

# INFORMATION PASSENGER CAR EXCHANGE



Happy  
New Year

## FROM THE PRESIDENT



Okay, the Christmas trains are over, and it's time to reset for next year. Spencer is a few weeks out, and it's time to reconnect. It's the fellowship of the brotherhood (and sisterhood) of railroad rust buckets, siding queens, tourist wagons, first-class brass, and business cars. Along with the iron on the head end that pulls our dreams down the track.

Spencer will be exciting as there is so much to see. I'm looking forward to showing my wife around, as she could not attend the last time we went to Spencer. It will be bittersweet this year as I choose not to run for the board seat that I've held since 2012. The following are excerpts from the article I wrote for the next magazine that won't make it to you before we see each other in Spencer.

*My time as president sometimes feels short and, at other times, very long. If memory serves me correctly, I've been your president for six years by the time we get back to Spencer. It was more of a blessing to me than one can imagine. I am blessed to serve in the same position as my Father and Henry Weller.*

*Those are number one and two as they relate to role models in the industry for me. When I became president, I followed Roy and Brad, who both took us to the next level. We at RPCA are fortunate to have their leadership and expertise still on our board.....*

*In January of 2023, I will serve in my last board meeting in Spencer. The timing is not what I expected, but we live in a changing world that requires more attention to detail in my role as a Chief Mechanical Officer at Lake State Railway. I continue working with the American Short Line and Regional Railroad Association. I serve on the mechanical and environmental committees. I'm currently the go-between with EPA compliance and those two committees. Starting this spring, we are working on emission testing for alternate emission reduction methods for small railroads through an FRA grant with ASLRRRA, Michigan Tech University, and Chicago South Shore & South Bend Railroad. We are trying to find ways to bring smaller railroads into the fold of the new push for environmental responsibility without bringing financial hardship to small railroads' limited resources. In addition, my duties on those committees see us working on new goals set forth for ESG*

*standards that we see are becoming the norm within our industry. Other goals are to make the SmartWay EPA reporting tool better adapted to reporting actual railroad emissions at all levels, including idle time reductions and switching service, which is difficult to measure.*

*Time at home with my wife and family, especially the grandkids, is more critical than ever. With growing responsibilities within the railroad industry, I cannot bring the attention to RPCA it deserves.*

It wasn't an easy decision, but I have taken the organization through some tough times, and it's time to turn those responsibilities over to someone else. I've genuinely enjoyed serving all of you, and I look forward to many years of continued success and growth of RPCA. We've always strived to serve all industry segments equally and avoid putting all our eggs in one basket. That direction appears to have been a good business plan that sustained the organization during some interesting times.

As times slow down one day, I hope to reengage if the opportunity arises, but only time will tell.

See you in Spencer, my Friends,



Papaw enjoying a train ride with his two youngest grandchildren on our private car.

*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**

You can still register BUT: Registration has increased by \$25 and activity fees have gone up by \$10. If you are thinking of attending the annual banquet or taking the NASCAR trip, sales for both of **these events will close at midnight Thursday, January 5th.**

Conference rate at the hotels was only guaranteed for reservations made through December 22nd. Our Conference hotels are filling quickly. The Courtyard has NO rooms available either Wednesday (Jan 10) or Thursday (Jan 11) nights, with limited availability for Friday, Saturday, and Sunday. The Holiday Inn Express has a limited supply of rooms with a King bed--no doubles. The overflow hotel is the Comfort Inn & Suites. The shuttle to the Museum will also service this hotel.

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

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 Directors election

Nominations for the RPCA Board of Directors seats are closed, and ballots have been mailed to all active members. They were mailed on 12/15, so if you haven't received one, please contact Chris Lockwood at [membershiprpca@gmail.com](mailto:membershiprpca@gmail.com) ASAP. Chris will be leaving for the Annual Conference on 1/11, so if you are not going to attend the Conference, please be sure your ballot is mailed in time for him to get it in the mail by 1/11. He'll make a final sweep of the PO Box on the morning of the 11th.

If you are going to attend the Conference, you're welcome to bring your ballot with you and deposit it in the box we will have for that purpose. If you are at the conference and need a ballot, we will be able to accommodate that as well.

This year's election promises to be an exciting one. Six people are vying for four seats. Of those four seats, one incumbent has chosen not to run, so there will be at least one new person on the board.

See you in Spencer!

Burt Hermev, Vice President  
[cbhermey@pacbell.net](mailto:cbhermey@pacbell.net)

## Air Brake Certification/Re-Cert Class

Space is available for the two-day class to be held January 30-31 at the Tennessee Central Railroad Museum, Nashville, TN. Class fees are \$1,600 for new certification and \$350 for re-certification. For more information contact: Timothy Bebout at [tsbebout@tcry.org](mailto:tsbebout@tcry.org) or via phone at (615) 636-0421.

