & 4)

1:15 PM to 2:30 PM –America, the Makeover, MRPS Speaker(Independence Room)

2:30 PM to 2:45 PM – Break

2:45 PM to 4:00 PM – FRA hours of service, Speaker(Ballrooms 3 & 4)

2:45 PM to 4:00 PM – Track Maintenance, Rob Gardner (Brecksville Room)

Dinner -- on your own, or

4 PM to 11 PM –Dinner at the Berea Depot (on your own, discount coupons provided)
Kitchen closes at 8 PMw/last orders taken at 7:30 PM.8 PM to 11 PM – Private event for guests from RPCA (on your own, cash bar, kitchen closed)

8 PM to 1 AM – Hospitality Room (Broadview Heights Room) Sponsor: TBD

**January 17, Monday

7 AM to 9:00 AM -- Breakfast in hotel, Michael's Grill – private room(voucher for breakfast)

[Holiday Inn Rockside guests only*]

10 AM to 11:30 AM – Tour, Cleveland Cliffs Steel Mill(\$20 per person)

A WORD ABOUT ELECTIONS...



By now, all members in good standing should have received their ballots, which were mailed on Dec. 13. Five candidates are vying for 3 seats on the Board. It's great to see members active and willing to make the commitment to our Alliance.

This is a reminder that if you haven't voted yet, DO SO NOW and mail it in the enclosed pre-addressed envelope. It took a full week for me to receive my ballot!

Chris Lockwood, our Membership Officer, will make his final sweep of the PO box on 1/11, and will be traveling to Cleveland on the 12th. Any ballots arriving in the PO box after the 11th will not be counted.

For people attending the Conference, Chris will have with him an up-to-date listing of ballots returned, and if your ballot does not show on that list you are welcome to fill out a ballot at the Conference.

Voting closes as of the beginning of our Banquet, 6PM on

Saturday, Jan 15. Results of the election will be announced at our General Meeting Sunday Jan 16.

See you in Cleveland!
Burt Hermey, Vice President
cbhermey@pacbell.net

INSURANCE REPORT

INSURANCE REPORT

Your insurance team is pleased to announce that next year's program is locked in already. Our liability premium will stay the same. This is a major accomplishment as the industry is still facing problems. Our inland marine (property) insurance premiums will go up 2% like they did last year. The market is now averaging 5% or more as huge claims in the industry keep piling up.

Once again, United Shortline Insurance Services has done a remarkable job of getting us good rates and keeping our insurance program affordable. The RPCA Insurance Program is the only one available to car and locomotive owners that provides a comprehensive package of insurance services. Our participating members are doing a great job managing the risks and helping to keep it affordable.

Looking forward to seeing you in Cleveland.

Tom Johnson,
Chairman
Insurance Committee

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ROSTER](#)

MEMBERSHIP ROSTER

SAFETY



TALLYING UP

Here is to all of you hoping you had a safe, healthy and joyous Christmas season! After weeks and weeks of Holiday Trains, big crowds and scheduling issues, it is time to park and clean the rolling stock. It is time to check the revenue income and the associated costs of putting on these wonderful events. It is also a good time to review issues grouped under the heading of Safety.

A group conference of those staff working the train, those on the ground selling tickets and those serving the goodies is a starting point. Get people who were there and saw things happen first hand. Consider it a type of debriefing.

What went right, what went wrong and what can be done about all of it.

Start with the "bad". Were there any injuries reported either from the staff or the public? Was the injured attended to? Was there a detailed report made? Going to the next step, were there any incidents between staff or the public? If so, how and who handled it? Is more staff training needed? Were there any mechanical issues?

From the reports I have heard, the crowds coming out to support these Holiday Trains have been tremendous. How were the crowds handled? Was the passenger's safety foremost in how the riders were treated? Was there feedback from the riding public on the event?

Lastly, what really worked well and why? Was there room in the depot for everyone to enjoy their cookies and hot chocolate after their ride? These are just a few of the items which should be discussed in the post season. I hope that most of the discussion is centered around the question of: How do we handle more passengers in a safe manner?

I hope it was a truly successful season. The conference is just a few short days away and maybe we can all compare notes over a cold one. See you in Cleveland.

Gary Carter

AMTRAK



Amtrak has released its annual report for its 50th anniversary fiscal year. It reports that business is at about 70% of pre-COVID levels and revenue is expected to improve to about 80% of pre-COVID levels by the end of FY22.

[preliminary results for FY21](#)

[Charter train and private car report](#)

The Charter Train and Private Car Policies Report has been released by Amtrak for the FY2020 year.

Buttons will take you to the full reports.

