



FROM THE PRESIDENT



It's that time of year we reflect on the blessings we have in our life. The friends and family that we have had through the years have contributed to our success. If you remember back on the many stair steps that have elevated RPCA to where it is today, you have to look at the many faces that have contributed to our success.

The structure of our Board of Directors is key to the inclusion of our diverse membership. We currently have private car owners, tourist operators, contractors, Amtrak private car inspectors, those that are retired, and many other titles serving as your Board of Directors. The age group and level of experience cover most if not all aspects of the industry.

Our treasurer, Eileen Weber, is stepping down this year after ten years of impeccable service to the organization. As an appointed officer, your board will be filling this position during our upcoming board meeting in January in Cleveland. We are all very grateful for Eileen's dedication to the organization. Her shoes will be hard to fill.

One of the three incumbents has chosen not to run again when his term is up in January. After many years of service, Gary Carter is stepping down from the Board of Directors. Gary's accomplishments have included taking the lead on two conferences and a very successful safety program. These accomplishments are just the tip of the iceberg to what Gary (and Sue) have brought to our organization. We are grateful for all the blood, sweat, and tears they've poured into your organization. At the time of this writing, we will have five individuals on the ballot to fill three board of director spots. Two of those spots are held by incumbents that are running again. We are all excited to see others interested through

the nominating process to help lead RPCA's future. One way or another we WILL have a new face on the board with an impressive resumé.

A friend recently asked me, "what is the purpose of RPCA as we go forward"? With an all-volunteer organization, we have done a great job with our various programs from education, safety, numbering bureau, insurance, and the voice of a combined membership with common goals. But where do we go from here? The election of directors is the first step to that future: the second step? Your attendance and participation at our annual conference in Cleveland.

As a reminder, we are always in need of articles on issues in the industry, how-to items, the history of your equipment, and many other topics. Need help with your writing skills? Send in an article as a draft, and let us see if we can't help you with editing—another great talent of Eileen Weber, grammar.

Have a Merry Christmas and a Happy New Year.

Be Safe My Friends,

W. Roger Fuehring

President, RPCA

MEMBERSHIP NEWS



More than 100 people have registered for the 2022 Conference.

Jan 14 - 16, 2022 Cleveland, Ohio

Remember registration prices increase December 13th. December 13th is also the deadline for making your hotel reservations to insure that you receive Conference pricing. Don't delay.

Registrations by mail must be postmarked by the appropriate date. In addition to the registration fee increase, the price of extra cost activities and vendor participation fees also increase on December 13, 2021. Go to rpca.com and click on Register.

information and registration is available at:

<https://rpca.regfox.com/2022-conference>

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

HIGHLIGHTS

Including Pre and Post Conference Excursions

Thursday, January 13th

Age of Steam Roundhouse Museum –
Extra cost tour--\$65--includes lunch

Friday, January 14th

RTA Maintenance Facility & Terminal Tower - rideRTA.com, SOLD OUT

Saturday, January 15th

Cleveland Sites Bus Drop-off/Pickup Service
Extra cost--\$25--admissions to sites and lunch NOT included

Saturday, January 15th

Historic B & O Round House
Included in registration with seminars and lunch

Saturday, January 15th

Annual Banquet
Extra cost--\$45
If you have other family members who are not registered for the Conference, business associates, or friends who will be attending the Banquet with you, you will need to buy a Guest Banquet. You can do this using the second person on your registration. If you have already used both your registrations, you will need to do this as a separate registration.

Sunday, January 16th

General Membership Meeting
RPCA Board Meeting

Monday, January 17th

Cleveland Cliffs Steel - Hot Roll Mill
Extra cost--\$20
For Details: <https://www.rpca.com/2022-conference-schedule-rev-210926>

REGISTRATION DETAILS

You must be a member in good standing of RPCA or of a RPCA member organization to attend the Conference.
Conference Registration is required to participate in any Conference related activity, except for the Annual Banquet and the Annual Meeting.
Conference registrants under the age of 18 must be accompanied by a parent or guardian.
Each Registrant may register one additional registrant at a discounted price.

