



From the President



I often comment that it's been harder each month to write about the hardships we face while still seeing a bright future. We aren't that far removed from the Amtrak changes that brought so many operations to a standstill. Now we find ourselves in an economic disaster that exceeds our worst nightmares. I think that sums up the attitude we all face as we wake up each morning. I'm sure I'm not the only one who opens their eyes in the morning and thinks, "darn it, it's not a dream."

I always have looked at the time between Thanksgiving and Christmas to be thankful for the blessings we have in our life. This might be tough for many of us or those we know during these trying times, but I have made a few observations that I would like to share.

1. Many have adapted in ways that have made their operations more efficient to break even. This is done out of necessity but will pay dividends as our business picks back up. Much like removing impurities by utilizing heat, 2020 has the side effect of removing those items within our operations that had little value or return on investment.
 2. Creativity and imagination are unlimited as our communities look for new and safe ways to seek entertainment and activities. This is often limited by local restrictions, but a hungry public is ready to reengage when the time is right.
 3. Several private cars used on Amtrak routes have found new functions at tourist and short line operations. Many had already reinvented themselves and were better prepared for the issues that hit us in 2020.
 4. Amtrak is looking to build up markets and is interested in seeking new strategies to bring more private cars back to their routes within their nationwide program structure.
- The passion for rail travel is still there, along with the education and entertainment we provide for those we serve. The big story this month was the announcement of the Rocky Mountaineer coming to the United States. On November 17th, the Pioneer Woman (thepioneerwoman.com) reported on the "14 Best Christmas Train Rides Across the Country to Get You in the Holly Jolly Spirit". The article included several of our members and friends in the industry. Branson, Whitewater, Grand Canyon, and eleven others were highlighted throughout the country.
- When the time comes, and it will come, we will be ready with new and improved operations.

As we roll into December, we as your board, had to look at the real issues facing our March conference in Georgia. The SAM Railroad has been excellent to work with and, considering the time constraints, did a fantastic job at putting everything together. Unfortunately, after careful consideration by all parties involved, we have made the tough decision to go with plan B and hold a virtual conference. For many of us, that's not the most desirable outcome, but circumstances have moved beyond our control. Our virtual team is meeting, and we will have more information sent to your inbox after the holidays or sooner.
Merry Christmas & Happy New Year,

Be Safe My Friends,

W. Roger Fuehring

President, RPCA



Reminder of Nomination and Election of Directors

Nominations of candidates for Director begin November 4, 2020 and will end on January 18, 2021. Directors are elected for a three-year term beginning March 7 and ending at the Annual Members Meeting in 2024. There are three seats up for election: those held by Judy Gray, Ray Kammer and Jon Clark. All have indicated they will seek reelection.

Please consider running for Director, particularly if you believe you have the talent or expertise to benefit our Alliance. You may self-nominate or someone else may nominate you by contacting Burt Hermei, Vice President at cbhermei@pacbell.net or 714-264-9167.

INSURANCE & SAFETY

One of our members recently filed a claim for theft of HEP cables and brake line piping that may have been linked to the theft and arrest of three men at Reading Railroad Heritage Museum in Hamburg, PA. See link to news story. He had just completed the HEP project.

https://www.wfmz.com/news/crime/3-arrested-after-metal-stolen-from-train-museum-in-hamburg/article_044d5836-f705-11ea-9c9a-e309de997aba.html

As the Coronavirus pandemic continues and causes lockdowns in areas of the country, it is even more important now to make sure your equipment is properly secured and regularly monitored. It is a known fact that thieves will think twice before they strike where there is regular activity, security precautions in place and area lighting. This year, there has been a surge in new products available for motion detector lighting which is solar powered. These units are easily mounted on poles, walls or on top of railroad equipment and the solar aspect means they can be installed anywhere. Another item that can be installed is a trail camera that can be linked to your cell phone through an app.

We urge you to take advantage of this technology and help protect your valuable investment. It will also go a long way to help prevent losses and keep our property insurance premiums at a reasonable level.

