



FROM THE PRESIDENT



Changes...Changes...sometimes the more things change, the more they stay the same. That appears to be the case for me as I begin a second term as RPCA President, the first President to have a second term after retiring, and I hope not the last. Roger Fuehring will be a hard act to follow, and I sincerely hope that one day he can once again be President and continue the great work he has done so far. Thank you, Roger, for six years of fine leadership.

I also want to thank Kevin Moore for serving on the Board and bringing the Amtrak Approved car owner's view to the Board. Replacing Kevin and Roger on the Board are Bill Gray and Dale Parks. Bill also owns an Amtrak Approved car, by coincidence, one that Francis Wong and I owned in the early 1990s. Dale, like Roger, is currently a shortline CMO with the Aberdeen Carolina and Western Railway.

ACWR hosted a very pleasant evening at their business car facility at this year's conference. Members in attendance had the opportunity to tour through some of the railroad's immaculately restored heavyweight business train cars, as well as to see their fleet of first-generation cab units. For myself, the chance to see the Coffee Creek, the only surviving Milwaukee Skytop Sleeper, again was a highlight of the tour. The car was recently acquired from the Iowa Pacific trustee, and I am hopeful that now in the care of ACWR CEO Bob Menzies, the over 25-year restoration in the hands of five different owners will finally be completed.

Our hosts for this conference, the North Carolina Transportation Museum, did an outstanding job in hosting the conference. The Museum was thrown a last-minute curve ball when the State Fire Marshall would not let them erect the tent inside the back shop. As a result, most of the group activities were held in a heated tent outside in the elements, but it worked out well. I heard very positive feedback from several members about the quality of the seminars and speakers. The shuttle service between the hotels and the museum was very handy via rubber-tired reproduction trolleys. Several pieces of the museum's collection were open for tours, along with the Spencer Roundhouse and shop facilities. I want to thank the museum and its volunteers for hosting our conference, even though they had to push it back two years due to COVID.

For a second time, I am honored to serve as your President, a turn in my life that I never expected but willingly accept. The organization has come a long way since my last term, most importantly in the inclusion of younger members and the development of programs to further their involvement. I look forward to raising the

visibility of RPCA as a rail industry organization that furthers the inclusion of young people in the railroad and preservation industries.

