



From the President



The Board has just concluded another meeting with additional planning for the April Virtual Conference (April 17th and 18th) We will have some informative videos and sessions that we are bringing right into your business or home. We look forward to offering this service to our members in place of an in-person meeting. Our annual general membership meeting will be held during the virtual conference as well. We hope to learn from this experience to offer more online opportunities for education in the future.

With vaccine distribution logistics improving each day, we look forward to January 2022 in Cleveland as a launching pad to meeting in person again. There is no comparison to meeting in person and sharing our life experiences regarding our passion for this industry. A passion that we as a group have been meeting to share for 40 years. That's 40 years of changes within the industry, successes, failures, saved equipment, lost equipment, new friends, friends no longer with us, and most

importantly, the fellowship of the brotherhood/sisterhood of private railcar owners and other flanged equipment along with associated logistical industries. That's a mouth full, but that is who we are. Fellowship is defined as a ***friendly association, especially with people who share one's interests.***

Many opinions and passions ran deep as we looked at canceling an in-person conference for 2021. That lack of fellowship leaves us with an empty spot that's hard to replace. For many of us, it's like a family reunion. Many of you were in my life before the first conference 40 years ago, and I will miss seeing all of my old and new friends/family this year. Our hope as your Board is for the safety of each of you and your families. We also long to see your operations survive the economic disasters of 2020.

When we looked at 2021, we had to evaluate several items. The organization did have to meet the requirement of having a general membership meeting before the end of April. We could have done a virtual general membership meeting before the deadline and a scaled-back in-person gathering later in the year. The concern with that path? Directly reducing attendance for our 40th in Cleveland just a few months later in January 2022. So with that, we are making the best of the undesirable options we had on the table and are excited for Cleveland and then back to North Carolina in 2023.

This year's elections for the Board will include three incumbents, Ray Kammer, Judy Gray, and Jon Clark. All of them have done a fantastic job. Michael Kuehl of Dynamic Ticket Solutions is also running this year for one of the three seats. Michael has been a great asset to the industry and a good friend to our organization. Good luck to all the candidates.

Unfortunately, you won't have the option of dropping your ballot off at the conference this year. This will be a mail-in ballot only option. Our Election Chairman, Burt Hermey, has assured us that it will be fair and accurate despite being a mail-in ballot. (Too soon?) All kidding aside, we all owe a debt of gratitude to all those running for the Board, those who have served, and the many volunteers who sacrifice their time and money to support our members. From our Insurance group, Numbering Bureau, Magazine, and this well done Newsletter. The many who work on committees, help out at the auction tables, our Conference Chairman, the Vendors, those who step up to host our conferences, and anyone else that I may have left out, including the supportive spouses (what do you mean you bought another railroad car?). And last but not least, those of you behind the scenes and the members that make our annual conferences each year a success. Well done, and thank you for all you do and your continued support for RPCA over this trying year.

Be Safe My Friends,

W. Roger Fuehring

President, RPCA



MEMBERSHIP NEWS

Amtrak RPCA conference call Friday January 29

According to Burt Hermey's notes Amtrak reported that long distance trains are doing significantly better than the rest of the system. They are only down about 65% vs 80-something percent for the rest of the trains.

The lowered insurance requirements, 2M/4M vs 3M/6M as well as a clearer explanation of penalties that might occur on changed move requests, have all been added to the "conditions of movement" on the Amtrak private car page in their website. Change/cancellation penalties only occur on the affected segments of a move request, not the entire thing.

There was also discussion concerning inspectors, and the steps needed for someone to be qualified by Amtrak to inspect private cars. Brad Black should be the one contacted if someone is interested.