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



The Fred M. Kepner collection of 14 steam locomotives, one of the largest collections known, has been purchased by the Oregon Coast Scenic Railroad. Some of the collection will be retained by that railroad and shipped to its facilities in Tillamook County, Ore. The rest will be sold to other appropriate

preservation organizations. Oregon Coast Scenic will keep four locomotives: Pickering Shay No. 8; Sierra 2-6-6-2 No. 38; and the two Oregon-American Lumber locomotives, 2-6-2T No. 104 and 2-6-2 No. 105. Queries about purchasing locomotives in the collection should be directed to Oregon Coast Scenic General Counsel Martin E. Hansen in Bend, Ore.

The owners of the St. Louis Union Station ran their Polar Express train again this year, after doing a stationary version last year. This train has been operated since 2014, and has consistently been one of the top performers nation-wide in terms of ridership. No one knew for sure what the ridership would be this year after everything that has gone on, but it looks like it may have been one of their best years ever.

This year's train consisted of 10 cars, with two locomotives provided by the Terminal RR Association of St. Louis. The train runs on TRRA tracks to a location about 3 miles northeast of downtown, along the Mississippi River waterfront, where the "North Pole" display is set up. It then runs backwards for the return trip to Union Station. Trip time is 45 minutes. That amount of time is about right considering all the very young kids on board.

The schedule this year started on November 19th, and ran thru December 30th. The train ran every day except for Thanksgiving day and Christmas day. There were 3 trips per day Sun-Thu, and 4 trips on Fri and Sat. There were 4 trains every day for the week leading up to Christmas.

The consist for this year's train featured several cars owned by the owner's of Union Station, with the rest being leased – including the first 3 Amfleet cars sold by Amtrak into private ownership.

RPCX 1466 Power car. Ex-Amtrak MHC 1466.

RPCX 1593 Coach. Ex-Amtrak 7612. Budd 1952.

RXCX 6401 Amfleet coach. Ex-Amtrak 82524.

RPCX 800800 Dome lounge. Ex-UP dome coach 7007. ACF 1955.

RXCX 6402 Amfleet coach. Ex-Amtrak 82990.

SLRG 132 Coach. Ex-MARC 132. Budd 1949.

RXCX 5401 Amfleet café. Ex-Amtrak 85501.

SLRG 140 Coach. Ex-MARC 140. Budd 1949.

SLRG 146 Coach. Ex-MARC 146. Budd 1949.

PPCX 800274 Dome obs lounge. Ex-WP Silver Chalet. Budd 1948.

Submitted by Jon Clark.

The Longswamp Township Historical Society has received a \$75,000 grant from the Berks County Redevelopment Agency for its project to relocate a circa-1875 railroad station in Mertztown. To date, more than \$195,000 has been raised for the project, with an estimated cost of \$310,000, that will move the station to the Longswamp Township Park for use as a museum and historical library.

Two former Chicago & North Western F7 locomotives are going to the Tennessee Valley Railroad Museum. The locomotives, F7s 576 and 578, were previously owned by the United Railroad Historical Society of New Jersey and leased to Iowa Pacific Holdings. The two classic cab units got tied up with Iowa Pacific's financial and legal troubles and were left abandoned in Mississippi. The two F-units were left on a siding and were

heavily vandalized. TVRM heard about the locomotives, they took action to preserve them for future use.

The former Chicago & North Western E8A has left storage in Mississippi and arrived at its new home at the Illinois Railway Museum. The locomotive was previously owned by Iowa Pacific and is part of the equipment sale from the company's bankruptcy. The E8A was built by EMD in McCook, Ill., in 1953. It is the museum's first E8A passenger locomotive and its first C&NW E-unit. It is expected to be ready to run once it has a few minor repairs.

The reborn East Broad Top Railroad hauled more than 10,000 people and plans in the new year to return steam. The narrow gauge railroad had run 42 diesel-powered trips with even more trips planned for 2022. Next year marks the 150th anniversary of the start of construction on the railroad. There are also plans to extend the runs south to Saltillo, Pa., and over the large trestle at Pogue. The railroad has been awarded a \$1.1 million grant from the state Redevelopment Assistance Capital Program that will help reopen that portion of the line. While there's no timeframe for the return of steam, work on Baldwin 2-8-2 Mikado 16 is progressing.

The Fort Wayne Railroad Historical Society has announced that Nickel Plate Road 2-8-4 765 will head to the Cuyahoga Valley Scenic Railroad for a series of springtime excursions. While the trips to Ohio have become somewhat of an annual event for the big Berkshire, this is the first time 765 will be visiting in May. The schedule includes "Steam in the Valley" excursions from Rockside Station, special nighttime runs, dinner trains, a murder mystery trip, and even wine and cocktails trips.