Brad Black

MEMBERSHIP NEWS



2023

RPCA
CONFERENCE
SPENCER, NC

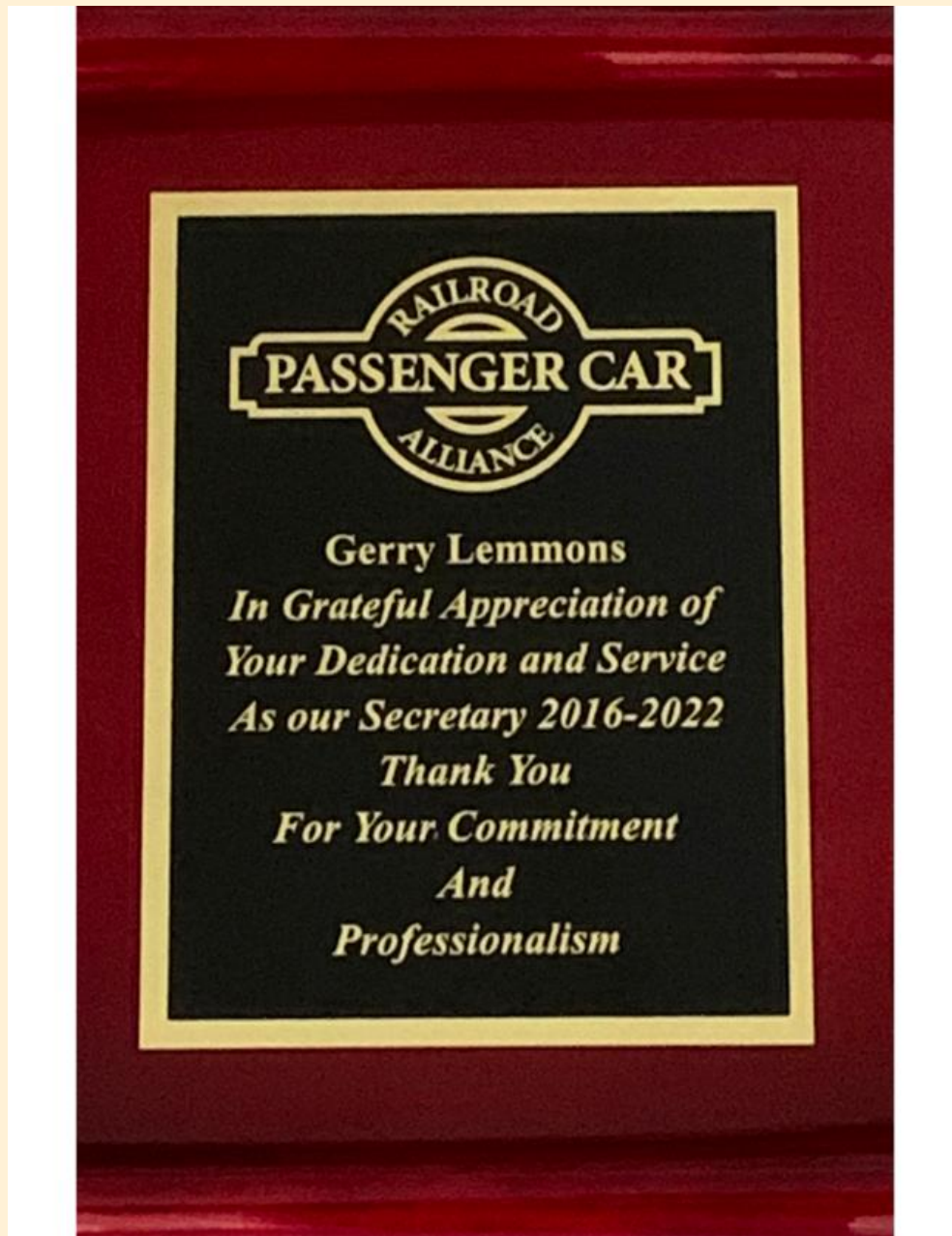
NEWS FROM THE CONFERENCE

This was the largest conference ever held by RPCA, with 250 attendees. There were more than a dozen sponsors and vendors. The 2024 Conference will be held January 11-14, 2024, at the SAM Shortline in Cordele, GA. The board tentatively approved the 2025 conference being

held in Pueblo, CO.

Board of Directors/Officers Election

412 ballots were sent, and 183 were returned for a 44,7 percent election turnout. Brad Black and Joe Rosenthal were reelected to the board. Bill Gray and Dale Parks will join them as new board members. Officers elected at the January 15 board meeting are: Brad Black was elected President. Other officers are: Borden Black Secretary, Burt Hermey Vice President, Roy Wullich Treasurer, Will Gawin Youth Vice President, and Chris Lockwood Membership Chair. Roger Fuehring was elected as President Emeritus.



Other actions by the board:

The midterm board meeting will be held on August 19 at a hotel at the Atlanta airport. Those who wish to visit the convention site in Cordele can take the 2-hour drive.

Roy Wullich will establish an RPCA Foundation to aid and support RPCA activities. With a 501 C 3, donations made to the various funds could be tax deductible. Education funds could be shifted to the Foundation, and some sales tax could be eliminated.

Membership in CUPS will be continued and hopefully expanded and invigorated, but the membership fee will be eliminated. The check fee for conference registration will be eliminated.

Treasurer's Report

Many of you know me as one of your Past Presidents and a long-time Board Member. I'm now pleased to have taken over as Treasurer – only the third in the history of the RPCA! Eileen Weber passed the reigns to me about this time last year.

In 2023 we were pleased to have three Fuehring Fund Scholarship winners thanks to your generosity in donations and the proceeds from the silent auction. The account balance is being updated, as we are actively using the fund for its intended purpose – assisting young people in attending our conference. We have had a successful Silent Auction, with the major assistance of Eileen Weber, Renee Luebke, Sam Luebke, Frank Dziama, and Michael and Marsilia Castellano.

RailCamp is scheduled to be back in 2023, and we have continued our pledge to provide two full scholarships. If you have a high school-aged student that may be interested, please have them reach out to me. We continue to receive donations from our members during dues renewals and conference signups. The current balances are \$7,200 in the Caldwell-Luebke RailCamp fund and \$6,000 in the Stanlee Weller RailCamp fund for young women.

These numbers will be updated with the funds received at the banquet collection and the additional donations given to me by our insurance vendors – United Shortline, McRail, and HMBD. As always, we thank our insurance partners for their ongoing and long-time generosity to the RailCamp Scholarships. The special projects fund for the Furthering New Generations Group remains at \$5,000.