RPCA 2020 Financial statement, January 1, 2020 - December 31, 2020

Beginning Balance 01/01/2020	\$125,867.89	
INCOME		
2020 Dues	\$10,171.50	
less refunds	-\$90.00	
Dues paid at paypal	\$4,105.00	
Railcamp donations	\$2,830.00	
Fuehring Fund donations	\$5,733.00	
2020 conference receipts	\$25,626.42	
AAPRCO reimbursement	\$0.00	
Safety program receipts	\$0.00	
Newsletter ads	\$0.00	
BofA rewards	\$3.36	
Interest income	\$38.56	
Total income:	\$48,417.84	
EXPENSES		
Magazine Postage	\$1,000.00	
Office supplies		
Magazine expenses	\$236.00	
Magazine printing expense	\$1,437.73	
Magazine stipend	\$300.00	
BOD / officers expenses	\$91.05	
Election expenses		
Corporation fees	\$304.00	
Credit card processing	\$404.96	
Paypal fees	\$187.19	
other bank charges	\$84.00	
Membership committee expense	\$483.51	
UMLER/EMIS costs		
Conference committee expense	\$578.41	
Railcamp	\$0.00	
Railcamp - Weller	\$0.00	
Fuehring fund fees	\$4,516.59	
Internet fees	\$809.40	
Safety program expenses	\$0.00	
Web site development	\$6,666.00	
Insurance	\$981.00	
Award plaques and gifts	\$0.00	
	\$18,079.84	
Ending balance 12/31/2020	\$156,205.89	Includes Fuehring balance of \$12015. and Railcamp balance of \$5590.75 and Weller Railcamp balance of \$4356 and special youth fund balance of \$50
Operations "real" amount	129241.02	
Legislative Fund balance	4031.19	

Legislative



Legislative and Political Fund-raising Efforts on Behalf of Private Cars and Charter Trains, by Ross Capon

Thanks to all the RPCA members who have written to their legislators in support of statutory language to push Amtrak back towards productive relationships with the private car and charter train community. And thank you, RPCA, for the privilege of addressing you in Cincinnati two years ago!

Fiscal Year 2021 was the third straight year where the appropriations law is accompanied by report language making clear Congress's concern about how Amtrak is treating the private car and charter train

businesses. This year's language says, in part, "the Committee remains concerned with Amtrak's implementation and communication of these guidelines. Amtrak is directed to continually review and evaluate the locations and trains that may be eligible for private car moves...Amtrak is directed to include an updated report on private car and charter train policies in its fiscal year 2022 budget justification." The text, which—

notwithstanding the URL---has the force of law, is on page 72 at https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY2021%20THUD%20Full%20Report_0.PDF

Also, thanks in part to a good relationship between AAPRCO Board Member Dick Spotswood and his U.S. Representative, Jared Huffman (D-CA-2, San Rafael/Eureka), HR2--the big, House-passed surface transportation bill last year--included the following, which we will be working to see included in this year's authorization bill. Unfortunately, there was no Senate counterpart and thus Congress passed just a stopgap, one-year reauthorization. (Authorization bills typically are multi-year and designed to set policy, whereas the annual appropriations bills try to tread lightly on policy matters.)

SEC. 9219. AMTRAK AND PRIVATE CARS.

(a) SENSE OF CONGRESS.—It is the sense of Congress that private cars and charter trains can—

- (1) improve Amtrak's financial performance, particularly on the long-distance routes;
- (2) have promotional value for Amtrak that results in future travel on Amtrak trains by passengers made aware of Amtrak as a result;
- (3) support private-sector jobs, including for mechanical work and on-board services; and
- (4) provide good-will benefits to Amtrak.

(b) POLICY REVIEW.—Amtrak shall review the policy changes since January 1, 2018, that have caused significant changes to the relationship between Amtrak and private car owners and charter train services and evaluate opportunities to strengthen these services, including by reinstating some access points and restoring flexibility to charter-train policies. For charter trains, private cars, and package express carried on regular Amtrak trains, consistent with sound business practice, Amtrak should recover direct costs plus a reasonable profit margin.

