



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

JUL 27 2010

The Honorable John D. Rockefeller IV  
Chairman  
Committee on Commerce, Science, and Transportation  
United States Senate  
Washington, DC 20510

Dear Mr. Chairman:

I am submitting the enclosed report to fulfill the requirement outlined in Section 415 of the Rail Safety Improvement Act of 2008 instructing the Secretary of Transportation to conduct a study of locomotives and equipment used by tourist, excursion, and museum railroads, which operate over the general railroad system of transportation. The purpose of the study is to consider whether to implement a less frequent periodic inspection scheme.

The mandate specifically requires an analysis of the safety consequences associated with air brake maintenance cycles being driven by service days (in use), instead of calendar days, as currently required under the Federal Railroad Administration's (FRA) regulations. The FRA has completed its study and analysis of the regulated community affected by the mandate, and does not support an initiative to relax periodic inspection or test requirements for diesel electric locomotives and equipment used in connection with tourist, excursion, and museum railroads' general system operations.

Additional details concerning our findings, analysis, and recommendations can be found in the accompanying report. If I can provide further information or assistance, please feel free to call me.

A similar letter has been sent to the Ranking Member of the Senate Committee on Commerce, Science, and Transportation and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Ray LaHood

Enclosures



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

JUL 27 2010

The Honorable Kay Bailey Hutchison  
Ranking Member  
Committee on Commerce, Science, and Transportation  
United States Senate  
Washington, DC 20510

Dear Senator Hutchison:

I am submitting the enclosed report to fulfill the requirement outlined in Section 415 of the Rail Safety Improvement Act of 2008 instructing the Secretary of Transportation to conduct a study of locomotives and equipment used by tourist, excursion, and museum railroads, which operate over the general railroad system of transportation. The purpose of the study is to consider whether to implement a less frequent periodic inspection scheme.

The mandate specifically requires an analysis of the safety consequences associated with air brake maintenance cycles being driven by service days (in use), instead of calendar days, as currently required under the Federal Railroad Administration's (FRA) regulations. The FRA has completed its study and analysis of the regulated community affected by the mandate, and does not support an initiative to relax periodic inspection or test requirements for diesel electric locomotives and equipment used in connection with tourist, excursion, and museum railroads' general system operations.

Additional details concerning our findings, analysis, and recommendations can be found in the accompanying report. If I can provide further information or assistance, please feel free to call me.

A similar letter has been sent to the Chairman of the Senate Committee on Commerce, Science, and Transportation and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Ray LaHood

Enclosures



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

JUL 27 2010

The Honorable James L. Oberstar  
Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

I am submitting the enclosed report to fulfill the requirement outlined in Section 415 of the Rail Safety Improvement Act of 2008 instructing the Secretary of Transportation to conduct a study of locomotives and equipment used by tourist, excursion, and museum railroads, which operate over the general railroad system of transportation. The purpose of the study is to consider whether to implement a less frequent periodic inspection scheme.

The mandate specifically requires an analysis of the safety consequences associated with air brake maintenance cycles being driven by service days (in use), instead of calendar days, as currently required under the Federal Railroad Administration's (FRA) regulations. The FRA has completed its study and analysis of the regulated community affected by the mandate, and does not support an initiative to relax periodic inspection or test requirements for diesel electric locomotives and equipment used in connection with tourist, excursion, and museum railroads' general system operations.

Additional details concerning our findings, analysis, and recommendations can be found in the accompanying report. If I can provide further information or assistance, please feel free to call me.

A similar letter has been sent to the Ranking Member of the House Committee on Transportation and Infrastructure and the Chairman and Ranking Member of the Senate Committee on Commerce, Science, and Transportation.

Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in black ink, which appears to be "Ray LaHood". The signature is written over the typed name and extends upwards and to the left.

Enclosures



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

JUL 27 2010

The Honorable John Mica  
Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Congressman Mica:

I am submitting the enclosed report to fulfill the requirement outlined in Section 415 of the Rail Safety Improvement Act of 2008 instructing the Secretary of Transportation to conduct a study of locomotives and equipment used by tourist, excursion, and museum railroads, which operate over the general railroad system of transportation. The purpose of the study is to consider whether to implement a less frequent periodic inspection scheme.