Later this year, we hope to continue to send a representative to “Railroad Day on the Hill” – this cost is paid for by donations to our Legislative Fund. The Fund currently has just over \$5,300, is still active, and always waiting to receive your donations.

As a reminder, currently, with all contributions, RPCA is NOT a 501(c)(3) organization, so donations are NOT tax deductible. They may, however, be deductible as a business expense.

We are always happy to have your donations to the RailCamp Funds, the Fuehring Fund, and the Legislative Fund. Please mail your donations to RPCA, PO Box 719, Quinton, VA 23141-0719

As always, please contact me at rjwullich2@aol.com with questions about the financial health of your organization.

Respectfully submitted,

/s/ Roy J. Wullich II, CPA

RPCA revenue and expenses

Silent Auction Report

Wow. I still can't believe it. What an auction! The RPCA Silent Auction team, Frank Dziama, Renee Luebke, Sam Luebke, and Eileen Weber, with assistance from Marsilia and Michael Castellano, managed to hold a record-setting successful silent auction to support the Fuehring Fund.

This year, we had over 100 items up for bid. The total amount bid was \$7,533.

We received additional funds from people “rounding up” and from several donations for a total of just over \$8,670.

We had three scholarship winners this year. These funds will allow us to continue growing our support for young people and investing in our future through both our scholarship program and by assistance checks to help defray the cost of attending the Conference.

Roy Wullich

Insurance Report

The insurance seminar at this year's conference was probably the best in a long time. Participants were Lou Schillenger representing United Shortline Ins/HUB Group, Tripp Salisbury and his team representing McCarthy Rail Insurance, and Ken Bitten of the Insurance Committee. There was a large group of attendees who asked a lot of great questions, followed by an extensive discussion of this important topic. I felt like we really got into the nuts and bolts of the insurance program and the remarkable value it brings to our members. A big thank you to the panel and the members who participated.

Tom Johnson, Chairman Insurance Committee

Complete Auction Report

Amtrak Presentation

Theresa Smith reported that there are two new staff members and private car moves have returned to pre-pandemic levels. The most popular trips are to New York and Chicago to St. Louis. Tucson has been taken off the list of switching locations and Burlington has been added. In response to questions, Steve Robusto said Tucson was removed due to the need for the host railroad to be involved. Whitefish can't be added due to the BN switch needed. There is no guarantee, but discussions are underway on compatibility between the new Amtrak equipment and PVs. The Amtrak slide presentation is linked below.

AMTRAK report

FRA report

Steve Zuiderveen reported on many important rules that impact the membership. His detailed presentation is linked below

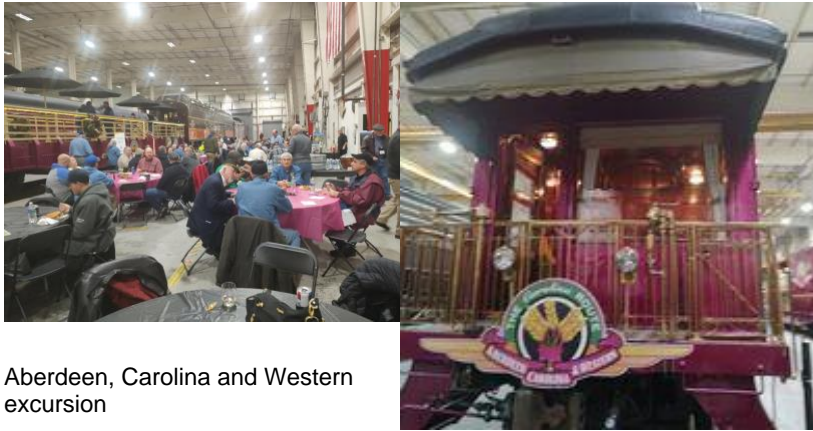
FRA report

Photos from the Conference





Sponsors and Pizza and Beer fundraiser train.



