



FROM THE PRESIDENT



Thanksgiving is behind us with Christmas and New Year fast approaching, and the biggest question for most of us is, are we ready? With something scheduled every weekend, it's hard to get any Christmas shopping done. Nonstop Holiday trains keep us busy even past Christmas, with budgets relying on good ticket sales. Then we get through it all and exhale to catch our breath. No sooner are we done than it's time to pack up and head to Spencer

Each year has its challenges with pulling off a conference. However, Spencer has been through this before with RPCA. Conferences are nothing new to their group, and they're sure to put on a good show.

Rail travel is taking a hit with Amtrak cutting service and accommodations in key markets based on staffing and equipment shortages. These service cuts now affect whole communities like Galesburg and many other locations. A potential rail strike could still occur, causing more issues with travelers.

Perception is that rail travel is not convenient even when working correctly. At the same time, concerns about climate change are all over the news and, for many, in their backyards. "I want to cut my carbon footprint, but the train isn't fast enough, the schedule doesn't work, or Amtrak doesn't go near my destination," many would say. Our time is valuable, but the climate benefit of rail

travel over flying isn't enough to get the general public on board. National rail travel is at an interesting crossroads. Amtrak is a good option for those concerned about the climate, but do they care enough to be inconvenienced? Much like our public discourse on several issues, we can't seem to agree if a National Rail service is a good value even if it's up to 90% cleaner.

Our industry offers a unique perspective on National Rail travel. We demonstrate what it once was and could be again with significant investment by taxpayers. Even with all that investment, will it be enough to stop the next generations from flying even with the current climate concerns? Only time will tell, but in the meantime, we were green before green was cool (after dieselization). We even had battery-operated control systems on our railcars, with regeneration charging off the train's momentum. I don't think we want to go back to splicer drives, but we have an incredible story about being green yesterday, today, and tomorrow.

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

FROM THE INSURANCE DESK



Our renewal process has started and we're optimistic that it will go smoothly with little or no increase in premiums. We still have a perfect record on liability claims. So far this year, we've had two claims on property, neither one resulting in a big loss. You have done a great job so far in this policy period minimizing risks.

Please remember to regularly check your equipment and watch out for security problems. If something does happen, it is critical that you report it immediately. Have you taken photos of your equipment this year to update records? Have you made any

changes that would alter the value?

Happy holidays to everyone and look forward to seeing you in Spencer.

Tom Johnson

RAILCAMP



RailCamp 2023 plans are moving forward. The NRHS has chosen dates for both camps. RailCamp East will be June 18-24 and RailCamp Northwest will be July 23-30. Once again, we will be housed at the University of Delaware-Wilmington for East and the University of Puget Sound-Tacoma for Northwest.

The cost for 2023 will be \$1,575.00. RPCA will once again sponsor and provide a full scholarship to both a male student through our Caldwell-Luebke RailCamp Scholarship Fund and a female student through our Stanlee E. Weller RailCamp Scholarship Fund.

The application will be on the NRHS website (<https://nrhs.com/programs/railcamp/>) in late December/early January. There will be no deposit due with the application.

The program is open to high school boys and girls who are currently freshmen, sophomores, juniors, or seniors (class of 2023). Individuals who enter their freshman year in 2023 will also be eligible to participate. We will give preference to RPCA members and RPCA Organization families for our scholarships.

As we are seeing in our everyday lives, everything costs more now, including housing, food, transportation, and insurance. We understand that the events of the past couple of years have put strains on many budgets. Remember that no camper has ever been denied acceptance due to his/her ability to pay.

We once again thank you, our members, for your ongoing generous support of these Scholarship Funds, as well as our Insurance partners at United Shortline, HMBD Miller-Beuachamp, and CBIZ Borden Perlman Insurance for their ongoing support.

As in the past, all directors and counselors are volunteers, along with our business partners at Amtrak and the many host Organizations that we visit, are giving their time and expertise to make the RailCamp weeks the most memorable experience.

Should you have any questions, please let me know.

Roy Wullich
Treasurer

SAFETY



SEASON OF LIGHTS AND DECORATIONS

Wow! Hard to believe it is time to write another Christmas season safety article. The Christmas season is the season for lights. Many of us volunteer our time for numerous runs of the Holiday Express when we decorate our rolling stock with tinsel, banners, and, of course, lights. To see this equipment dressed up for the holiday runs is spectacular in and of itself.

It takes many hands to deck out this equipment, wiring up the lights, stringing the tinsel, and bunting. It also involves using ladders, hand tools, electrical cords and plugs, and other tricks of the trade that we have discovered over the years. Accordingly, the safety

aspects of decorating the equipment take on many forms.