## THE INSURANCE DESK



United Shortline Insurance Services/HUB and its RPCA agent partners McRail/CBiz, HMBD/HUB, Assured Partners are pleased to bring you our 2023-2024 Insurance Renewal Program to be effective February 21, 2023. The Liability Program rates scored a very modest 2% increase overall and a similar small increase on the Inland Marine policy.

GOING DIGITAL! In an effort to ease the processing on all parties, we created an online Portal last year, which allowed for data input and application creation. The results were so promising that this year

the Portal is improved allowing each member to access their own historical application through the portal as well as payment to bind the coverage. Your agents will be contacting you directly with detailed instructions, and we will be available at the RPCA conference for questions.

One of the large differences this year will be a reduced number of Liability options---1/2, 2/4, and 5/10—very few members selected the mid-levels of 3/6 and 4/8, and in an effort to simplify the rating structure the carrier suggested we streamline the offerings. Once again, AMTRAK limits are capped at 2/4—however, for higher limits needed for multicar arranged excursions or special trains, your agent will be able to refer you to Rail

Excursion Management, LLC Mr. Adam Auxier to acquire limits above your existing 2/4 limits through the RPCA program.

2 plus decades of successful and safe operations along with welcoming our AAPRCO sister organization members as participants have secured the RPCA Program for years to come. Thanks to the Insurance Committee at the RPCA—Tom Johnson and Ken Bitten for their support and assistance as the “voice of the members” to the insurance market.

## RAILCAMP

### Looking for Campers!!

As mentioned last month, RailCamp 2023 plans continue to move forward. 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 early January. There is 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. Remember, that no camper has ever been denied acceptance due to his/her ability to pay.

As always, 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. We will do our annual collection at the Conference Banquet. If you cannot attend, please feel free to mail in a contribution. And once again we thank those of you who included a donation with your membership renewal! Should you have any questions, please let me know.

Roy Wullich  
Treasurer

## FUEHRING FUND

### **Announcement of 2022 William Fuehring Fund Recipients**

The William Fuehring Fund has one purpose, that is to make it easier for younger individuals to become active in the railroad industry. The fund was created to pay 100% the cost of the recipient to travel and attend the annual RPCA conference, hotel accommodations, attendance at any of the seminars, the annual banquet, and any additional activities.



We are pleased to announce 3 recipients who will attend our 2023 Conference in Spencer, NC. This was made possible through the generous donations contributed by RPCA members.



**Michael Lippincott**  
Southeastern Railway Museum  
Duluth, GA



**Matthew Kalnins**  
Illinois Railway Museum  
Union, IL



**Jordan Torregrosa**  
Illinois Railway Museum  
Union, IL

If you have a young person within your organization that would benefit from this type of experience, please visit our website at: [www.rpca.com](http://www.rpca.com) , and download an application.

Sincerely,

Ray Kammer Jr.  
RPCA Fuehring Fund

**SAFETY**



## RISK TOLERANCE

Happy and Safe New Year to everyone! Many of the tasks and jobs we do involve some degree of risk. I wrote a few months back about my tolerance for cutting away some steel inside our car to carve out a shower and toilet. Thank goodness I found someone else to do that job for me.

I suppose there are about three components to risk tolerance. The first would be to identify the risk involved, while the second might be looking for means to mitigate that risk, and lastly, coming to grips with the

possible outcome. This is where the tolerance part comes in. Let me give you an example of an event that was filmed over the holiday season. While I am not a huge fan of YouTube, I do like to check it out from time to time.

Everyone loves a parade, especially a Christmas parade with Santa Claus., lights and music, and the sounds and feel of the holiday season. A fellow by the handle of "Jaw Tooth" filmed an interesting situation in La Grange, KY as it was holding its annual Christmas Parade with hundreds of onlookers lining the street. Santa Claus brings up the rear of the parade on a fire truck, and the crowd goes wild. But the excitement has just begun! Did I mention that there is a set of railroad tracks down this same street? Yep, and three blocks behind Santa Claus is a Class I freight train hauling 396 axles of auto racks. Here is the link: <https://www.youtube.com/watch?v=jMwOCfMj5ag>

Really, a freighter street running with auto racks and onlookers packed a mere 5 feet from the train at night. Yes, there were many safety personnel on the ground escorting the train for crowd control and watching over the street intersections. Needless to say, I was freaking out and beside myself when I saw this. My first reaction was to ask why these racks needed to be moved on this particular night. Is this what precision scheduled railroading is all about? I could go on and on, but let's just say that this event was beyond my risk tolerance. Your risk tolerance may find nothing out of the ordinary with the video.

There is risk in almost everything we do while working on or moving our cars. Identifying and evaluating the best way to mitigate that risk is vital to keeping everyone safe. We each have differing amounts of risk tolerance. What is your tolerance?