Aberdeen, Carolina and Western excursion



Roger Fuehring is honored for his service as president



We still have some of these RPCA 2023 conference t-shirts available in our Gift Station. They are \$20 each and are available from our online gift shop at <https://shopnctransportationmuseum.com/products/rpca-conference-t-shirt>

IMPORTANT EPA RULING



Genesee & Wyoming recently entered into a consent decree with the U.S. Justice Department and the EPA that requires it to disable or upgrade more than 70 locomotives currently operating. The key parts of that EPA decree read as follows: "Defendants shall permanently remove from service each of the listed Locomotives by either: a. irrevocably disabling the Locomotive Engine and selling the remaining Locomotive frame for the scrap metal; or b. irrevocably disabling the Locomotive Engine and installing a replacement Locomotive Engine such that the Locomotive can meet EPA's Tier 3 or 4 emission standard in 40 C.F.R. Part 1033."

Below is a link to the formal document release that Roger Fuehring has been working on with Peter Smith of the EPA. At this time there is no carve out for tourist operations.

CODE OF FEDERAL REGULATIONS

ASLRRR REPORT

NEWS RELEASE

C.U.P.S.

Cab Unit Preservation Society

"The Cab Unit Preservation Society (C.U.P.S.) is a special interest group that was originally created by members of RPCA. CUPS is dedicated to the preservation and operation of historic cab unit locomotives. When joining RPCA, you have the option of also becoming a CUPS member. The group hosts a yearly seminar and discusses topics relevant to owning EMD & ALCO cab unit locomotives."

That is the statement you will find on our website. Initially, CUPS was formed before the internet as we know it today. The cab units were starting to pour into the second-hand market, and sourcing parts, and learning to work on them, was new to many of the new owners of such locomotives. Trying to purchase material in bulk for spare parts during auctions was a regular occurrence. CUPS was a way to come together to learn and share in acquiring parts.

Owning and restoring these streamliners in 2023 is a common occurrence. Many cab units have been in museums, tourist operations, or private hands longer than the railroads that originally owned them. Now we have the F40PH as the latest collection, with the locomotives that replaced them not far behind. So with that all said, what do we do with CUPS? This year we rolled our CUPS time into a two-part seminar on 92-day inspections and regulations on all diesel locomotives. That was open to all members, as have the previous CUPS sessions during the conference.

A few years ago, the board budgeted money for a cab unit publication we hoped to publish. It required members to submit information on cab units in North America. Dan & Pamm Monaghan kept a list of what they knew, and I did add a handful of locomotives to that list based on what members sent me. Unfortunately, we didn't get too many responses, and when we did, some information was hard to track down when the information was vague.

So, do we remove CUPS as an option when signing up or renewing a membership? Is someone interested in taking it over and taking it in a different direction, or do we keep things "as-is"? If you have suggestions or comments about CUPS, I would like you to send them to my email at wwrogerf@aol.com. I will pass that information unto the board.

Thanks again to all those that participated in the 92-day seminar. It was such a large turnout that we were overflowing out of the room. Spencer did a great job at this year's conference. For teaching and instructing, it was a perfect location for hands-on seminars.

Stay Safe,

W. Roger Fuehring

AMTRAK

Amtrak RPCA Conference Call Jan. 27, 2023

From RPCA:

Brad Black

Burt Hermey

Mike Stickel

From Amtrak:

Theresa Smith

David Brown

Steve Robusto

Adi Moratti

PV Business:

about 10% up Current YTD vs. Last year

Private Car Inspectors:

Recertification on CFR 238 training is due next year. This is hands-on and is done at an Amtrak facility. There is a separate Private Car inspection class that Amtrak conducts, at times at an RPCA conference. Per Brad's suggestion, Amtrak will look into combining it with the 238 training. There is also a safety course that Amtrak requires, which can be taken online.

Michael DeAngelo will be distributing new permits to enter Amtrak property to the PV inspectors. They will need to be returned signed with payment.

Routes:

Amtrak would like to develop Chicago as a destination locale and is looking for ideas for charter trains using PV's, such as dinner trains, special event charters, such as PGA in Michigan, etc. The guidelines for charters are being reinterpreted in a way that is more friendly to PV operations.

Amtrak is holding an expo in PHL for sports team owners/travel managers, and PV's are welcome.

