



FROM THE PRESIDENT



On August 20th, our Board of Directors held the summer board meeting in Spencer, North Carolina. Excitement is building for our 2023 conference that the North Carolina Transportation Museum will host. The facility is the perfect location for seminars that allow hands-on experience, making you feel like you are stepping back in time. It looks like we are east of Mississippi for 2024 as well. We need a host to step up for the west coast for 2025. If interested or have questions, check our website or contact Charles Barthold.

The numbering bureau (RPCNB) is still looking for a volunteer to learn the task of UMLER. The Monaghan's have done an excellent job of keeping us on track, and they are ready to share that knowledge and experience with the next generation. It is no small task to find someone willing to put in the required time to stay up on the changes, answering emails and a handful of phone calls. Based on the foundation laid by the Monaghan's, the RPCNB is very well respected in the industry. We must keep that reputation and respect in the industry as we move forward. Please contact Pamm or Dan if you are interested in helping out. We need to have a succession plan in place soon.

It sounds like I'm beating a dead horse, but I must remind everyone about 219 drug and alcohol programs. The FRA is very clear on enforcement for those required to have approved programs. We did send the FRA copies of the last few Information Exchanges (per their request) to verify that we have notified our members of the rules and regulations for 219. It also shows within the Information Exchange that we have a solution if you are required to meet the 219 requirements. Please refer to the previous issues to ensure you are in compliance.

Stay Safe

W. Roger Fuehring
President, RPCA

MEMBERSHIP NEWS



Mid-term Board Meeting
Spencer North Carolina
August 20,2022

The following is a summary of the actions taken.
Several of the reports are condensed below.

The January conference at the North Carolina Transportation Museum consumed a large portion of the meeting. There is a link to the tentative agenda below. A web site with additional information is anticipated in mid-September. There have been no formal proposals for upcoming conventions however the SAM Shortline in South West Georgia has agreed to host the meeting in 2024

Brad Black reported that more inspectors are needed but there are issues with getting them fully trained. An RPCA committee was formed to determine minimum pre-knowledge needed and what really needs to be taught.

A Railroad Day on the Hill is planned in 2023 and board members feel RPCA should send someone. The Legislative Fund money can pay expenses.

The Monaghans are still looking for a replacement person for RPCNB . The numbers are up, with a bunch of one-time moves.

Gerry Lemmons has resigned as secretary due to health issues. Borden Black McGahee was elected to replace him. Roger announced he will not run for President again. Three other positions are up for election: Joe Rosenthal, Kevin Moore, and Brad Black. Please let Burt know ASAP if you are running. Brad is a definite YES. If anyone knows of a good candidate for the board, please give the information to Burt.

219 testing is REQUIRED for anyone working on cars – or really on railroad property. A program is set up with Integrity Testing for private contractors (Amtrak inspectors, repair people, etc.). Roger will have an article in the I.E. 243 training request Roger will work with the Short Line Association about a training plan for passenger cars, and report back.

Joe is looking for stories for the Passenger Car magazine. Photos need to be 300dpi or better to print well.

RPCA currently has 350 active members, and 94 non-renewals. But we always get a bunch in January, when people decide to register for the conference. Due to the work involved in using the current software (PageMaker) and the age of that software. The board approved a change to the software provided by Dynamic Ticket Solutions. Michael will provide this at NO CHARGE, in return for putting a DTS logo somewhere on the membership page. This will also get rid of PayPal, which is an issue for us. This is to be done for the next renewal cycle – June 2023.

RPCA runs at a deficit each year. Dues do not cover expenses. We usually make money from the annual conference and we do have some money in reserve. It has been 15+ years since dues were increased. The Board voted to raise the dues by \$10 to \$55 per year for regular and international members (the additional fee for CUPS remains unchanged).

Report

Year-to-Date we have ~\$39,600 of income--including dues, scholarship donations and convention proceeds. There are just over 90 people that have not renewed their dues yet. Chris Lockwood will be sending reminders to you!

We have had ~\$14,000 of expenses so far, however, there are some large upcoming expenses later this year as we upgrade the shipping materials for the test devices, some Board expenses, and of course another issue of the Passenger Car Magazine.

Speaking of which, we have also had ad revenue from the magazine. As the Passenger Car Magazine grows in popularity, we are fielding more inquiries for advertising. If you are interested in advertising in the magazine, please contact Joe Rosenthal for the rate sheet and additional information.