After being closed for the last few years, the Meridian Mississippi Railroad Museum, run by the Meridian Rails Historical Society, is expected to reopen open six days a week in the town's old Railroad Express Agency building. A railroad museum first opened in the then city-owned REA building back in the 1990s but it closed in the 2000s after the city announced new plans for the structure. The building has been mostly unused ever since. The Meridian City Council voted to donate the REA building to the non-profit. The group also plans on eventually moving a steam locomotive that's currently at a city park — Meridian & Bigbee 2-8-0 116 — to the site.

The future of a 1934 H.K. Porter 2-4-0 Wearing No. 7, a steam locomotive on display at a local park 30 miles south of Atlanta is up in the air. The owners, the Henry County Board of Commissioners acquired it in 2003. Recently the park staff recommended declaring the engine surplus because of upkeep and liability concerns. If the county deaccessions the engine, it could be sold, donated, or scrapped. Built at Porter's plant in Pittsburgh, it was found with the engine rusting away in Gas City, Ind., It was bought and restored for tourist passenger use on the Buckeye Central Railroad in Ohio. It was used on the Laurel Highlands Railroad, a tourist line operating over former Pennsylvania Railroad and Baltimore & Ohio branches in southwestern Pennsylvania. The lease was not renewed and Henry County acquired the engine. The Georgia county wanted a locomotive to represent a tragic June 23, 1900, train wreck on the Southern Railway at McDonough which stood for decades as the worst train wreck in Georgia history.

Chesapeake & Ohio 2-8-4 2716 will visit New England following its restoration. Kentucky Steam made an agreement with the Railroad Museum of New England to bring the big main line steam locomotive to its Naugatuck Railroad in Connecticut for a months-long residency. The visit will kick off what is expected to be a year-long trip from its home base in Ravenna, Ky., where it is currently being restored. While many small steam locomotives have operated in New England in recent decades, visits by large main line steamers have been few and far between. The exact dates of the visit have yet to be determined and officials said they would not be announced until certain restoration benchmarks had been met.

A Positive Train Control system designed to allow steam engines to operate in the modern era has been installed and successfully tested on the big Baldwin 4-8-4. The achievement caps a four-year development effort and the road-testing of a prototype aboard Union Pacific "Big Boy" 4014 during its 3,400-mile tour last summer, the first such use of a PTC system on a steam locomotive. Known as LeaPTC, the system utilizes computers and equipment in a trailing cab that is linked to a terminal in the steam cab. As with the PTC application in diesels, the terminal displays a route map that is continuously updated with speed restrictions, signal indications, work zone locations and other information, while another installation enables the engineer to control accompanying diesels. In an emergency, LeaPTC can activate the train brakes on the steam locomotive. This approach eliminates the need to equip a locomotive with a complete PTC system and antennas, dramatically reducing the cost of complying with the Federal Railroad Administration's PTC mandate.

Amtrak/Freight/Federal Agencies



Bill Flynn will retire as Amtrak CEO Jan. 17, 2022, and Stephen Gardner, the company's president, will become both president and CEO. Flynn became CEO in April 2020, succeeding Richard Anderson. Amtrak board chairman Tony Coscia at the time of Flynn's hiring, indicated Flynn would likely serve in the position for at least five years. Gardner will become the passenger carrier's fourth CEO in a little more than five years. Flynn will serve as a senior advisor to Gardner until the end of the current fiscal year on Aug. 31, 2022.

Peter DeFazio, the Oregon Democrat who chairs the House Committee on Transportation and Infrastructure, will retire after serving 18 terms in Congress. His committee chairmanship allowed him to play a major role in shaping the \$1.2 trillion infrastructure bill passed last month.

Norfolk Southern Chairman and CEO Jim Squires will retire in May 2022; he will be succeeded by Executive Vice President and Chief Marketing Officer Alan H. Shaw, a 27-year NS veteran.

James Clements, Canadian Pacific's senior vice president of Strategic Planning and Technology Transformation says that the railroad will permit a single passenger round trip between New Orleans and Baton Rouge, without any infrastructure improvements, if CP's merger with Kansas City Southern is approved by the Surface Transportation Board. The route hasn't had passenger service since late 1969, when KCS discontinued its last passenger train, the Southern Belle.

New rules from the Transportation Security Administration requiring railroads to report cybersecurity breaches and review their vulnerability to online attacks are now in effect. The rules will require companies to report hacking incidents within 24 hours, conduct a vulnerability assessment, develop a plan to respond to hacking, and designate a cybersecurity coordinator.