SEA-VAC: There is currently one train/day that makes the round trip from Seattle to Vancouver BC. The train is conventional equipment. Per the timetable, it departs SEA at 7:45 AM and arrives at VAC Pacific Central Station at 11:45 AM. The return departs VAC at 5:45 PM and arrives at SEA at 10:10 PM. In the past (and I assume currently), the additional time southbound was for US Customs to inspect the train at Blaine, WA, which is at the border. No such inspection by Canadian Customs occurs northbound, as there are no stops in Canada except Vancouver, where the train enters a cage. Once the gates are locked, all train passengers who detrain must do so past the Canadian Customs desks. A passport or passport card is required to enter Canada. Apparently, the local management expressed some concerns about the logistics, which Steve Robusto agreed to get clarification. This schedule provides approximately 6 hours to explore Vancouver. There is good public transport between the station and downtown Vancouver and many walkable destinations. Visit <https://www.amtrak.com/crossing-the-us-canadian-border> for more information.

RAILCAMP



Once again, RPCA collected money at the Annual Banquet to fund sending two deserving young people to NRHS RailCamp in 2023. These funds collected support the Caldwell-Luebke RailCamp Fund, open to any eligible applicant, and

the Stanlee E. Weller RailCamp Fund, open to an eligible young lady.

Through the generosity of our members, through the dues renewal process, conference registrations, and at the banquet, we have collected a record \$2,076 so far this year. Additionally, through the generosity of our insurance brokers, Lou Schillinger of United Shortline, Tripp Salisbury of McRail, and Dan Roddy of HMBD, they have agreed to donate additional funds to allow us to support these two scholarships. Once again, on behalf of the Board, thank you to you, our members, and our insurance brokers for supporting this valuable program.

If you have a candidate for either RPCA RailCamp scholarship, please contact me at rjwullich2@aol.com. RailCamp applications are available now at: <https://nrhs.com/programs/railcamp/>. If you wish to make an additional donation to our RailCamp funds, please send your check or money order to:
 Railroad Passenger Car Alliance
 PO Box 719
 Quinton, VA 23141-0719

Roy Wullich

SAFETY



PREPARE AND ANTICIPATE

Following the RPCA Conference, my business partner, Al Singleton, and I decided to roll the dice and take Amtrak to get back to Colorado. This trip involved riding the Crescent to DC, then the Capitol Limited to CHI, and finally, the California Zephyr to Denver. All in all, the ride and service on Amtrak was very good. Except for maybe the Flexible Dining on the Cap Ltd. I am saying it was bad. Not from a safety point of view as it seemed to be prepared properly. Let's just say that if you are faced with that option for dining, pack a sub sandwich in the carry-on just in case.

If you have been reading this column over the years, you will know that one of my underlying themes is

preparedness. I try to bring this to light during the holiday season as we have thousands of people riding our trains. Whether it is parking, crowd control, weather-related platform safety, or whatever we face, we should be prepared and plan accordingly.

As we rolled into Denver aboard #5, we were expecting to see heavy snow, as that was the forecast. Snow was covering the roadways, and the snow falling was light to moderate. We were on time into the yard but a little late by the time we backed into the platform.

Al and I had kept an eye on the forecast and were wearing our winter boots and coats as we had a bus to catch to Colorado Springs. As we backed alongside the platform, I could see that the platform had yet to be swept. A layer of fresh snow would be greeting us as we stepped from the Superliner onto the platform. Slick? Yes. Unsure footing? Yes. It looked like someone could use a refresher course in preparedness. I think the issue at hand was pretty visible. There may have been other factors such as short-handed in staffing or short with the sweeping equipment. On the bright side, this does allow us to critique the situation and think about how we could have done things differently if it were our platform or train.

The 2023 RPCA conference was a great event and a good time to renew friendships. Thank you to the North Carolina Transportation Museum for hosting our group. Onward for another great year of passenger car railroading. Prepare and stay safe. Start by washing those hands!

Gary

UMLER



The Umler Change Request that Dan had submitted in November and worked with our counterpart at NS on the specific language, as reported last month, was again brought before the Committee during RPCA Annual Conference. It passed.

The new language should be in the Umler update of 2nd quarter this year. It provides the hardcore proof for any of our members that wish to use the process to move passenger cars long distances quickly in freight service behind the rear DPU or manned pusher power that the process DOES exist.

That means we will need to go into EVERY passenger car currently registered and now make the "Handle on Rear Only" data field active unless the customer does NOT want it. If you do NOT want this car handling code applied to your car(s), please email RPCNB that comment. The same goes for any of the GLR commercial customers.

The people wishing to use RP-2001 in moves also need to learn all of the processes for several reasons, the primary being that most of the RR'ers we would be interfacing with don't even know it exists. We will have to teach them. Another is because the car information form of M-1006 referenced in RP-2001 is a good thing to use for any move! Some of our members and subscribers have already made changes to their car ID that we have positively noted in newsletters and seminars similar to the M-1006 form.