We continue to accept donations throughout the year (either separate or with dues payments) to the Fuehring Fund Scholarship, RailCamp Funds and our Legislative Fund.

We have ~\$32,000 in restricted funds dedicated for the Fuehring Fund and the Caldwell-Luebke RailCamp and Stanlee Weller RailCamp funds and our Furthering New Generations Fund. Additionally, we maintain a separate account for the Legislative Fund which allows us to attend certain lobbying events to help promote railroading and our cause. These funds can't be used for direct lobbying or direct contributions to candidates. We recently had a generous donation of \$1,000 to the Legislative Fund.... Thank you!

Contributions to any of the funds may be made payable to "RPCA" and sent to:

RPCA
Attn. Roy Wullich, Treasurer
PO Box 719
Quinton, VA 23141-0719

Eileen Weber and Renee Luebke will be again heading up the Silent Auction at this year's Conference for the benefit of the Fuehring Fund Scholarship Program. We made just over \$5,000 last year with the auction and, as always, appreciate your continued support.

RailCamp

We have had a great year with contributions of over \$2,600 for the RailCamp Scholarships. At the time of the Conference last year, we were looking forward to being back in business and resuming the RailCamps on both the east and west coast. Our Staff was ready, and our business partners were ready but unfortunately, the NRHS changed their mind in late January and made the decision to cancel RailCamp again this year. The

Staff and our business partners are all hoping that it resumes in 2023 after what is now a three-year hiatus. The RailCamp Funds remain dedicated to future use once they resume.

Conference report – 2022

171 folks attended. Our peak registration number was 196. Eleven attendees were first-time attendees. Almost half of the registrations occurred before the Early Bird deadline. We had four cancellations with a refund, ten with no refund, and eleven no-shows.

We had seven Conference sponsors and five hospitality room sponsors. There were five vendors. The following have been with us either as sponsors and/or vendors since at least 2014: Adlake, Dynamic Ticket Solutions, Gateway Rail Services, HMDB, Northwest Rail Electric, Ozark Mountain Railcar, Pittsburgh Air Brake, and United Shortline Insurance Services. Thirty-two Midwest Volunteers put in 1,625 hours. Midwest and its volunteers also donated materials to the Conference. It should be noted that as part of the registration process, registrants donated \$1,100 to the Fuehring Fund and \$670 to the Rail Camp Funds. Also, 13 people chose to use their RTA Tour and/or Steel Mill Tour refunds to contribute an additional \$390 to the Fuehring Fund and \$250 to Rail Camp.

2023 Annual Conference

January 12-15, 2023: N.C. Transportation Museum- Spencer, NC

Registration Plan

Registration will be available early fall 2022. Registration will be processed through Etix online ticketing system. Onsite registration check-in will take place at the Courtyard by Marriott.

Registration Type:

- Early Bird Registration deadline (postmarked by Friday, October 21, 2022)
- Regular Registration deadline (postmarked by Friday, December 22, 2022)
- Late Registration / Walk-up Registration

TENTATIVE SCHEDULE **insurance report**

RPCA is fortunate that we still have an insurance program for our members. We currently have 176 members who renewed or bought insurance for the first time this year. There are 333 railcars and 24 static locomotives enrolled in the program. Because we went to market in early December last year, we only had a small increase of 2% on our property insurance. Customers who waited until after the first of the year had much higher increases.

We plan to go to market early again this year. Currently, the market is in a state of flux and no one knows which way it's going to go. Hopefully, by the time we reach out for quotes, it will have settled down. That could mean another 2% increase instead of a 20% increase, or no increase. Our loss record so far this year on property is two small claims. So far we still have a perfect record on liability claims. You can rest assured that our representatives are committed to getting the best rates for us. Having safety and education programs makes a big difference as well as having insurance and other seminars at our annual conference.

The latest issue of Passenger Car Magazine had a great article on security written by Bryan Lavee, president of the N&W 300 Preservation Society. I was impressed with his handling of security problems while the car was temporarily stored on a siding in Indiana last year during renovation and asked if he would write an article about his experiences. Be sure to read the article. Thank you Bryan for sharing it with us.