Tom Johnson,

Chairman Insurance Committee

GRANTS



The Tom E. Dailey Foundation awarded nine grants totaling \$12,000 in November. Since 2013, the Foundation has awarded 352 grants totaling \$1,009,661.

Leesburg Area Historical Society

\$1,000 for the Leesburg Depot Restoration Project. The 1899 Baltimore & Ohio Railroad Depot, purchased from CSX in 2019, is

being restored in order to bring it back into service as a local history museum and community gathering place. [Main Street Lorain](#)

\$1,000 was granted for their Main Street Lorain Caboose Relocation and Refurbishment project. T

[Mid-Continent Railway Museum](#)

\$1,500 for East Jordan and Southern No. 2 Restoration/Coach Seat Reproduction. EJ&S No. 2 was originally built in 1864 as coach 112 for the Grand Trunk Railway of Canada.

Legislative



Notable federal results with transportation significance from the General election:

— The three leadership figures on the House Committee on Transportation and Infrastructure all have apparently won reelection. In Oregon, [Democrat Peter DeFazio](#), chairman of the House Committee on Transportation and Infrastructure, defeated challenger Alek Skarlatos. Another Democrat, [Vice Chair Salud Carbajal](#), is projected to have won California's 24th Congressional and [Ranking Member Sam Graves](#) handily won reelection in Missouri's 6th Congressional District.

— That committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials will have a new chair because Democrat Daniel Lipinski lost in the primary for Illinois' 3rd Congressional District. The other two leadership figures, [Vice Chair Colin Allred](#) (D-Texas District 32) and [Ranking Member Rick Crawford](#) (R-Ark. District 1), both won reelection.

— None of the key Senate figures on the Committee on Commerce, Science and Transportation, or its Transportation and Safety Committee, were up for reelection; significant change would likely come there only if Democrats gain control of the Senate. Roger Wicker (R-Miss.) is the chair of the Commerce Committee, with Maria Cantell (D-Wash.) the ranking member; on the Transportation Subcommittee, Deb Fisher (R-Neb.) is the chair and Tammy Duckworth (D-Ill.) is the ranking member.

Los Angeles County Metropolitan Transportation Authority CEO Philip Washington will be part of President-Elect Joe Biden's transition team, reviewing the Department of Transportation. Also part of that team are Therese McMillan, executive director of the Metropolitan Transportation Commission, which coordinates planning and financing for transit in the nine-county San Francisco Bay Area; David Cameron, Teamsters Rail Conference assistant to the director; Brendan Danaher of the Transport Workers Union of America; and Brad Mins, president and CEO of the Conference of Minority Transportation Officials.

UMLER REPORT



NOTICE: Effective 10 December, everyone uploading air dates to Umler is required to input what type test device was used!! If you don't know what this means, you need to learn because the computer won't accept your input without it, although the computer is too stupid to know if you are cheating. RPCNB has been doing this for over a year now.

This change is part of a major update to the system. Possibly, but don't count on it, the last major update for 2020, a year that has seen more major updates than any year we can remember. And many

more to come next year.

A couple months ago we reported about EHMS, Equipment Health Management System. Now EHMS has a few more new features that have been brought on-line that are applicable to passenger cars and steam locos. If you are an Umler servicer, you need to sign up for the notices and be aware of how to close these out.

Level one and two EHMS notices provide the car/loco owner with early warning that something is wearing not well and to plan repair work soon in the future.

When a condemn-able or mandatory repair notice (level 3 or 4) is applied to your car or loco, your equipment can be prohibited in interchange until repaired and the EHMS notice is closed out. Such notices include wheel profiles including flange thickness, flange height, rim thickness and profile, and coupler components. To date, the type CS and H couplers are not included in the coupler automated visual inspections. Another applicable

but not fatal notice is AEI tag mismatches, where no tag pings, or the tag pings for a unit not in Umler by the reporting mark and number, or the axle count doesn't match Umler registration. All the steam locos that RPCNB or GLR has input "should not" have an axle mismatch issue.