One way to raise the visibility of your issues is through participation in political fundraisers. Some colleagues in the non-profit world are amazed to learn how little the cost of this form of participation can be. My experience with this began in 2017-18 when Bob Donnelley, then AAPRCO president, wrote the checks. His hope that this would catch on with others has been realized. Last year, 18 different people wrote checks supporting my participation in 15 face-to-face events with key Senators and Representatives. The events these days are all by Zoom.

Check-writers have included RPCA VP Burt Hermey and some Friends of the 261 members. I send the checks in with a cover letter on AAPRCO letterhead but making clear when the check writer is associated with another organization, and including the URL for that organization. It doesn't hurt for a legislator to know that more than one organization has this interest.

The number of lobbyists present at fund-raisers generally ranges from about five to twenty. Except for some rail labor reps at a few events, I have been the only pro-passenger-rail lobbyist at these fund-raisers, all of which give me the opportunity to speak briefly to the legislator about our concerns.

Offices are careful to keep these events separate from their day jobs. For example, you normally can't phone a Capitol Hill office and ask who the legislator's fund-raiser is. This has to be determined through the party campaign committees.

Of course, this separation is not total. The legislator's chief of staff is usually present, and sometimes also his or her legislative director who may even handle transportation. I can discreetly make clear to a staffer that I was present at the boss's fund-raiser by quoting something the boss said on a particular day.

In 2021, as a result of the Capitol riot, there is a new twist: the corporations that have, for now at least, discontinued political contributions to legislators who voted to reject some certified electoral votes for Biden. Dow said it has ceased political contributions to these legislators for the full election cycle (two years for House, six years for Senate). Some corporations have ceased all political donations (for now).

If you might consider making donations to future fund-raisers, please write me at rcapon3@gmail.com and I will add you to the list of people notified when a relevant fund-raiser is coming up. This does not entail any obligation to write a check. Also, you have complete control over who gets your money -- checks (which must be personal checks) always are payable to a specific campaign. Thus, you can avoid-or favor-any legislator you particularly like or dislike.

Legislative Committee

The Board of Directors formed a Legislative Committee that is charged with raising awareness of the issues impacting RPCA members with policymakers and legislators in government and industry. The membership stipulated that any funding must not come from the RPCA's general fund. Therefore, the financial support needed for the Committee to begin addressing these issues must come from interested members.

This is an important initiative that will help ensure that our members are heard. As we've seen during the past 20 years, new rules, regulations, and laws are increasing the burden on us and restricting how we are able to use our equipment. If we want to stay on the rails, we need to make sure that we are not forgotten in this process.

Please contribute to the RPCA Legislative Fund. Checks should be sent to:

RPCA
5323 Highway N #331
Cottleville, MO 63338-0331

All checks should be payable to RPCA and should indicate it is for the Legislative Committee.

Thank you all for your support. We will keep you informed how the money will be used and the results.



APPOINTMENTS AND NOMINATIONS

Pete Buttigieg, President [Joe Biden's](#) nominee to lead the Department of Transportation, appeared at his confirmation hearing before a key Senate panel. [Buttigieg](#), the former mayor of South Bend, Ind., and a Democratic presidential candidate, fielded questions from senators on myriad of transportation-related issues and the rebuilding of the nation's crumbling infrastructure.

Following Transportation Secretary Elaine Chao's resignation, Steven G. Bradbury is Acting Secretary of Transportation in accordance with the Department's established order of succession. Bradbury now leads [U.S. Department of Transportation \(USDOT\)](#) activities and more than 55,000 employees, as well as its \$87 billion budget.

Former New York City Department of Transportation Commissioner Polly Trottenberg will be nominated as U.S. Deputy Secretary for Transportation. During the Obama administration, she was assistant

secretary for transportation policy and undersecretary for policy at U.S. DOT. The appointment requires Senate confirmation.

Amit Bose has been named deputy administrator for the Federal Railroad Administration and Nuria Fernandez the deputy administrator of the Federal Transit Administration, part of a group of more than three

dozen appointments to the U.S. Department of Transportation announced by the Biden Administration. Bose has previously served as the FRA's deputy administrator and chief council, with involvement in the Northeast Corridor's Gateway project and California high speed rail. Fernandez has a lengthy transit resume, including executive positions at New York's Metropolitan Transportation Authority, the Chicago Transit Authority, and the Washington Metropolitan Area Transit Authority.