IE report

During The past 12 months, 12 Information Exchange newsletters were sent to members and 11 special messages, A total of 8,767 emails were sent. On average, 71 % of the member recipients opened the newsletter, which is an extremely high open rate. The industry average is 35%. The most opens were for emails on the convention.

Thanks to board members and committee chairs who faithfully send in their information. This year we added information on insurance and parts for sale. I encourage members to continue sending those articles.

IEs are sent to roughly 400 members each month. I have sent AI pdfs of the IEs for this year.

The bounce rate of members was only about 6%. Some servers send mass emails to junk mail which may account for the non-opens. Opens by device were: Mobile 28%, Desktop 72%. We don't get many clicks because most of the information is in the body of the newsletter.

We voted last year to send the IE to 5 members from an organization, but we have not publicized this. I will gladly add the email addresses if we can get the additional organization members.

Borden Black

Social Media Committee Report

Statistics for Facebook:

Followers = 1912 up 71 = 3.7% up from last report, Posts 19 = average 1 every 11 days

84% of our fans are men, 15% are women, 42% are over age 55, Approximately 25% are under age 35
Demographics stayed constant during the first half of 2022

Most popular post on Facebook:

Railroad Passenger Car Alliance

Congratulations to all the railroads on this list

Best Train Ride (2022), Best Scenic Train Ride? Head to Colorado, Post Reach 366, Engagement 23

These members currently have access to post on the account

Judy Gray, Ray Kammer, Roy Wullich, Joe Rosenthal, Lou Capwell

All members of the committee are going to be asked to make 1 post per month. If new members are needed, the committee will look into advertising for committee members on Facebook, & in the Information Exchange.

Goals for 2022

1. At least one social media post per week
2. Work with committee members to become a more engaged committee
3. Begin working with Instagram or another social media platform to increase our reach.

NORTH CAROLINA TRANSPORTATION MUSEUM



Today, September 1, nominations for directors are open. There is approximately a three-month window, as nominations will close in early December.

This year four seats are open:

Roger Fuehring

Brad Black

Joe Rosenthal

Kevin Moore

Being a board member is a great opportunity to help direct the future of our Alliance. Please consider running!

Burt Hermev

AMTRAK

RPCA-AMTRAK CONFERENCE CALL
AUGUST 26, 2022

For RPCA:
Burt Hermey
Mike Stickel
Roger Fuehring
For Amtrak:
Michael DeAngelo
Addy Morati

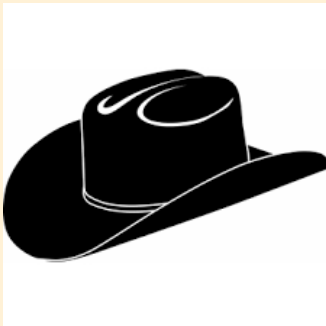
Topics

1. Private Car Business Update
for FYE 22: 133 moves 733 segments thru July (double that of FYE 21), better than FYE 19.
2. PV Inspectors- 2 consecutive inspections rule is back in place effective immediately.
3. Switch Locations
 - JAX—off train only
 - LMY—not at this time
 - BFD not a switching location, but turnaround. Reviewing feasibility with local management.
 - Silver Service/ MIA-MIC
still determining what can be accommodated with a new station.
Issues @ CHI yard access. call CHI control center @ time of issue arising.
Burt Hermey

From Amtrak the top 10 movers in FY2021 (in order of car number)

Cimarron River, America, NYC4, Warren R Henry, Evelyn Henry, Berlin, Northern Sky, Tioga Pass, Northern Dreams, Pacific Home, Northern Pacific 549

SAFETY



Looking for Trouble

Have you ever noticed in the old classic Western movies, that there always seems to be one guy (usually wearing a black hat) just looking for trouble? Either picking a fistfight or looking for a shootout with the hero. While I have never been in a Western movie, trouble seems to head my way from time to time. Not necessarily life-threatening, but there is always something.

I see examples of people headed for unfavorable outcomes all the time. Today there was the guy walking along with a gasoline container dripping gasoline and all the while he has a lit cigarette in his lips. Yesterday I saw an elderly gentleman, barely able to walk on his own, crossing the street against the traffic light. What makes him think that he can make it to the

other side, given his condition and the heavy traffic? If it were me in the above instances, my luck would be having me loaded in the back of an AMR ambulance.