Insurance certs: make sure when you renew your insurance in February that RPCNB gets an electronic copy!! Not all the insurers are sending the copy to RPCNB. Otherwise we must delete your rolling stock because the rules require RPCNB has a copy showing that RPCNB is a certificate holder or also insured.

Air technician certs: when you renew your certification, make sure you send us an electronic copy of both sides of your new card! Without that we can not upload air dates for you. That is part of the FRA regulation, not just a RPCNB rule.

Congrats to Monticello Ry Museum on getting the former IT784 and C&IM31. We had been worried as to the fate of the only 2 RS1325s built. Now at least the second one has a permanent good home where both of these locos will be well taken care of.

Don't forget that RPCNB renewal notices will start going out earlier starting in April 2021 for the 2022 subscription year. The drop dead date moves up to June 30 so as to coincide with Railinc's process for invoicing on the number of rolling stock registered under our mark. If we have not RECEIVED your renewal by 30 June your equipment will be deleted! That is received, not post marked! You can request a Square invoice to pay by credit card, you can call with your credit card info, or you can write a check and mail it, but we must receive the renewal by June 30.

We are still looking for someone to learn how to run the RPCNB! RPCA members need to start thinking about what happens if no one does step up, what happens to all the rolling stock currently registered in RPCNB? Simple answer is that if the equipment registrations are not kept current, the computer will delete them over time as they gather conflicts (errors). It would be a shame for RPCA to lose its place in the industry because no one is willing to take on the task like we did 2 decades ago. RPCNB is the best game in town for small fleet car and loco owners. This may come down to how much are the car/loco owners willing to pay to keep the service? Maybe paying will entice someone?

We hope that everyone has a pleasant and safe Christmas and New Years.

Pamm and Dan Monaghan

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 as well.

Museum and Excursion Trains



The "Rhythm of the Rails" online concert featuring Marty Stuart, Harry Stinson, Old Crow Medicine Show, and Cristina Vale was viewed more than 50,000 times and put the fundraising effort for Nashville, Chattanooga & St. Louis No. 576 over its \$300,000 goal to gain more than double that figure in matching funds. Nashville Steam, the organization working to restore the 4-8-4 to operating condition says the show raised more than \$10,000 beyond the amount needed to secure \$350,000 in matching funds from the Candelaria Fund and Wick Moorman Foundation. For those who missed the show, it is still available [here](#). Rich Tower of the Candelaria Fund and Wick Moorman have announced they will match another \$25,000

in donations made by Dec. 31; those interested in making contributions can do so [here](#).

Canadian Pacific has fired up 4-6-4 2816 for the first time in eight years. The steam-powered ambassador last ran nearly a decade ago and since then has been on display inside the CP campus at Ogden Yard near Calgary.

The Monticello Railway Museum has announced the addition of two locomotives to its collection. Illinois & Midland No. 31, one of the only two RS1325s built by Electro-Motive Division, Illinois & Midland and Illinois Terminal Railroad SW1200 No. 784.

Norfolk Southern is donating private car Marco Polo, used by President Franklin D. Roosevelt while in office, to the Southeastern Railway Museum in Duluth, Ga. The car was built by the Pullman Co., in 1927 as part of a small fleet of cars for charter by VIPs. Roosevelt used the car both as governor of New York and as president, using it on trips to and from Warm Springs, Ga. It was purchased by the Central of Georgia in 1944 and converted to an office car, becoming Southern Railway property in 1963. The car spent more 25 years at Washington, D.C., Union Station.

The Chesapeake & Ohio Historical Society and Alleghany Arts and Crafts Center in Clifton Forge, Va., will present an exhibit on the history of the C&O in the Alleghenies beginning Jan. 19, 2021. "Rails of Memory in Alleghany," running until Feb. 28, 2021, will feature original artwork, posters, calendars, and maps, along with other material produced and loaned by local artists and collectors.