The mandate specifically requires an analysis of the safety consequences associated with air brake maintenance cycles being driven by service days (in use), instead of calendar days, as currently required under the Federal Railroad Administration's (FRA) regulations. The FRA has completed its study and analysis of the regulated community affected by the mandate, and does not support an initiative to relax periodic inspection or test requirements for diesel electric locomotives and equipment used in connection with tourist, excursion, and museum railroads' general system operations.

Additional details concerning our findings, analysis, and recommendations can be found in the accompanying report. If I can provide further information or assistance, please feel free to call me.

A similar letter has been sent to the Chairman of the House Committee on Transportation and Infrastructure and the Chairman and Ranking Member of the Senate Committee on Commerce, Science, and Transportation.

Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in black ink, which appears to be "Ray LaHood". The signature is written over the typed name and extends upwards and to the left, crossing over the "Sincerely yours," text.

Enclosures

**Federal Railroad Administration**

**Rail Safety Improvement Act of 2008  
Section 415 Museum Locomotive Study**

**Report to Congress**

**May 2010**

# Federal Railroad Administration Museum Locomotive Study

## Report to Congress

The Rail Safety Improvement Act of 2008 instructed the Secretary of the U.S. Department of Transportation to conduct a study relating to locomotives and equipment used by museums, historical societies, and tourist or scenic railroads, for the purposes of considering a less frequent periodic inspection scheme. The Act stated:

### **SEC. 415. MUSEUM LOCOMOTIVE STUDY.**

(a) **STUDY.**—The Secretary shall conduct a study of the requirements relating to safety inspections of diesel-electric locomotives and equipment that are operated in limited service by railroad related museums, historical societies, and tourist or scenic railroads. The study shall include an analysis of the safety consequences of requiring less frequent inspections of such locomotives and equipment, including periodic inspections or inspections based on service days and air brake inspections.

(b) **REPORT.** Not later than 2 years after the date of enactment of this Act, the Secretary shall transmit a report on the results of the study conducted under subsection (a) to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

## Background

In 1992, the Federal Railroad Administration (FRA) began communicating its jurisdiction and enforcement policy to the tourist, excursion, and museum (TEM) railroad industry. In essence, FRA developed a policy limiting the scope of its jurisdiction over TEM railroads that were either insular<sup>1</sup> or non-insular,<sup>2</sup> both of which are passenger operations conducted off the general railroad system of transportation. FRA continues to believe that the burden of regulatory compliance affecting the TEM industry must be balanced against the need to protect the public, including TEM workers and volunteers. (See attachment labeled “Tourist Railroads FRA Exercise-of-Jurisdiction Decision Tree” for more information).

Non-insular TEM railroads are already exempt from Federal regulations (e.g., Title 49 Code of Federal Regulations (CFR) Part 229, Locomotive Safety Standards, Subpart B – Inspection and Tests; and Part 232, Brake System Safety Standards, Appendix B, relative to this mandate). FRA concluded the intent of the Section 415 mandate referred to TEM railroads operating over the general railroad system of transportation. Therefore, FRA limited the scope of its study to TEM railroads operating over the general railroad system of transportation.

---

<sup>1</sup> A term of art created by FRA to describe a railroad that is separated from the general railroad system of transportation.

<sup>2</sup> Neither insular nor connected to the general railroad system.

## Findings/Analysis

FRA has always exercised jurisdiction over all TEM railroads operating over the general railroad system. While the growth of the TEM industry has remained static in recent years, FRA believes it is in the public’s best interest to continue to exercise oversight over the industry. Over the last 3 years, TEM general system railroads transported over 6.5 million passengers. TEM railroads operate over hundreds of public highway-rail grade crossings, using a wide variety of diesel-electric locomotives and passenger equipment over an array of operating conditions and topography. In some cases, TEM operators own no trackage, but pay host railroads for trackage rights. Operations range from regularly scheduled to occasional or sporadic. Some operations entail shared-use service over trackage used by Class I and II freight railroads operating heavy tonnage freight trains at speeds of up to 60 mph, as well as Amtrak passenger trains operating at speeds of up to 100 mph. Some TEM railroads use antiquated diesel-electric locomotives and passenger equipment. Other TEM railroads also provide freight service on certain days to supplement revenues.

In response to the Section 415 mandate, FRA attempted to survey all TEM general system railroads. The survey commenced on June 1, 2009, and ended on October 31, 2009. In 2009, there were 73 TEM railroads operating over the general system; FRA assessed 60 of the 73 during the survey period. The survey consisted of gathering general information with respect to the operating characteristics and environment of each railroad, as well as inspecting diesel-electric locomotives and passenger equipment. (See attachment labeled “TEM Profile” for more information regarding operating characteristics<sup>3</sup>).