HOTEL RATES AND CONTACT INFORMATION

Holiday Inn South Cleveland
6001 Rockside Road
Independence, Ohio 44131
Our rate is \$109 per night plus currently 17.5% in taxes. This rate includes the breakfasts as indicated in the schedule. The hotel handles the vouchers and distribution is at its discretion.

216-524-8050 ext 298

Call the hotel directly to receive the RPCA rate. Do NOT book online or through any 800 number.
December 12, 2021 is the deadline for guaranteeing that you will receive our rate and that we will get credit for your stay.

Insurance Report

The renewal process has begun and we're optimistic that everything will come together in a positive way. Congratulations to all who have participated in the program this past year. So far, we only have one claim this policy period, which will end in February. As we go into the winter months, it's important to keep up the good work. The price of copper has hit an all time high, so watch out for scrap thieves. Check your

equipment on a regular basis or have someone check it for you. Make sure your security and signage stay relevant at all times. We look forward to seeing you in Cleveland.

Tom Johnson,
Chairman
Insurance Committee

SAFETY



IT'S SHOWTIME

Here it is the first of December and the holiday trains carrying Santa are being readied by his helpers. Hopefully it is a well trained staff coming together to operate locomotives and passenger cars with a respect for safety.

We have finished the Halloween train and the Turkey train, now it's time for the finale of the season. Just like Santa, we 'have our own checklist. His probably has the names of good boys and girls (maybe your name is on it), ours has safety practices to get us through this busy time (this definitely has your name on it).

Let's take a quick look at our safety list:

1. A well lit, level parking lot. Maybe traffic flow arrows

if a BIG crowd is expected.

2. A boarding platform that is clear of any snow or ice. Maybe some brooms and ice melt close by.
3. A staff to direct the kiddies and parents to their respective cars, secure the platform while the consist arrives or departs and assists in the boarding and detraining process.
4. On board staff to make announcements, secure doors for departure/arrival, and assist passengers.
5. Staff to safely handle food and drink such as cookies and steaming hot chocolate or spiced tea.
6. A well lit path to show everyone the way to see the Old Man himself decked out in his red suit.
7. Lastly, emergency personnel at hand or on call should the need arise. Be sure and review the current regulations regarding Covid and if necessary, inform the public BEFORE boarding time of any special requirements.

These might be a few of the highlights for a grand Christmas and New Year's season. We have clearly had a chance to review and even rehearse our safety practices. Now it's time for the show!

Sue and I want to wish each of you a safe and healthy Christmas. Until we meet in Cleveland, keep the hand soap handy.

Merry Christmas,

Gary

RAIL CAMP



It's not too early.... RailCamp is back! The NRHS is moving ahead with plans to hold both of the RailCamps in Newark, DE and Tacoma, WA in

2022. Together with our business partners, we are working to jointly prepare the week-long schedule and venues. The participant application will be posted on the NRHS website (see below).

As you know, each year since 2001, the RPCA, through the generosity of our members and our insurance vendors (United Shortline, HMBD, and Borden Perlman McRail Insurance), strives to send at least two deserving youth to the NRHS RailCamp's via our Caldwell-Luebke Fund and the Stanlee E. Weller Fund. The scholarship includes all activities, transfers to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS.

As always, we are looking for students from RPCA Member Families and Member Organizations to sponsor with our scholarships. Participants are high school aged and can be member's of our RPCA Member Organizations, local Scout troops, model railroad clubs, church groups, etc. You do not need to be an NRHS member to attend RailCamp. As part of the camp, each camper also receives an NRHS Membership. The RPCA Scholarships: the Caldwell-Luebke Fund and Stanlee E. Weller Fund remain restricted for RailCamp use only. These funds are available when needed both now and in the future. Generous donations and sponsorships make certain that no camper is turned away due to his/her ability to pay the tuition. We appreciate your continued support of this program. Additionally, all RailCamp management and staff are volunteers.