Really, luck should have nothing to do with any outcome. We should be able to look at a situation and make a sound decision on our actions which will result in a safe outcome. When walking down the vestibule or

platform steps, use the handrail. When walking across the yard, step over the rails, not on them. Plug in the HEP cables while having the 480 volts of energy shut off. These instances may seem like no-brainers, but there are those who want to risk it for whatever reason. Assess what is taking place and ask yourself, "what is the outcome going to be?". Working in the rail industry, there is always the unexpected, even if we practice good safety procedures. Hopefully, it is this recognition of danger and practice of safety that keeps us out of harm's way. We may not be totally safe all the time, but it isn't as if we are looking for trouble or those guys with the black hats.

One easy method for helping keep trouble at bay is to WASH THOSE HANDS! Stay safe my friends and maybe we will have some great fall weather to work in.

Gary Carter

UMLER



This last month we had an update to the OT57 segment of Umler. Only affects people with freight cars.

Got past the quarterly maintenance of the entire system without issues. Great! Sometimes the computer forgets where it was, and we lose or gain cars from the backup we use to re-start the system.

Well...it happened again. This is what happens when people aren't careful about physically re-stenciling a car:

We electronically (Umler computer) re-stenciled a car for an owner under the RPCNB reporting mark. The painted mark stencil and AEI tags were supposed to have been changed. Some days later we got a "tickler" (computer generated notice of an issue in Umler) at oh-dark early in the morning that stated we had an EINN (computer generated internal Equipment Identification Number, is not the car number) conflict with another car. After about 20 minutes of searching, we realized the conflict was with the same car under the prior mark and number!! The car was in conflict with itself!! Obviously, the AEI tags had NOT been changed to the new mark and number. This notice was generated because the car had passed 3 AEI tag readers and had made the prior car mark and number active, causing the conflict with what was supposed to be the active RPCNB mark and number, but is the same physical car. One must remember, re-stencil means BOTH the painted on mark and number and the electronic mark and number carried in the AEI tags get changed, and importantly, MATCH.

We have experienced this in both RPCNB and commercially under GLR several times in the past if one only counts generic groups, a couple hundred times in the past if one counts the number of cars affected in any one group. One time we actually watched one person move down the line of cars removing the AEI tags and putting them in a box on the tailgate of a pickup truck. Another person came along behind and took the tags out of a box on the tailgate of a pickup truck and applied the tags to the car. The same tags that were removed, because they didn't coordinate which box would hold the new tags and which the removed! Another time, someone DID properly change the tags on a string of cars, on one side of the cars only. The computer, and the railroad, takes offense when a car rings two different IDs just as much as they take offense to any Umler conflict!!

A re-stencil tag change shouldn't be THAT hard, the tags are supposed to have labels on the back identifying the mark and number and which side or end the tag is programmed for! Just means someone needs to read the label.

So what happens in a situation like this? We contacted the prior owner, they deleted the car from Umler. OK, now no EINN conflict in the Umler computer, only took a couple of seconds to show up, The RPCNB mark and number were again active. But now the car doesn't exist in Umler per the tags on it. The prior owner will get contacted by the railroad as to why it isn't in Umler, and the prior owner will tell the railroad to contact RPCNB. We will inform the railroad of what the correct reporting mark and number is so that it can be looked up in Umler, then the railroad will put the car on the RIP track, the tags will get changed, a CRB (Car Repair Billing) will be sent to us, RPCNB will pay it, and we will forward an invoice to the owner to be reimbursed.

A CRB AEI tag set replacement costs more than double the cost to buy a pair of properly programmed tags.

In the old days, this might have been caught at the first yard the car entered. If the painted stencil had been changed, a PERSON would have seen that the painted stencil didn't match the AEI tag ping or manifest mark and number, and they would have set the car out to find out which is correct. In this case the car has already moved a couple hundred miles before it passed 3 AEI tag readers that caused the computer to re-activate the prior and cause the conflict.

Save us and yourselves some grief, set yourself up a little process to ENSURE that the painted stencil and the AEI tags get properly changed, or make sure you have someone doing it for you that is trustworthy. Can't count on day labor to do the job correctly. And there are some so-called railroaders out there that can't be trusted to perform properly either. We know that from experience. Take care, and stay safe.

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 web sites.

Please submit your railroad news.

