Newsletter September 2012

My Friends,

I am happy to report that after a year of effort by many, on Sept 4th, 2012:

**Next Generation Rail Equipment Committee Approves Specification for Diesel Multiple Units**


This committee also known as the PRIIA 305 technical committee was formed by Amtrak under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). “Amtrak is tasked with establishing a Next Generation Corridor Equipment Pool Committee to design, develop specifications for, and procure standardized next-generation rail passenger equipment.” The approval came first from the technical committee and then approved by the Executive Board of the NGEC which includes 11 state DOTs and representatives of Amtrak and the Federal Railroad Administration. Bill Bronte, the Director of the Caltrans Rail Division, serves as the Chairman.

This is important because with the PRIIA specification the US Railcar DMU will now qualify for federal funds.

Below Ted will give you the PRIIA specification details. He will also cover free spreadsheet tools to help you with your projects.

Also we will discuss our DMU concept and why it makes sense to think of it in terms of a small locomotive that carries passengers.

We will introduce you to Relco Locomotives who will be building our cars. Relco brings 50 years of expertise and stability to our “DMU-Locomotive” and luxury tourism car businesses.

Finally, when we combine my years of expertise with our US Railcar associates and partners plus that of our parent company Value Recovery Group, we can offer a unique blend of services for rail and transit challenges. Contact me for more information.

- Jolene Molitoris, CEO
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**Our Vision - Second Generation Concept**

This design concept will be the basis our DMU-Loco going forward. It combines the sleek design of a European trainset, the power of a small locomotive, interoperability with standard coaches, 110 mph, PRIIA compatible, and Tier 4 engines.

Image courtesy of Raul V. Bravo + Associates, Inc.
The PRIIA Process  
by Ted Schaefer

PRIIA is the main source of federal funding for High Speed and Intercity Passenger Rail funding but it is only available to rolling stock that conforms to the next generation specifications created by PRIIA 305 committee. Without a DMU specification, we were excluded from this vital market segment.

Recognizing this, Jolene mustered support from 17 state DOTs who expressed interest in having an option for DMUs. This placed us on the schedule for the development of a specification.

A DMU committee was formed with subsections for propulsion, structure, trucks, interiors, electrical, controls, HVAC, etc. This involved about 50 people from industry, DOTs, Amtrak and FRA all volunteering their time. These were high level people – an unbelievable knowledge pool. US Railcar actively contributed in several of the subsections.

Since the DMU is the marriage of a locomotive with a passenger car, the DMU committee’s goal was to marry the existing locomotive specification with the existing single-level coach specification, while capturing factors that are unique to the DMU. The process was time consuming with weekly meetings and writing/review tasks. It was fluid, fair, well managed. The list of people deserving kudos would be too long to list.

US Railcar was able to retain many of the distinctive features that make it unique while being flexible to ideas of standardization and moving DMUs into the future equipment pool. The result is a clear roadmap for our next generation DMUs.

You can see the official DMU specification announcement at:  
www.aashtojournal.org/pages/090712nextgen.aspx

The specification is at:  
www.highspeed-rail.org/Pages/DocsSpecs.aspx

Relco Locomotives  
Quality Manufacturing, Longevity and Co-Warranty

We have been listening to you and agree: When you purchase a railcar, there must be a solid company behind it with history, expertise and the probability that the company will be around as long as the railcar itself.

RELCO will build the USR cars & DMUs. The Relco-USR team will provide you with the assurance that your cars will be serviced for 40+ years into the future. RELCO will co-warrant the USR cars and provide maintenance for the life of the vehicles.

With over 50 years of history, 150,000 square foot of manufacturing and warehouse, engineering, maintenance operations around the country, Relco is the largest nation’s largest remanufacturer of locomotives and passenger railcars.

RELCO is agile, strong and committed to long term service. They have a great Midwest “Can do” philosophy. Their clients include: Herzog, GE, DART and most of the Class 1 railroads.

We encourage you to consider Relco for your locomotive maintenance, wreck repair, passenger car manufacturing and refurbishment.  
http://www.relcolocomotives.com
Is it a Locomotive or DMU?
It is both! In the midst of the PRIIA process, we were thinking about the propulsion power to sustain 110 mph and the availability of EPA Tier 4 engines. Both of these requirements push the US Railcar DMU to 1500 hp – the same as a small locomotive.

The US Railcar “vehicle” can pull ANY Amtrak compatible passenger car and is interoperable with ANY AAR standard locomotive, including Multiple Unit (MU) capability.

Is the US Railcar vehicle a passenger car with engines (DMU) or a locomotive that carries passengers?
Technically we are a DMU, but our “American” heart is a locomotive.

This is not just semantics; it’s what makes the US Railcar “DMU-Locomotive” unique.

For more information, please review our presentation at:

2 Free Spreadsheet Tools
Free for the asking, we offer 2 interactive spreadsheet tools:
- DMU-Loco Comparison
- Operations Analysis

The “DMU-Loco Comparison” spreadsheet looks at the capital cost of DMU consist versus a locomotive hauled consists, while keeping the performance nearly identical from 74 to 1500 passengers. You can input your own equipment costs for a more exact comparison. Using a consist composed of USR DMUs and Bombardier bi-levels the capital cost appear to be about the same through 1500 passengers. This means that you could start with DMUs and grow the DMY consist without a financial penalty. The DMU consist would have advantages: quieter, more fuel efficient, easier to maintain with truck engines, Tier 4f, more reliable with redundant engines and has the flexibility of forming a number of shorter consists to meet differences in ridership demands such as: seasonal, weekend versus weekday, or even during the day for peak rush hour conditions. Using this tool you can see for yourself.

The “Operational Analysis” spreadsheet helps you create a rough overview of your project, from trip times to fuel usage, cost and revenue. You can then vary the number of stations, dwell times, speeds, advertising revenue, ticket prices, etc. to get high level picture of your project. Before we send you this spreadsheet, to make it easy, we would like to pre-populate it with your basic information. Then you can explore the “what if” scenarios on your own.

For either of these tools, please contact Ted Schaefer at:
ted.schaefer@usrailcar.com or 614-246-9465 x2030.

Support For Your Projects
Nothing adds a sense of reality to a passenger rail project like a picture of a modern DMU running in your locale. Used in a website banner, it can spark everyone’s imagination. Contact Matt Zelnik at: matt.zelnik@usrailcar.com for DMU graphics with your colors on a backdrop of your choice for any public purpose. Of course we are happy to supply brochures, technical facts, speakers, conference calls, and web based seminars.

That's it for now. Feel free to reply, we welcome your feedback.
- Ted Schaefer, Editor US Railcar Company Newsletter

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