Other rail-related appoints include Diana Lopez, senior advisor to the administrator, FRA, and Subash Iyer, chief counsel, FTA. Martin Oberman has been named chairman of the Surface Transportation Board (STB). Oberman was sworn in as a member of the STB on Jan. 22, 2019, and has served as vice chair since Jan. 6, 2020. He is serving his first five-year term following confirmation by the U.S. Senate in 2019. A Chicago attorney, Oberman has had an extensive career in the public and private sectors, including service as a Chicago alderman, a member of commuter railroad Metra's board and most recently a member of the Chicago Metropolitan Agency for Planning's board.

The House Transportation and Infrastructure Committee has announced new committee and subcommittee members. Now leading the Rail Subcommittee of the House Transportation and Infrastructure Committee is Rep. Donald M. Payne, Jr., (D-N.J.), while Rep. Sam Graves (R-Mo.) continues as the Ranking Member. Any Amtrak legislative changes will go through this subcommittee. The Senate Commerce Committee, under Chair Maria Cantwell (D-Wash.) and Ranking Member Roger Wicker (R-Miss.) will likely be hearing presidential nominations to Amtrak's Board of Directors in the coming months.

Railcamp



RailCamp Committee Report

While no one can predict what 2021 will bring the NRHS is going ahead with plans to hold both of the RailCamps in Newark, DE and Tacoma, WA. Together with our business partners, we are working on plans to jointly assess the virus situation, see how they are opening in 2021 and hoping to make a final decision on 2021 schedule and venues. That said, we have posted the student application on the NRHS website (see below).

As you know each year, since 2001, the RPCA, through the generosity of our members and our insurance vendors (United Shortline, HMBD, and Borden Perlman McRail Insurance), strives to send at least two deserving youth to the NRHS RailCamp's via our Caldwell-Luebke Fund and the Stanlee E. Weller Fund. The scholarship includes all activities, transfers from to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS.

As always, we are looking for students from RPCA Member Families and Member Organization's to potentially sponsor with our scholarships.

The RPCA Scholarships via the Caldwell-Luebke Fund and Stanlee E. Weller Fund remain restricted for RailCamp use only. These funds will be available when needed both now and in the future. Generous donations and sponsorships make certain that no camper is turned away due to his/her ability to pay the tuition. We appreciate your continued support of this program. Additionally, all RailCamp management and staff are volunteers.

RailCamp has had a successful and significant impact on creating future transportation industry professionals with a very high percentage of past attendees going into the field in one manner or another. Positions include, train dispatcher, locomotive engineer, conductor, civil engineers and management positions.

For more information or to apply for the NRHS RailCamp, please visit: <https://nrhs.com/programs/railcamp/> Should you wish to apply for one of our scholarships, please contact Roy Wullich at rjwullich2@aol.com

As always, and once again, we thank everyone for your generosity and continued support of RPCA's NRHS RailCamp Scholarship program.

Respectfully submitted,

Roy J. Wullich

RPCA - NRHS RailCamp Chairman

SAFETY



Take Heart in Your Work

I don't know about you, but I can certainly say that this "Stay at home" Covid thing is taxing, both mentally and physically. How can it be physically taxing? Why that is pretty easy. It seems like the only exercise I am getting is doing 12 ounce can rolls or jamming something tasty between my lips. This, on top of the holidays and the poor old scale is cringing every time I step on it.

I don't know if there is a burning desire to start hitting the gym 5 days a week, but there is a need to start out slow and see what our bodies and hearts are telling us. February is national heart

month. Lest we forget our Valentine on the 14th, we need to pay some attention to the ticker. As we start getting back to some of the hard work that our rolling stock is calling for, we need to at least do some sort of exercise to see where we are health wise.