RailCamp has had a successful and significant impact on creating future transportation industry professionals with a very high percentage of past attendees going into the field in some manner. Positions include, train dispatcher, locomotive engineer, conductor, civil engineers and management positions.

For more information or to apply for the NRHS RailCamp, please visit: <https://nrhs.com/programs/railcamp/> Should you wish to apply for one of our scholarships, please contact Roy Wullich at rjwullich2@aol.com As always, and once again, we thank everyone for your generosity and continued support of RPCA's NRHS RailCamp Scholarship program.

Respectfully submitted,
Roy J. Wullich
RPCA - NRHS RailCamp Chairman

UMLER REPORT



The saga of cars and locos being sold out of the IPH bankruptcy continues, and to an extent even the last Amtrak auction.

One good aspect of it is RPCNB is slowly getting more rolling stock registered under our mark. That is a case of bigger IS better. Means our fearless leaders actually have a little more "power" when talking to other entities, including railroads and politicians.

But some confusion still is an issue. The below is valid whether wanting to use the RPCNB mark, or

even your own.

There ARE multiple courts and trustees involved in the IPH bankruptcy. It can get confusing as to which entity has control over the fate of which car or loco.

People are sending us the Bill of Sale from the court trustee, but only signed on one side by the buyer. That is NOT a legal contract, and we can't use it as proof that the buyer IS actually the owner! Make sure you have a Bill of Sale signed by both sides of the sale, that means you the buyer AND the trustee or other court assigned authorized representative as the seller!!

That is the same for general practice for any purchase or lease contracts, and even any donation. Make sure the agreement is signed by both sides!! Not legal otherwise.

Make sure that the car number and reporting mark on the document are correct. We have had only one, so far, but the car number had transposed numbers. Needs to be correct! If the document you get isn't correct, send it back requesting a corrected copy or an email to us from a party in seller's authority correcting the mark and number.

Don't forget the liability insurance identifying RPCNB as Also Insured or Additional Insured, and we get a copy of the certificate! And if you haven't before, execute the RPCNB reporting mark use agreement. In both cases electronic copies as an email attachment are great for us.

Some things nationally have changed. A federal court threw out the Biden vaccine mandate telling OSHA and DOT they could not enforce it. Bet that gets appealed. But for now, that makes it easier for small operations to operate!

Supposedly there is some money in the new Transportation Infrastructure measure that states can provide some financial support to small operators and museums. Haven't seen it ourselves, but might be worth pursuing.

Blackmon had an auction of UP SD60s. We sent notices to some RPCA members we know deal in locos. They also have auctions from time to time on track equipment. If anyone would like to get added to that notification list, send us an email requesting that.

KEEP IN MIND: Any car not having air brake test current in Umler is to be sent to the shop for an air brake test! AAR Field Manual Rule 3.A.2.a states when overdue, but not existent is overdue. That costs you money. Make sure there is a valid air brake test in your car's Umler record before you try to move it.

While on the topic of air brakes, older cars with obsolete brake equipment. Rule 90, that is the AAR Field Manual rule for cars and car parts prohibited in interchange, per 90.B.1.h. AB, ABC and Z1AW brake valves are PROHIBITED. If you buy an older car equipped with those valves and want to move it on own wheels, that requires a FRA Waiver because the valves are now outlawed. If you don't obtain such waiver, the railroad is required to shop the car and upgrade the brake valves to at least ABD or later. That will cost you money.

All RPCNB subscribers need to start thinking about time to execute any inputs or changes you need. It is almost guaranteed that whomever replaces us will still be working for a living, and therefore won't be able to be as available as we have been. Expect longer times from your request to being notified it was done.