Let's mitigate one risk affecting all of those nasty viruses this winter by Washing Our Hands! Hope to see all of you in Spencer.

Gary

## UMLER



Pamm's new cell phone number: 779-239-9665.

No, we did not move, yet.

One topic in January: conference call with Railinc will happen between now and then, which could be good, or could be less so.

Dan and Pamm

## CONGRESSIONAL ACTIONS





House and Senate Appropriations Committee leaders have approved the Fiscal Year (FY) 2023 Transportation and Housing and Urban Development (THUD) funding bill of \$21.2 billion for public transit and \$16.6 billion for passenger and freight rail. The bill includes an increase for passenger and freight rail of \$69 million from the FY 2022 enacted level, and provides \$2.5 billion for Amtrak grants (\$1.2 billion for National Network grants and \$1.3 billion for the Northeast Corridor), \$560 million for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants, and \$100 million for Federal-State Partnership for Intercity Passenger Rail grants.

Five Presidential nominees to the Amtrak Board of Directors—one a renomination—and one re-nominee to the Surface Transportation Board (STB) were recommended for Senate confirmation by the Senate Commerce Committee meeting in Executive Session. All six are Democrats—Robert M. Primus, Anthony R. Coscia, David M. Capozzi, Christopher Koos, Rev. Samuel E. Lathem and Robin L. Wiessmann. The nominees who were not Senate-confirmed before adjournment are expected to be renominated by President Biden after the 118th Congress convenes in January.

## 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



The Canadian Pacific Holiday train raised more than C\$1.3 million and collected at least 121,000 pounds of food for local food banks during its 2022 season. The Holiday Train resumed its cross-continent tour this year after two years of virtual concerts during the COVID-19 pandemic. It has now raised more than \$22.4 million and collected 5.15 million pounds of food since the program began in 1999.

Kansas City Southern raised more than \$215,000 from its 2022 Holiday Express train. ., KCS officials said in a press release. Nearly 48,000 people visited train stops during the train's three-week run between Shreveport, Louisiana, and Kansas City.

## Amtrak/Freight/Federal Agencies



Amtrak has released renderings of the new "Airo" trains that will eventually replace Amfleet cars and older diesel locomotives on state-supported routes from coast to coast. The new trains will be built by Siemens Mobility and are expected to be put into service starting in 2026. They are to enter service on the Cascades route between Eugene, Ore., and Vancouver, B.C., before being sent to other lines.

Amtrak has posted the Gulf Coast Grant Application for Public Viewing. The grant application itself runs 54 PDF pages. According to the Cover Sheet, the Federal Funding Requested Under the Notice of Funding

Opportunity, is \$178,535,333, while the Proposed Non-Federal Match would be \$44,608,834 for a Total Project Cost of \$223,044,167. The opening sentence of the "Project Summary" shows that the parties have settled their differences and are now working together to get the grant that would pay for 80% of the costs. The document shows the Project will be a series of infrastructure improvements in the rail corridor from the New Orleans Union Passenger Terminal to the Port of Mobile that will support the introduction of intercity passenger rail, where passenger rail service has not operated since Hurricane Katrina in 2005 while maintaining freight service reliability along the Gulf Coast Corridor.

New York Air Brake's DB-60 II brake control valve with Brake Cylinder Maintaining (BCM) has received unconditional approval from the Association of American Railroads for the BCM feature, becoming the only supplier granted full approval for the technology. BCM is a patented feature that improves braking performance by replenishing air pressure when a leak occurs in the brake cylinder, allowing freight cars to stay in service longer by maintaining brake cylinder pressure.

Independent North Carolina short line Aberdeen Carolina & Western will acquire the 104 miles of track it has leased from Norfolk Southern since 1989. The Piedmont Subdivision runs from milepost 282.63 in Gulf, N.C., to milepost 386.91 in Charlotte. The AC&W also owns and operates a 34.5-mile line, the Sandhills Division, that runs between Aberdeen and Star, N.C., junction with the Piedmont Subdivision. R.J. Corman Railroad Co. has acquired a 43-mile branch line and leased another 20-mile branch in North Carolina from NS. The newly created Raleigh & Fayetteville Railroad will operate between Raleigh and Fayetteville, N.C., on an original Norfolk Southern Railway line. The original NS was merged into Southern Railway in 1974.

Amtrak alleges in a filing with the STB that the Sunset Limited was, on average, four hours late per trip last year because of poor dispatching and freight train interference from Union Pacific. The railroad called on the federal regulator to investigate UP for decisions that made the New Orleans to Los Angeles passenger train the worst-performing long-distance route on the network. Amtrak accuses UP of violating the law by not giving the passenger train the right-of-way over freight. UP defended itself, noting that the Sunset Route was an especially busy corridor between Texas and the Pacific Coast.