Starting out small is at least a place to start. We all know that a healthy diet not only helps the heart, but the rest of our body as well. That said, those Hershey bars need to be put out of my reach. Along with the diet comes some form of exercise. These days it seems easier for me to put on the hat, coat and gloves and head out for a stroll through the neighborhood. Walking has it many benefits including stretching the leg and back muscles, working the lungs and helping build up some stamina for those upcoming 12 hour days down in the rail yard. Starting out slow and working up to longer distances and faster paces is a great way to measure lung function and heart rate. Don't push it right out of the gate. Work up to it slowly. Set your goal to lose 5 pounds by the end of the month, walk 2 miles in 30 minutes or whatever you feel comfortable completing. If you are in doubt about your overall condition, please contact your physician and see what they recommend. If walking outside in the winter is not your bag, how about hitting the pool for a few laps? Whatever you decide, check with your health care provider first.

This is the time of year that we look forward to getting more daylight and getting back to working on the Pullmans and Budds. Thinking that we can just come out of a winter's hibernation and start doing the heavy lifting overlooks the physical stress we can put on our hearts. Let's all get back on track while being mindful of the old ticker. Stay safe and save the chocolates to share with someone on Valentine's.

Gary Carter

UMLER REPORT



Here we are in a new year, with a new federal administration, and many, many questions.

Will we be allowed to run our cars again "on the main", i.e. main line excursions?

With PTC relatively complete, will our privately owned locos be allowed to return to running "on the main"? If yes, what will be the requirements?

Will Amtrak become more affordable?

Will the unrest in some parts of the country cause some of our rolling

stock to be wantonly vandalized. Usually vandals are after materials they can sell for scrap, but some of the actions happening in some locations are for just wanton destruction for political reasons.

Don't know, can't even project, but can hope and wish, and pray, for less unrest, and more flexibility. The one thing we can predict with confidence is that there are more Umler changes coming!

Looking back:

Back when we started this more than 2 decades ago, this is what an Umler report looked like. For those not old enough to have experienced this, it is a virtual IBM punch card on the screen, yellow letters on a green background.

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UMLER INFORMATION ON CP 404943 : FORMAT A PAGE 1 OF 2
Refer to Equipment Information in Railtown for current data
Owner : CP Lessee : AAR Car Code : M190 AAR Mech : MMM Ownership : I
Transp Code : Y Transp Cond Code : H Pool : 0000000 Clearance : G
Train Service Codes: EW/MA :
AEI Transponder : 71 AEI Update Mark : CP AEI Update (YYMMDD) : 960719
-----
O.Length : 083 11 Act Cu. Ft. Cap : 00000 Articulated :
O.Extreme Width : 10 07 Load Limit (00) : 1220 Body Type : S
O.Hgt/Ext Width : 07 06 Tare Weight (00) : 0550 Floor Type :
O.Extreme Height : 13 10 TWR (000) : 177 Floor Trough :
O.Up Eav Width : 00 00 Starred : Side Door Type : 00
O.Up Eav Height : 00 00 Wgt Dt (MMDDYY) : 063082 Lining :
O.Low Eav Width : 00 00 Truck Ctr Lgth : 59 08 Roof :
O.Low Eav Height : 00 00 Bearing/Brk Sh : 0 Outlets :
Side Door Width : 10 00 Axles : 4 Degree of Slope : 00
Side Door Height : 06 01 Truck Type : C Compartment : 0
End Door Width : 00 00 Wheel Size : 4 Operating Brakes :
End Door Height : 00 00 Draft Gear : 88
Inside Length : 80 04 Max Ld Ctr Grav : 000
Inside Width : 09 07 Empty Ctr Grav : 0 00 Coupler A-end : ESPEC
Inside Height : 00 00 Journal Size : D Coupler B-end : ESPEC
Fittings : RZ Air Brake Test : CP 08302001
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UMLER INFORMATION ON CP 404943 : FORMAT A PAGE 2 OF 2
Customs Code : CP Car Type Code : WHP
Rate Indicator : 6 Car Grade :
Hourly Charge : $ 00.00 Grading Date :
Mileage Charge : $ 0.000 Grading Indicator :
OT-37 Surcharge : $ 00.00
Eff Date (MMYY) : 0106
Month Blt/Re-Blt : 12
Year Built New : 48
Year Re-Built : 00
OT-37 Month & Year : 0000
Ext Service Code : N
EIN Number : 0001569266
Prior Number : CP 004231