One of the key points of the M-1006 form that the seminar attendees saw and we disappointed them about was the "Rider" ID and cell phone data fields. Our comment was don't count on this, probably won't happen!! "Rider" to most of the railroads means an untrained GERF and Foamer out for a joy ride that just increases the liability and risk of the carrier. The trained personnel performing such duties on the RRs are more usually called Messenger or Courier.

The reason Dan never had a problem being the courier on transfer moves was multi-part. 1. He was a former GTW employee. 2. He had passed legitimate rules and RR radio communications classes. And 3, possibly most important, the RR trusted him.

If "we," the great grand all of us we, would like to make use of that part of the process, maybe Mr. Gary Carter, our Safety Training leader, could work up a Messenger and Courier Training class. Basic Rules, basic RR operations, basic RR communications, what to include in a go kit to accompany any courier or messenger, and a whole lot of what not to do!

Those interested in such a training class should contact Gary or the RPCA BoD or send an email to us, and we'll forward it. If enough do, a class could just maybe just possibly be put together. Take care, stay safe.

Did you Know?



The first in a series by Jon Clark

Those RPCA members attending the recent annual Conference in North Carolina were treated to an outstanding visit to the Aberdeen, Carolina, and Western shop facility in Candor, NC, for dinner on Friday night, January 13th. Among the many passenger cars and locomotives on display for our viewing pleasure was their recently acquired ex-Milwaukee Road Skytop sleeper observation lounge "Coffee Creek." Sadly, this is the only known survivor of 6 of these fine cars delivered by Pullman-Standard in 1948.

Attendees were free to walk thru all the passenger cars on display, including the Coffee Creek. It has been thru several private owners since retirement by VIA Rail Canada in 1977, yet it has never been put back into service as an operational private car. The Coffee Creek was in the midst of a long-term restoration and adaptive reuse when acquired by the AC&W. Thus, it is still a work in progress.

While studying the car's interior, some attendees may have noticed that the car currently has no bar or buffet. Indeed, it was not built with either. But why was a sleeper observation lounge car not originally equipped with a bar, like almost all other sleeper lounge and sleeper lounge observation cars?

As most passenger train fans know, in the post-war era, sleepers and sleeper lounge cars were owned by the railroads but leased to the Pullman Company, who maintained and operated them for the railroads. If the sleeper lounges had a bar (as almost all of them did), the contracts that the Pullman Company had with the railroads stipulated that the Pullman Company would get to keep all proceeds from the bar sales – a not insignificant amount of extra revenue. It seems that the Milwaukee Road did not care for the Pullman Company getting their hands on all that revenue from bar sales. So, they opted to order the Skytop sleeper observation lounge cars to be built without a bar. Patrons riding in the Skytop lounge who desired a drink during the course of their trip (as many presumably would) would ring for the Attendant (I understand that an employee assigned to sleeper lounge cars would be known as an Attendant, not a Porter, and would be paid a higher wage as well), who would fill the drink order by having to walk to the mid-train lounge or the dining car. An awkward arrangement, to be sure. But one that kept all the bar revenue in the hands of the Milwaukee Road.

Interestingly, the same arrangement occurred with none other than the Santa Fe. Note that all of their 13 pre- and post-war lightweight sleeper observation lounge cars also had no bar. The Attendant assigned to those cars had to make the same trek to the mid-train diner or bar lounge car on the Super Chief and other top trains of the Santa Fe to fill drink orders in those cars.

If anyone has comments or questions about this short article, email Jon Clark at domeliner@hotmail.com.

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 Whitewater Valley Railroad has fired up its rare Armco Lima-Hamilton A-3080/LS-1000 switcher No. 709. The last time the prime mover ran was in 2005. The restoration has taken ten years, and more work remains before the unit can be put into regular service.

The National Railroad Museum will move forward with a 32,040-square-foot addition to its Lenfestey Center. The \$15 million plan would more than double the size of the 25,000-square-foot structure that is the museum's main rolling-stock exhibition venue. The museum has been discussing the project since 2016.