Museum and Excursion Trains



The Iowa Interstate Railroad is moving the first five passenger cars Union Pacific donated to the non-profit Railroading Heritage of Midwest America to the RRHMA shop in Silvis. Other equipment, including the two steam locomotives, will be moved this autumn in another special move that RRHMA and Union Pacific are planning to publicize, much like when Union Pacific Big Boy 4014 was moved from California to Wyoming in 2014.

The director of the Museum of North Texas History is recommending that the city of Wichita Falls get rid of most of the rolling stock from its defunct railroad museum. The rail museum, founded in 1980, is on city property and turned its collection over to the city when it closed. The city is considering selling or donating about 20 pieces of rolling stock while retaining nine in the best condition or with direct ties to the community.

The Steam Railroading Institute (SRI) is raising money for the restoration of Chicago & North Western R-1 class 4-6-0 No. 175, which the museum acquired in 2018 from the Mineral Range Railroad in Ishpeming, Mich. Built in 1908 by American Locomotive Co. at its Schenectady Works, the 175 was one of 325 Ten-Wheelers on the C&NW, the largest single class of steam locomotives on the North Western system. The restoration is expected to cost approximately \$1 million with more than half in place thanks to a federal Transportation Alternatives Program (TAP) grant administered by the Michigan Department of Transportation (MDOT).

For the third year in a row, the CSX Santa Train, will not run this time because of staffing and supply-chain issues. The 110-mile trip from Kentucky to Kingsport would have been its 80th-anniversary edition. In 2020 and 2021 the train trip was canceled because of COVID-19 concerns. Santa Train gifts will still be distributed in drive-up events at Food City grocery stores along the train's route. The Santa Train dates to 1943 and ran annually through 2019.

A fundraiser to help restore the famed Pennsylvania Railroad K4 PRR 1361 will be held on October 14. Steam fans can ride on first-class equipment behind the mammoth Chesapeake & Ohio 1309 between Cumberland and Frostburg, Md., on the Western Maryland Scenic Railway. It is the first major event following the establishment of a partnership between WMSR and the Altoona Railroaders Museum, owner of 1361. The event will also include two nighttime photo opportunities, live music, and a raffle for a chance to ride in the cab of C&O 1309.

Amtrak/Freight/Federal Agencies



Amtrak has released its FY21 Sustainability Report which showcases sustainability projects across Amtrak's regions and operations. Company officials say that on average, Amtrak service is 46% more energy efficient than travel by car and 34% more efficient than domestic air travel. On the electrified Northeast Corridor, Amtrak travel emits up to 83% less greenhouse gas emissions compared to car travel and up to 72% less greenhouse gas emissions than flying. Highlights from the report include: Cleaner, more climate-friendly equipment: Expansion of energy-efficient passenger rail service: Amtrak released a corridor vision called Amtrak Connects US, to develop and expand intercity passenger rail corridors. Providing intercity passenger rail service to the 50

largest metropolitan areas, Improved capacity, reliability, and performance on existing routes: Acela solar-powered gates: In 2021, Amtrak designed and deployed innovative, solar-powered technology to improve security on the Northeast Corridor (NEC)

For more information about Amtrak's approach to sustainability, please visit [amtrak.com/sustainability](https://www.amtrak.com/sustainability)

At least 37 of the 166 projects across the U.S. to receive more than \$2.2 billion in funding under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program mention some rail component. Large rail-related projects include:

- California High-Speed Rail Authority: \$25 million for designing infrastructure, track, and systems, and station platforms on the Merced-Madera portion of the California high-speed rail project.
- Fernley, Nev.: \$25 million for the Victory Infrastructure project, which will add a new connection to Union Pacific's main line and create a rail yard for Victory Logistics Park,
- Florida Department of Transportation: \$24.9 million for safety measures along the 195-mile corridor shared by Florida East Coast Railway and Brightline,
- New Carrollton, Md.: \$20.5 million for multimodal improvements at the New Carrollton station,
- Wilmington, N.C.: \$18 million for a new intermodal facility at the Port of Wilmington, including the construction of four rail sidings,

Amtrak has canceled plans to offer Polar Express holiday rides from Chicago Union Station in 2022, citing ongoing staff shortages. Amtrak launched Polar Express rides from Union Station in 2015, but COVID-related issues canceled all trips in 2020 and led to the cancellation of the final week of scheduled excursions in 2021.