We are still getting questions about cabooses/cabeese/vans/hacks used to seat passengers in excursion trains. The FRA does NOT recognize cabeese to be passenger carrying cars. And the AAR classifies them as MoW Freight Cars. But, to be responsive to this increasing interest, we can contact the FRA to have a discussion about this topic. That discussion we believe needs to be about what modifications would be required for the type of operation the car would be used in for FRA to accept cabeese as passenger carrying cars. But we need justification for doing so. That justification is the number of interested parties and the number of cars affected. Only a couple is not worth even asking for the conversation let alone doing it on either side. If you want this discussion to happen, send us an email clearly stating name of person or group, number of cabeese involved, name and type operation

you want to use it on, and max speed of operation you want to use it on. We are only going to add up the numbers and present the total as why we need to talk. If enough people are interested at the Annual Conference, we can get into it there.

Next up is the January Annual Conference. Start thinking of questions you have for us, besides the paragraph above. We usually start working on our seminar in September. Almost December and haven't started yet. Two main reasons:

1. Most of what we would present has already been presented in this IE format. Thank you Borden!
2. Last few years we've been presenting to an almost empty room, attendees are out on an excursion or shop seminar. We very much appreciate those that do show up and get actively involved. But, makes one ask themselves, why bother, especially if we would like to attend that other activity?

Frohe Weihnachtsten und Gluckliet Neu Jahr. HMMMM... don't have umlauts on this keyboard. We wish you all the best of the season. Merry Christmas and Happy New Year.

Take care, stay safe.

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



The Friends of the 261 has purchased private car Caritas. The group acquired the car in a bankruptcy auction from the bankruptcy court in charge of Heritage Rail Leasing LLC, a subsidiary of Iowa Pacific Holdings. Heritage Rail's trustee is currently selling more than 100 pieces of historic rail equipment, including dozens of passenger cars and more than 20 locomotives. Caritas has traveled thousands of miles on excursions organized by car owners Clark Johnson and Nona Hill through their

company High Iron Travel. It has been used on trips as far south as Guatemala to Great Slave Lake in Canada's Northwest Territories, and from coast to coast. It is the most widely traveled car on the Amtrak system. The car was built by Pullman-Standard in 1948 for the St. Louis-San Francisco as 14 roomette-4 double bedroom sleeper. Johnson purchased the car from VIA Rail Canada and renamed it Caritas. The car has three double bedrooms and a master room with a double bed and its own shower; a second shower serves the three double bedrooms. It also has a kitchen, two dining tables seating four each, and a lounge.

The last surviving, intact diesel from the Lehigh & New England Railroad has been acquired by the non-profit Railroad & Industrial Preservation Society Inc., and will be restored to operating condition. L&NE No. 611, an

S2 built by Alco in 1948, helped make the Lehigh & New England one of the nation's first fully dieselized railroad. It is currently at the Allentown & Auburn, a 4.4-mile line between Kutztown and Tipton, Pa., on the former Reading Allentown Branch.

A 2-6-2 Baldwin has found a new home in Oregon's Willamette Valley. Earlier this year, the Albany & Eastern Railroad, a short line operating on former Southern Pacific and Burlington Northern trackage, purchased Santa Maria Valley 205 for use on its Santiam Excursion Trains. SMV 205 was built by Baldwin in 1924 and placed on display in Santa Maria, Calif., in the 1950s.

Trains Magazine and Western Maryland Scenic Railroad have announced that the first event to celebrate return of newly restored 2-6-6-2 No. 1309, will be held Feb. 25-27, 2022. The three-day event will be limited to 100 participants and will include a night run on the legendary Western Maryland Railway main line around iconic Helmsteter's Curve from Cumberland to Frostburg; two days of excursions with 1309 on a freight train and a night photo session. Restoration took seven-years and \$3.5 million. The engine is the world's largest operating Mallet and the only articulated running on the East Coast. The 1949 Baldwin product was the last domestic steam locomotive from the builder, and the engine only ran for six years in coal hauling service for the Chesapeake & Ohio.

A group of entrepreneurs who purchased the old Santa Fe Southern Railway in 2020 plan to begin offering excursions Dec. 3. Entertainment is to be embedded in every Sky Railway trip. Santa will be aboard the first train as it pulls out of the Lamy depot Dec. 3 for a holiday-themed ride. The first holiday ride will be the train's first passenger trip in eight years. Santa Fe Southern offered trips to Lamy for two decades — in passenger cars dating to the 1920s — before shutting down in 2012.