The Chicago Transit Authority will still operate its annual Holiday Train, but the format of the annual special event has been changed. The train (and its bus counterpart) will operate "out of service," meaning they will not be available for passenger boarding. The six-car train, decorated with holiday lights and images, will include a flatcar carrying Santa, his sleigh, reindeer, and decorated trees, allowing Santa to wave to riders at stations. The train's final operation will be on Dec. 21

The trial in which the U.S. government will seek to recover \$25 million from the Durango & Silverton Narrow Gauge Railroad for the cost of fighting a 2018 wildfire will take place in Denver, a federal judge has ruled. It is set to start Sept. 13, 2021.

Canadian luxury train operator Rocky Mountaineer will launch a U.S. train in 2021. The "Rockies to the Red Rocks" service will be a two-day trip between Denver and Moab, Utah, with an overnight stay in Glenwood Springs, Colo. The company plans to launch the service with 40 departures in a 10-week period between Aug. 15 and Oct. 23, 2021.

Canadian National has unveiled a set of heritage locomotives as it celebrates the 25th anniversary of the initial public offering that marks its privatization from a government-owned Crown Corporation. In its 25 years as a private corporation, CN has acquired the Illinois Central; Wisconsin Central; Elgin, Joliet & Eastern; and BC Rail. Those railroads, as well as CN component Grand Trunk Western, are represented with the specially painted locomotives commemorating the anniversary of the IPO.

Amtrak/Freight/Federal Agencies

Amtrak ticket revenue 2020, by service type

(Figures in millions)

	Full year	September
Long distance	\$308.2 (down 37.7%)	\$19.4 (down 37.7%)
State supported	\$281.7 (down 47.7%)	\$10.2 (down 47.7%)
Northeast Corridor	\$651.7 (down 50.7%)	\$12.9 (down 50.7%)
Total ticket revenue	\$1,242.6 (down 47.3%)	\$42.4 (down 47.3%)

Preliminary results for fiscal year 2020 (Oct. 2019 – Sept. 2020) include:

- Safety: Completed Positive Train Control (PTC) installation on all tracks managed by Amtrak, continued advancement of our Safety Management System
- Capital Investment: Advanced \$1.9 billion in infrastructure and fleet work

- [Ridership\[1\]](#): Provided 16.8 million customer trips, a year-over-year decrease of 15.2 million passengers, owing to the pandemic-related travel demand reductions
- [Operating Earnings\[2\]](#): (\$801.1 million)
- [Total Operating Revenue\[3\]](#): \$2.3 billion, decreased 31.9% over FY 2019

[1](#) Fiscal year 2019 ridership previously reported as 32.5 million has been decreased to 32.0 million to reflect an updated company definition of ridership

[2](#) Unaudited

[3](#) Includes payments from state partners for state-supported routes

CEO Bill Flynn and other Amtrak executives spoke to the media recently about the railroad's urgent funding needs. Presently, the railroad has enough money to maintain its present level of service into December, but Flynn said if Congress doesn't cut another check it may have to reduce services further. In March, when the COVID-19 virus first began to spread in the United States, Amtrak ridership dropped by 97 percent in just one month. Presently, ridership is only 25 percent of pre-virus levels and officials think it will only rebound by 37 percent by the end of Fiscal Year 2021.

After nearly 10 years of a contentious battle involving Amtrak and its host freight railroads that twice reached the U.S. Supreme Court, the Federal Railroad Administration (FRA) has published a final rule establishing metrics and minimum standards for measuring the performance and service quality of Amtrak's intercity passenger trains.

The metrics and standards of the rule, 49 CFR Part 273 [Docket No. FRA-2019-0069; Notice No. 3] RIN 2130-AC85, "Metrics and Standards for Intercity Passenger Rail Service," are grouped into four categories: on-time performance (OTP) and train delays, customer service, financial, and public benefits.

[The final rule](#) requires [Amtrak](#) and its host freight railroads to certify Amtrak schedules, and sets an on-time performance minimum standard of 80% for any two consecutive calendar quarters. It also defines the metrics of ridership, train delays, train delays per 10,000 train-miles, station performance and host running time.

According to FRA, the final rule "may result in lower operational costs for Amtrak to the extent it results in improved OTP, which may reduce labor costs, fuel costs and expenses related to passenger inconvenience, and provide benefits to riders from improved travel times and service quality."