Climbing a ladder in dry, clear weather is usually not associated with too many hazards. Climbing a ladder with snow and ice present changes everything. Not only does the ladder require a good, solid footing, but work boots need to be cleaned of snow or ice or any other slippery substance. Once on the ladder, stringing lights or tinsel with outstretched arms adds another safety dimension. Stay balanced on the ladder, and don't overreach.

I would guess that the use of electrical extension cords and strings of lights would almost be universal to holiday trains. A check to see if any of the electrical cords or lights are hanging low enough to snag something up is easily done. Duct tape has many uses, and taping down cords and lights is probably just one. Zip ties are handy as well. Cords and lights should not be strung where passengers could get tangled up and tripped. Duct tape might work in warmer weather, but what happens when it gets cold and wet? Will it hold up to the foot traffic of the Christmas season?

We all want a safe and cheerful Christmas season and recognizing the hazards and issues will go a long way. Wishing you and yours that SAFE and Merry Christmas,

Gary

UMLER



Turkey day should be over by the time you get this. Hope everyone had a pleasant day. Christmas will soon be upon us. Please remember those still protecting us. We got a surprise in the last Umler system upgrade. Everyone doing their own Umler work needs to check their access rights. A few of our ticklers disappeared. We still have an Umler change request in the queue. Otherwise, we haven't found anything to discuss, yet.

There have been rumors out there that "Pam and Dan retired." Close but no cigar. For those who haven't heard, Pat and Dan Edwards have retired from mechanical work and car movements. The field is getting smaller. We (Pamm and Dan) won't be performing any mechanical work anymore either, all our equipment has been sold. All we do now is Umler and MAYBE a few inspections and mechanical engineering consulting. Anyone shipping anything, should be ready for huge increases in cost! We just shipped about 180 pounds from Peru, IL, to Washington state, over \$850!! And it will continue to climb as long as diesel fuel prices stay ridiculously high.

Looking forward to seeing all your smiling faces at the conference.

Safe travels.

Dan and Pamm

RAILROAD NEWS

This is a synopsis of Railroad-related news culled from various sources, including Trains Magazine, Progressive Railroading, Railway Age, and various websites.

Please submit your railroad news.

Museum and Excursion Trains



Strasburg Rail Road's ex-Norfolk & Western 4-8-0 475 is back in action less than a week after it collided with an excavator — damaging the front end of its smokebox. Locomotive 475 was running around its train at Paradise, Pa., and as the locomotive passed the train on the other track, the crew was waving to passengers and apparently did not see that the switch in front of them was misaligned. The locomotive went through a misaligned switch and right into a maintenance of way excavator. The bucket of the excavator punched a hole through the locomotive's smokebox. No one was injured during the collision.

The Old Santa Fe Association is sprucing up the Santa Fe 2-10-4 No. 5030, which has been on display in a Santa Fe park since 1959. Volunteers have cleared trash and weeds and set up a new fence around the 380, repaired some of the rust and corroded metal from the boiler, and given it a fresh coat of paint. No. 5030 is one of twenty-five oil-burning Texas-type 2-10-4 5011 Class locomotives built for Santa Fe by Baldwin in

1944. Designed to haul heavy freight at speeds approaching 70 mph, they also pulled passenger troop trains during the final years of WWII. No. 5030 is one of five preserved Santa Fe 2-10-4s.

Canadian Pacific has released a video of 4-6-4 No. 2816 being moved into its Calgary shop for an overhaul. According to CP, No. 2816 is “being prepped for a special cross-continental trip from Calgary to Mexico City to celebrate completion of the proposed CP-KCS merger, pending regulatory approval, and the connecting of a continent through the creation of CPKC.” CP 1001, now in testing to become the world’s first hydrogen-powered line haul freight locomotive, pulls the 1930-built 4-6-4 into the shop.

The Western Maryland Scenic Railroad has added former New York Central grill dining car No. 456 to its fleet. The car was part of the Chattanooga Choo-Choo hotel complex for over 50 years. The railroad will be relocating the diner to Cumberland, with Memorial Day 2023 as the target date to roll out the diner. No. 456 is one of 18 grill diners built for the New York Central in 1948 by Budd.

The Budd-built Puget Sound has been donated to the Lake Superior Railroad Museum. The car will operate on the North Shore Scenic Railroad between Duluth and Two Harbors, Minn. It was built in 1955 and was originally part of the Great Northern’s Empire Builder. Amtrak acquired the car in 1971, and it was sold into private ownership in 1993. Avalon rebuilt the car, reconfiguring the dome with table seating, lounge space, and a dumbwaiter to a galley on the lower level. In addition to the galley, the lower part of the car was converted into sleeping space. Renamed Puget Sound, the car traveled widely in charter service on Amtrak until it was donated to LSRM.

