



FROM THE PRESIDENT



Thanksgiving has arrived along with the Holiday train season. Where did the year go? Each year goes by quicker as we get older. It feels like we just left Cleveland and the 40th, and now we are speeding toward Spencer 2023. The activity list this year is significant and filling up quickly. If you're not registered yet, I suggest getting on the RPCA website and signing up ASAP. Bring your walking shoes as there is a lot to see.

Keeping up with the changing times is a challenge for all organizations. At RPCA, we do our best to try not to miss anything as it comes to our attention. This year, I will make time during the conference to discuss some of those issues. Drug and alcohol programs and 243 programs result from safety-related regulations enforced by the FRA. You also have to be aware of locomotives built in 1973 or after. Regulations for emissions standards do have to be considered based on any previous upgrades or complete power assemblies changed out within five years. If you received a donation or purchased a locomotive with a tier tag, understand it is illegal to remove the tag under CFR 1033 under title 40. Exemptions under 1033.5 reads; For a locomotive that was originally manufactured after January 1, 1973 to be excluded, it may not use any internal combustion engines and must be used only for historical purposes

such as at a museum or similar public attraction. I'm checking with the EPA on clarification to verify the exemption wording. I will be available during the conference to help answer any questions on various issues and give suggestions as you figure out what applies to your organization. Nothing has changed since the last update to emission regulation in 2008; however, enforcement and interpretation by the EPA compliance side is more visible with the growing climate issues.

During the conference, I will be taking suggestions on what to do with CUPS. The "Cab Unit Preservation Society" was started several years ago within RPCA for those that owned, restored, and operated cab units within our group. It was a discussion group on repairs and where to get parts for their unique locomotives. Previously I was hoping to put out a publication on existing locomotives. However, several locomotives have changed hands, and getting accurate information was also tricky with the limited time I had available. Let's get together and see what we can do with CUPS when we meet in Spencer.

I am looking forward to seeing you in Spencer.
Stay Safe

W. Roger Fuehring
President, RPCA

MEMBERSHIP NEWS



2023 | **RPCA**
CONFERENCE
SPENCER, NC

2023 Annual Conference **January 12-15, 2023** **N.C. Transportation Museum- Spencer, NC**

HIGHLIGHTS OF THE CONFERENCE WILL BE:

- A visit to the Aberdeen Carolina & Western headquarters and shop facility in Candor, NC.
- The Southeastern Narrow Gauge & Shortline Museum in Newton, NC, where volunteers have transformed the former Southern Railway depot and surrounding grounds into museum space.
- Classroom and hands-on technical seminars including the yearly Amtrak and Federal Railroad Administration updates.
- The annual banquet will feature guest speakers Davidson A. Ward and D. Shane Meador of FMW Solutions, LLC.

Extra fare activities will include:

- the visit to the Aberdeen Carolina & Western Railway shop and headquarters
- the Southeastern Narrow Gauge & Shortline Museum
- an Amtrak trip to the NASCAR Hall of Fame
- a pizza and beer train to support the William Fuehring Fund for Future Leaders
- a Historic Salisbury tour with lunch at a local winery

All activity prices increase by \$10 on December 23, 2022.

The hotels we are using are next to each other. Links to book rooms with the proper code embedded are in the hotel section of the registration system.

There will be a \$20 fee for anyone paying the Conference registration by check.

Cancellation/Changes and Refunds: Fees for missed meals or events, late arrivals, and early departures will not be refunded. If a cancellation or change resulting in a refund is received in writing no later than December 22, 2022, fees will be refunded less a \$20.00 processing fee. All refunds will be processed after the conference. Substitutions are allowed at no charge.

registration

BOARD OF DIRECTOR ELECTIONS

We have one month to go before nominations for Director close, and ballots get mailed to all members. Please consider tossing your hat in the ring. You will need to talk to a few other members of RPCA and get them to nominate you. Ten are required. When that happens, in addition to the names of the nominators, I will need a headshot and a 1/2 page bio from you to include with the ballot.