The N.C. Transportation Museum will receive \$10 million in state funding to complete the renovation of the Spencer Shops Powerhouse, the second oldest building on the shop. The complex dates to 1896, The Car Shed will also be restored to house the museum's passenger cars. An additional \$280,000 will go to replace lost revenue from the Covid-19 pandemic. The funding comes after the state General Assembly approved and signed into law by Gov. Roy Cooper.

On December 12th, Sugar Express will operate the very first public passenger excursion behind steam locomotive no. 148 between Clewiston and Lake Placid, Florida. The trip is said to be a preview of the wide variety of events the Sugar Express is exploring. The day-long roundtrip includes accommodations in either deluxe coach and open-air passenger cars.

Francisco Céntola of Washington, D.C., and John P. Hankey of Omaha, Neb., have been selected as recipients of Railway & Locomotive Historical Society research fellowship grants for 2021. Céntola will receive the William D. Middleton Research Fellowship, while Hankey will receive the John H. White, Jr. Research Fellowship. Each award is worth \$2,530.

Amtrak/Freight/Federal Agencies



Norfolk Southern has opened its new headquarters building in Atlanta. The 750,000-square-foot building is on a 3.4-acre campus in Tech Square. It features two glass towers connected with a campus-style hub; touchless technology throughout open workspaces, street-level

plazas and rooftop terraces; and employee amenities including a food hall, coffee shop, 24-hour fitness center, and on-site daycare.

President Joe Biden has appointed former New Orleans Mayor Mitch Landrieu to serve as Senior Advisor, coordinating implementation of the Infrastructure Investment and Jobs Act (IIJA), the bi-partisan \$1.2 trillion infrastructure bill includes \$66 billion for passenger/freight rail.

U.S. Secretary of Transportation Pete Buttigieg announced awards for nearly \$1 billion in discretionary infrastructure grants through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The funding has been awarded to 90 projects in 47 states, with nearly a quarter going towards rail and transit. A Bloomberg Government analysis reported that 18% of funds went to bike and pedestrian projects, 17.6% to transit, 7.7% to maritime projects, and 7% to rail.

Project highlights from the USDOT's announcement include:

Charlotte Multimodal Transit Hub, Springfield Rail Improvements Project, Yuma Multi-Modal Transportation Center, A. Philip Randolph Regional Multimodal Transportation Hub and Complete Streets Connectivity, Detroit New Center Intermodal Facility Project

Two of the nation's largest railroad unions are suing three Class I railroads and Amtrak over vaccine mandates. The leaders of the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD) said they generally support vaccination, but don't support railroads going around the unions and negotiating directly with employees. The railroads counter that they are following government guidelines that are requiring all federal contractors to vaccinate all employees, as well as a mandate requiring all major employers (those with more than 100 employees) to vaccinate workers.

Amtrak has told all employees that they must submit proof of vaccination before December 8, showing that they have gotten at least one shot. They must submit proof of the second shot by January 4, 2022, or be terminated.

Amtrak's Winter Park Express will come back for the 2022 season. The ski train to Winter Park has been a Colorado institution since the early 20th century. After the original train was canceled in 2009, Amtrak brought it back as the Winter Park Express. The train normally runs from January until March or April but did not run this year due to the global pandemic. In 2022, the train will run Fridays, Saturdays and Sundays from January 14 until April 3 for a total of 36 round trips. The train uses Amtrak equipment — GE P42s and Superliners — that are usually idle during the winter.

The Federal Railroad Administration has renewed the charter of the Railroad Safety Advisory Committee for a two-year period while adding new members. The new charter for the committee increases the number of

organizations involved from 23 to 26 by restoring the representation of the American Association of Private Railroad Car Owners and Association of State Rail Safety Managers, while adding first-time member the Commuter Rail Coalition. The committee will increase the number of individual voting members from 34 to 51.