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Note that the output is in landscape format and only 2 pages long, and includes 69 data fields. Today the output spans 5-7 pages and is in portrait format, and includes between 105 and 189 data fields depending on what type of rolling stock the record is for, with more to come.

Back then the Umler input was in the form of arcane 1 to 4 character codes that took time to look up from the Data Specification Manual for the combination of components the car has which was correct. Today, the input format on-line is in human readable format, and even has links to describe what is expected.

And the input was only batch mode loaded to the computer, once every 12 hours. No instant accessibility. More than once that was an issue when an owner forgot to update us so that we could update the system well in advance of being in the middle of an origination inspection. And that was where our reputation counted, the cars or locos moved anyway, BUT, the next day Umler had better have been updated with the proper and correct data or it was all over. The US Marines have a great phrase: Respect is earned, never given. And in railroading, trust is hard to earn, easy to lose, and even harder to get back.

Back then passenger cars were still categorized as freight Maintenance of Way rolling stock, today we have our own category and type codes.

Back then it cost \$27.50 per MINUTE to access the system because we had to enter through a Compuserve portal. It was a very good thing that Pamm could type more than 100 words per minute, and even Dan could do a little better than 60 to keep the Compuserve invoice as small as possible. Today RPCNB Umler access rides free on Great Lakes Railcar computers and internet access costs.

My, my, how things have changed. And at least with respect to Umler access, all for the better.

But some things don't and won't change. It has been a while for almost all our members and subscribers having cars out on the road.

In hopes of a better season, a reminder about cars registered under the RPCNB reporting mark:

Hopefully the coming season will actually see many if not most of our rolling stock out earning revenue again.

When car owners sign the agreement to use the RPCNB reporting mark, they agree to only offer cars for movement that ARE ROADWORTHY. AAR Standard 4045 (AAR S-4045) is the **minimum** mechanical standard to be met for passenger cars moving in freight train service or excursion operations. Again, **MINIMUM** mechanical standard. Of course an Amtrak approved PV handily better that requirement. Roadworthy also means that the car is EXPECTED to make the trip without issue, all safety appliances are intact, and all the air brake, draft and running gear systems and body structure retain their integrity and proper function and, no servicing of the car is expected during movement from origination point to destination. Also the car does NOT pose a hazard due to broken glazing, loose equipment, torn sheet metal or anything extending beyond the car side or end that should not.

If a car does suffer a road failure, that is cause for investigation of what, why, when, how. If it was due to intentional or even should have known better causes, the owner could be subject to sanction of the offending car being deleted up to all of the owner's equipment being deleted and the owner being prohibited from using RPCNB services again.

RPCNB does recognize that some failures just can't be identified for repair in advance. We ourselves have experienced some road failures that just could not be explained, even by industry experts, other than the cars are old, and some things don't give much warning of impending failure. If this were not the case, the railroads would not have developed so much very expensive wayside sensing systems for the national fleet of nice young current freight rolling stock! Consider how much older our rolling stock is than the freight fleet. We have operational cars now into their second century, or twice the age of the oldest cars in the freight car free interchange fleet!

Road failures are costly to the railroad, and definitely to the car owner, but also to RPCNB.

A road failure costs the railroad time, money, and degradation of their schedule which is more time and money (don't forget PSR!) to set the car out.

A road failure costs the owner money to get a contractor on site that is acceptable to the railroad and capable of PROPERLY repairing the car.