The Board meets in person 3x annually: Once at the beginning of our Annual Conference; once immediately after the annual meeting primarily to welcome the new directors and to elect officers; and one mid-year, usually at the site of our next Annual Conference. There is a reimbursement of expenses, up to \$500, to partially offset costs for attending the mid-year meeting.

RPCA is a thriving organization, and anyone who has attended one of our Board meetings would have to agree that it is a collegial group. There is much to be done, and new blood is always welcome! Donate your blood this cycle!

Burt Hermey, Vice President
cbhermey@pacbell.net

IN MEMORIAM



Brian W. Collins, 67, passed away peacefully, at his Villa Hills residence on August 19, 2022, after his battle with cancer.

Brian was born in Covington, KY on April 14, 1955, to the late W. Loran and Virginia (Leathers) Collins. Brian will be lovingly remembered and is survived by his wife of 31 years Vicky Hoeffler Collins, son Brent Collins, daughter Katie Collins, brother Randall Collins, and numerous nieces, nephews, family, and friends. He was predeceased by his parents W. Loran Collins and Virginia Leathers Collins.

He was a 1973 graduate of Connor High School and a 1977 graduate of Western Kentucky University. After college, he began a brief career at the Procter & Gamble Company in Cincinnati, Ohio. This led him to create his own company Commonwealth Warehouse & Distribution which after 30 years his son currently owns and operates very successfully.

Throughout his life, Brian also had a love of railroading. He fondly remembers many railroad trips traveling with his family visiting grandparents in Georgia. He continued his passion for railroading by purchasing the Cincinnati Railway Company with several partners. This gave him many wonderful opportunities &

cherished memories to travel in his private car across America. Meeting many people along the way who have become some of his closest lifelong friends.

Brian, along with his wife, reorganized the LM&M Railroad into a nonprofit company the Cincinnati Scenic Railway which continues to run in Lebanon, Ohio for the last 35+ years. Brian's most recent enjoyment in life was the creation of the Cincinnati Dinner Train 14 years ago along with business partner William Thomas.

In lieu of flowers, memorial donations can be made in Brian W. Collins's name to the Cincinnati Scenic Railway, 16 E. South Street, Lebanon, Ohio 45036. The Cincinnati Scenic Railway is a non-profit organization dedicated to the preservation, restoration, and operation of historic railroad equipment for the education and enjoyment of rail fans of all ages.

SAFETY



GETTING CAUGHT UP

The weather has been very pleasant. Unlike the past summer when the temps were topping out near 100 for days, even weeks at a time. I believe this past July saw more days at or above 100 degrees than any other July. We were trying to fabricate and hang a holding tank under our general toilet. NOT! Even the local railway foundation found it difficult to schedule work days in the heat. But fear not, the heat has abated, and we are back addressing the tasks at hand. Are these the same tasks we attempted in the heat?

Sometimes we move from one project to another and don't always follow through with the finish. Believe me when I say I am speaking from experience. It can be challenging to see projects through. Maybe a group was working on something and left it hanging. Another group might come in and decide to finish it. This can be a challenge, as well as the old excuse of, "I thought so and so

was going to do that project."

November is the month to wrap up those loose ends. It is a time when the temps and weather start to change over. Safety projects should be taking the highest priority as we schedule those holiday trains. We can start by checking on those projects we left dangling in the heat of the summer. Were you going to finish those steps you started on that coach used for Christmas Express? How about the handrails? Are all of the aisles and coach seats in good repair? Start down the list and have a second set of eyes looking at things. It is also that time when it is easier to move dirt, ties, and ballast rather than waiting until things freeze up.

It can be a hectic time to finish projects in time for the holiday rides. No pressure, but Halloween has passed, and Christmas is on the horizon. Passenger safety now gets our attention. I wish you the best in getting every detail ready for the upcoming season, and please remember to keep those hands clean.

Gary Carter

UMLER



Already had our Christmas in October. Time with our children and grandchild back in Michigan. 9 years old and already up to Pamm's forehead!

For those who have reporting marks, if you have had any issues with signing in or out of Umler, please contact Pamm. There have been some issues, but Railinc is having difficulty tracking and correcting them.