The Fort Wayne Railroad Historical Society has acquired a Canadian Pacific Park-series dome-lounge-observation car built in 1954 for use in excursion service. While plans are for the car to undergo an extensive restoration, it will initially enter service as part of the society’s Indiana Rail Experience program on the Indiana Northeastern Railroad. The car, Riding Mountain Park, was one of 18 built by the Budd Co. for CP’s Canadian. Deemed surplus by VIA Rail Canada, it was sold in 2005 and has been in storage for more than 10 years at the Adrian & Blissfield Rail Road Co. in Blissfield, Miss. It largely retains its original interior and artwork.

Durbin & Greenbrier Valley Railroad, operator of the Cass Scenic Railroad, has announced a series of special events: Rare steam winter excursions Dec. 2-4 and 9-11, 2022; The return of West Virginia Central Railroad excursions, powered by classic diesel locomotives, from Elkins to Tygart Junction and return, on Fridays and Saturdays from Jan. 13 to March 18, 2023. Cass Scenic Railroad has operated few winter excursions through the years. The trips planned for December will operate north from Cass along the Greenbrier River, will last for 70 to 90 minutes, and will cover all available former C&O Greenbrier Subdivision track between Cass and Durbin.

The only operating Central Railroad of New Jersey steam locomotive — and one of only two survivors — will be leading leading “Santa Trains” in Pennsylvania. The excursions come just weeks before the locomotive, Jersey Central 0-6-0 113, will turn 100 years old. The Alco-built 113 has been under the care of the nonprofit Railway Restoration Project 113 since 1986 and is used occasionally to lead excursion trains on the Reading & Northern out of the former Philadelphia & Reading station in Minersville, Pa. The excursions are scheduled for December 10 and 11.

Amtrak/Freight/Federal Agencies



The parties involved in the long-running dispute over Amtrak's effort to launch Gulf Coast passenger service say they have reached an agreement but, at least initially, are offering no details on the nature of that deal. In a joint statement, Amtrak, CSX Transportation, Norfolk Southern, and the Alabama State Port Authority said they have "collectively reached an agreement to support

passenger and freight service in the Gulf Coast Corridor. ... Due to the confidential nature of the settlement agreement, the parties are not able to provide further comment on its terms at this time." The four parties asked the STB to hold in abeyance further proceedings involving the case, canceling hearings set for Nov. 30 and Dec. 1, as well as a Dec. 7 conference to vote on a decision in the case. The parties will provide the board with an update on the status of the agreement by June 30, 2023, if the agreement is not completed before then. The case has been viewed as having significance far beyond its route, as an STB ruling could set a precedent as Amtrak looks to expand corridor service elsewhere.

Amtrak has announced the suspension of two Midwest trains. No. 380, the morning Quincy to Chicago Illinois Zephyr, and No. 381, the morning Chicago to Quincy Carl Sandburg, have been canceled through Jan. 16, 2023. Bus service will be provided as an alternative to the trains during the cancellation period. The cancellations are due to the lack of qualified operating crews at the Quincy crew base. The afternoon counterparts — No. 382, the Carl Sandburg running Quincy to Chicago, and No. 383, the Illinois Zephyr from Chicago to Quincy — will continue to operate.

For the third time in a month, a railroad union has rejected a contract put forward by six of the seven Class I railroads — once again increasing the likelihood of a strike or lockout before the end of the year. Members of the International Brotherhood of Boilermakers — a small group representing about 300 locomotive mechanics — did not take a deal negotiated by their leadership. Members of the Brotherhood of Railroad Signalmen and the Brotherhood of Maintenance of Way Employees also rejected agreements that had been hashed out back in September with the National Carriers Conference Committee, which represents the five U.S. Class I plus Canadian National's operations south of the border. Once that cooling period ends on December 4, labor could go on strike or management could lock employees out.

Norfolk Southern Chief Operating Officer Cindy Sanborn will retire at the end of the year and will be succeeded by Paul Duncan, who is currently senior vice president of transportation and network operations. As the first female chief operating officer of a Class I railroad in the United States, she was considered a trailblazer and an inspiration to many in the industry. Sanborn previously served as chief operating officer at CSX Transportation, where she worked for 30 years, and vice president of network planning at Union Pacific. She was named NS chief operating officer on Sept. 1, 2020.

R.J. Corman Railroad Co., has reached an agreement to purchase a 43-mile branch line and lease another 20-mile branch in North Carolina from Norfolk Southern. This will be the 19th railroad operated by Corman. The sale is subject to customary regulatory approvals. The newly created Raleigh & Fayetteville Railroad, LLC (RFCC) will operate between Raleigh and Fayetteville, N.C., on an original Norfolk Southern Railway line. Corman said it expects to take over operations in December 2022.