And a road failure costs RPCNB a little bit of our good reputation for having only roadworthy cars offered for movement. And that then costs ALL the car owners using the mark, and even other marks because it casts a shadow on all private passenger owners. One must remember, these are not free interchange freight cars, the railroads are not forced to accept our obsolete, over age passenger cars.

Car owners MUST do their best to ensure that "our" equipment does not fail on the road.

Hard ass? Yes, but our favorite items are large and heavy, and when they don't work correctly, can cause expensive damage as well as hurt or kill people, and our ability to continue to run our cars and locos over the General Railway System is at stake.

But we still do have access for passenger car movement that some people predicted would end more than 2 decades ago. And that is because we all worked hard to develop a reputation for offering for movement rolling stock that is Roadworthy. The industry acceptance of that has been difficult when most of our cars do not receive Amtrak annual inspections. We got that way because we have a bunch of good members and subscribers. For that we are thankful.

Let us hope that any changes this year are still for the good.

Wishes for Safety and Health

Pamm and Dan Monaghan

Co-Managers RPCNB

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 Jackson, Mich., city council has voted to sell former Grand Trunk Western 4-6-2 No. 5030, which has been on display in North Lawn Park for more than 60 years, to the Colebrookdale Railroad Preservation Trust in Pennsylvania. The 1912 Montreal Locomotive Works engine, a light Pacific, was donated to the city in 1957. The Colebrookdale Railroad, a 9-mile operation in Boyertown, Pa., has been seeking a steam locomotive for its tourist operation.

An investigation has begun into the cause of a fire involving several railcars at the North Carolina Transportation Museum in Spencer, N.C. The fire involved cars, owned by the museum or its foundation, on storage tracks on the east

side of the museum property. No injuries were reported and no structures were damaged.

The University of Delaware (UD) is accepting applications for its Graduate Certificate in Railroad Engineering program, 2021-22 academic year. Professionals and engineering graduates may enroll; GREs (Graduate Record Examinations) are not required. All three graduate program courses (nine credits), including lectures and assignments, can be accessed remotely. The Railroad Engineering course is held during the fall semester (September 2021), while the Railroad Safety and Derailment and the Railroad Geotechnical Engineering courses are given in the spring (February 2022).

N&W business car 300 was pulled from storage in Philadelphia for the start of its journey to Valparaiso, Ind. for restoration. In 2019, the nonprofit Norfolk and Western Business Car 300 Preservation Society Inc. was formed to accept the donation of the car, which had been stored in a warehouse for three decades. The plan is for the 300 to operate on the Little River Railroad in Michigan.

The future of the Port Huron & Detroit Historical Society is in doubt because of the combined impacts of the COVID-19 pandemic, an alleged embezzlement, and a lack of financial planning. An investigation is continuing into less than \$15,000 in funds that are reportedly missing, a significant amount of the society's \$25,000 annual revenue. The pandemic has limited fundraising and events. The organization seeks to preserve the history of the PH&D and other area railroads, and to maintain and restore a Port Huron roundhouse as a museum complex, along with railroad equipment.

Amtrak/Freight/Federal Agencies



P42DC No. 46 led the westbound Capitol Limited out of Toledo on Jan. 21, displaying markings commemorating Amtrak's 50th anniversary, which arrives in May. The locomotive was reportedly going to lead an Inauguration special for Joe Biden, the 46th president, but that was cancelled for security reasons following the Jan. 6 attack on the Capitol.

Amtrak CEO William Flynn has outlined his company's top five priorities for Congress. Those priorities are:

- Emergency funding: \$1.541 billion of COVID relief to sustain and restore operations and recall employees.
- Establishing an intercity passenger rail trust fund: To create a predictable source of federal funding, like a trust fund, for both the Northeast Corridor and National Network.
- Access for new service and more frequencies: Support and updates to statute to ensure the Amtrak network can grow and serve more of the country.
- Preference enforcement to counteract delays: The right to sue host railroads if passenger trains are subjected to extensive freight train interference.
- Facilitating new corridors: Funding to develop state-supported routes of typically less than 500 miles.