October has been a relatively quiet month. A few new subscribers, a few changing hands. One of the cars sold by NC DOT didn't go as smoothly as it could but wasn't that bad. Seems not everyone in their office really understands

the electronic re-stencil process.

An Umler Change Request we submitted a long time ago is still in consideration. That was to allow re-stencils of cars or locos with conflicts (errors.) Because the computer still has an edit check system in place to not allow the completion of the re-stencil if there are conflicts or the unit is not active for the source it is rejected. Now it just rejects such upfront.

We did submit one new Umler Change Request. We'll see how it goes. We should know before the Annual Conference if accepted or rejected so that it can be discussed there.

We are getting reports of issues with the Class One's electronic way bill submission systems. We aren't involved in that anymore, therefore can not confirm nor clearly identify issues. If someone out there has had issues and learned how to cure them, please author an article for the IE.

Blackmon held a couple of UP surplus equipment auctions. Did anyone get anything?

Nov 8, iselection day! Don't forget to vote! Happy Thanksgiving.

Dan and Pamm

For Sale for Your Private Car or Diner

As a former owner/operator of a 1916 private car, I amassed a large Lot of original Pullman, top marked, railroad china. I think there are about 50-60 pcs. +/- This is the standard tan, Indian Tree with "FULL center pattern", used by Pullman Company in their diners and private cars from the early 1900s, until 1969. I do not have a current inventory. Several large tubs. Also, have over 100pcs of Pullman marked, "Roosevelt pattern" silver flatware for sale, and some rare top-marked table napery. If you are interested, contact me to begin the process. Price is negotiable. Doug Brown, Crownsville, MD. (deebrownprop5@verizon.net)

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



Canadian Pacific's Holiday Train will return this year after a two-year pandemic-related hiatus. The train will again raise money, food, and awareness for local food banks in communities along the CP network – including, for the first time, stops in Maine and Quebec. The 2022 tour will launch on Nov. 23 with the Holiday Train's Maine shows. The tour will feature 168 live shows, with performers Alan Doyle, Tenille Townes, Mackenzie Porter and Lindsay Ell among others. Local food shelves will set up collection stations at each event, with all donations made staying with the local food bank to help people in need in the community.

The National Park Service has closed portions of the tracks used by Cuyahoga Valley Scenic Railroad in Ohio due to significant erosion from the Cuyahoga River. The closure will affect some of the CVSR's excursion operations.

The non-profit group restoring Nashville, Chattanooga & St. Louis Railway 4-8-4 576 has raised more than \$200,000 in the last few months and said a test fire could come as soon as 2023. Nashville Steam has been restoring NC&StL 576 at the Tennessee Central since 2019.

Seven people suffered minor injuries when a 2-foot gauge train derailed at the Silver Dollar City amusement park in Branson. Three cars from the "Frisco Silver Dollar Line Steam Train" overturned. The ride has been closed and the state fire marshal will be investigating to determine if any malfunction occurred. The train operates on a 1.6-mile loop, with two trainsets and a fleet of four steam locomotives fired by diesel fuel.

Amtrak/Freight/Federal Agencies



The Seminole Gulf Railway, devastated by Hurricane Ian, is now estimating it will take \$28 million to return the 105-mile railroad in southwest Florida to operation. The railroad hosted government officials in an effort to rally support for emergency funding, so the railroad can return to operation and help haul lumber and other supplies needed to rebuild the Fort Myers area after the hurricane.

The Surface Transportation Board has created a passenger rail office that will be responsible for investigating and analyzing Amtrak's on-time performance on host railroads. The Passenger Rail Investment and Improvement Act of 2008 authorizes

the STB to investigate the causes of substandard passenger rail on-time performance, to identify mitigating measures, and, under specified conditions, to prescribe relief. The creation of the Office of Passenger Rail is the next step in a strategy for the Board to investigate and enforce Amtrak's on-time performance. Amtrak says it welcomes the Board's enhanced focus on on-time performance, which is an important issue for service reliability.