President Joe Biden has signed legislation that changes the Pullman National Monument to a National Historical Park, making it the first National Park Service unit in Chicago. President Barack Obama designated Pullman National Monument on Feb. 19, 2015. The park tells the story of one of the first planned industrial communities in the United States, sleeping car magnate George M. Pullman who helped create it, and the workers who lived there. The historic district includes the site of the former Pullman Palace Car Works shops and administration building, the Hotel Florence, Arcade Park, and the Greenstone Church. Also within the district is the A. Philip Randolph Pullman Porter Museum, named for the prominent leader A. Philip Randolph, which recognizes and explores African American labor history.

The Railway & Locomotive Historical Society will recognize magazine writing about passenger rail service with a new award named for former R&LHS president William F. Howes. The William F. Howes Jr. Passenger Rail Article Award becomes the seventh category of the awards program, which began in 1982. Howes, a career railroad official with the Baltimore & Ohio railroad and successors Chessie System and CSX Transportation, was R&LHS president from 1994 to 2003. The award will present winners with a certificate and a \$250 honorarium.

The United Railroad Historical Society's popular "Hudson River Rail Excursions" are back for 2023 and will make 48 runs this year, including two special trips: The Valentine's Special in February and the 75th Anniversary Special, a five-day round trip from New York to Chicago to mark the anniversary of the 1948 20th Century Limited. The excursions, which are run on the rear of a regular Amtrak train from New York City to Albany-Rensselaer, feature New York Central tavern-lounge 43 and observation-sleeper-lounge car Hickory Creek.

Christie's auction house has listed the long-lost "Arizona Spike," a steel spike clad in gold and silver to mark the completion of the First Transcontinental Railroad. This piece is estimated to go for anywhere from \$300,000 to \$500,000, perhaps making it one of the most expensive pieces of railroading ever. The "Arizona Spike" was one of four used during the ceremony at Promontory, Utah, on May 10, 1869, to celebrate joining the Union Pacific and Central Pacific railroads. Its location was unknown until 1978, when it was loaned to the Smithsonian. Bidding begins at the end of this month.

Three historic General Electric 44-tonners built in the 1940s will be restored to operating condition thanks to a partnership of four non-profit organizations; Operation Toy Train of New York, Tri-State Railway Historical Society, Danbury Railroad Museum, and Delaware & Ulster Railroad. Each organization owns a 44-tonner; three will run again, and one will serve as a parts source. The locomotives that will be fully restored are New Haven 0814, Middletown & New Jersey 2, and Hoboken Manufacturers Railroad 700. Each of them needs at least one major internal part, all available in the parts unit.

The Indiana Railway Museum is seeking a General Manager.

The Indiana Railway Museum is a 501 (c) (3) not-for-profit corporation established in 1961, it owns and operates over a former Southern Railway Branch Line (32 Miles) out of French Lick, IN. The organization operates the "French Lick Scenic Railway," a seasonal Tourist / Excursion Railway with a very successful "Polar Express". The organization also operates the "Dubois County Railroad", a Class III Short Line Railroad operating between Huntingburg and Jasper. The Indiana Railway Museum is now seeking a new General Manager.

This position will supervise the following staff: 8 Full Time - 20 Part-Time – 100 + Seasonal. The position will require experience in dealing with FRA and State Regulations, as well as Experience in Track and Equipment Maintenance. The individual must have Computer Skills and some grant writing

experience and be able to communicate well with others. The individual would be eligible for Railroad Retirement. The salary Range will be based on qualifications and experience. For a complete "Job Description," contact: Businessmgr@frenchlickscenicrailway.org
Resumes and references may be sent to: Businessmgr@frenchlickscenicrailway.org Or mailed to: Business Manager, PO Box 150, French Lick, IN 47432

Wanted: Old issues of Private Varnish magazine, particularly the early issues from 1978 to roughly 1990. What do you have available? Contact Jon Clark at domeliner@hotmail.com

Amtrak/Freight/Federal Agencies

The Norfolk Southern calendar is back after a two-year hiatus. The 13-month calendar features photos of trains taken by employees across the system, with winners selected by fellow railroad employees. Copies of the 2023 calendar can be ordered through the company store.

Following the 2022 election, some Congressional committees overseeing railroad issues have new chairpersons and/or ranking members:

Senate Commerce, Science, and Transportation Committee

Chair Maria Cantwell (D-Wash)

Ranking member Roger Wicker (R Miss)

House Transportation and Infrastructure Committee

Chair – Sam Graves (R MO)

Ranking Member – Rick Larson (D WA)