The following table represents passenger ridership and certain accident/incidents over the last three years.

Passenger Ridership				2007-2009		
2007	2008	2009	Total	H,E,T,M <sup>4</sup> Accidents	HRX Casualties	Trespasser Casualties
2,391,660	2,153,373	1,998,729	6,543,762	68	17	8

FRA found a wide variety of operating conditions and equipment. Many TEM railroads use equipment with antiquated brake components such as No. 6, No. 24RL, UC, D22, D-24, and LN. Unlike modern day brake valves which have proven their service reliability, these antiquated brake systems use metal components, including ring fitted pistons, brass slide valves and seats, which are inherently maintenance intensive and require more frequent servicing to ensure proper functionality. It should be noted that the manufacture dates on all the aforementioned antiquated brake systems range from 1930 to 1950. The consequences of a less frequent inspection, maintenance, and test cycle with respect to diesel-electric locomotives and passenger equipment equipped with antiquated brake valves could result in increased stopping distances due to ineffective or inoperative air brakes. In addition, a less frequent inspection cycle may also contribute to other defective conditions surfacing that might otherwise be repaired under the current inspection cycle. Conversely, some TEM railroads use more modern air brake systems such as No. 26L, and second-generation and later AB-type brake valves. These newer valves have a proven

<sup>3</sup> Editorial note: for the purposes of formatting, the TEM Profile attachment was condensed to permit viewing in conventional landscape page width. The complete electronic version can be made available upon request.

<sup>4</sup> Human factor, equipment, track, and miscellaneous-caused accidents.

record of reliability, requiring less frequent periodic inspection, maintenance, and tests due to their improved design and use of more reliable materials.

During the survey, FRA inspected 140 diesel locomotives and 101 passenger cars for compliance with applicable Federal regulations. FRA regulations applicable to diesel locomotives include: 49 CFR Part 223, Safety Glazing Standards; Part 229, Railroad Locomotive Safety Standards; Part 231, Safety Appliance Standards; and Part 232, Brake System Safety Standards, Appendix B. FRA regulations applicable to passenger cars include: 49 CFR Part 223, Safety Glazing Standards; Part 231, Safety Appliance Standards; and Part 232, Brake System Safety Standards, Appendix B.

FRA observed 63 locomotives without any Federal defects. However, FRA recorded 77 defective locomotives with a total of 166 Federal defects. Examples of locomotive defects include, but are not limited to: slipping hazards such as oily passageways, ineffective brakes – fouled and/or misaligned brake rigging, air flow test meter (AFM) failure, defective handbrakes, air brakes overdue periodic maintenance, safety handrails with insufficient clearance, derailment hazard – side truck bearing clearance improper, and personal injury hazards – high-voltage equipment not properly guarded and/or protective covers missing on moving engine parts.

As mentioned above, FRA inspected 101 passenger cars; there were defects noted on every car. The majority of the defects noted on passenger cars were for overdue periodic maintenance or clean, oil, test, and stencil (COT&S). (See attachment labeled “TEM Survey Data” for more detailed information).

The summary of locomotive and passenger car defects recorded is as follows:

Equipment Inspected		§ 223	§ 229	§ 231	§ 232
Locomotives	140	9	129	18	10
Passenger Cars	101	0	0	0	107

## Recommendation

FRA does not support an initiative to relax periodic inspection and test requirements for diesel electric locomotives and equipment used in connection with TEM general system operations. In some cases, TEM railroads use the same locomotives in freight and passenger service. Many TEM railroads have trainsets that utilize antiquated brake systems that require more maintenance and servicing to ensure proper functionality. Given the diverse and varied operating environments TEM general system railroads engage in across the country, FRA does not believe it would be in the public’s best interest to consider a service day inspection scheme over a calendar day inspection scheme. Although FRA believes that the age and characteristics of existing equipment used in this service warrant retention of the current minimum inspection intervals, a particular railroad with special circumstances can request relief in the form of a waiver. FRA has employed test waivers to grant extended inspection and maintenance intervals for new air brake technology with verification through tear-down examination of sample valves in service to confirm that they remain effective and are not suffering from deterioration of pneumatic portions. This kind of approach would permit a sharp focus on the condition of the subject equipment in the service environment.

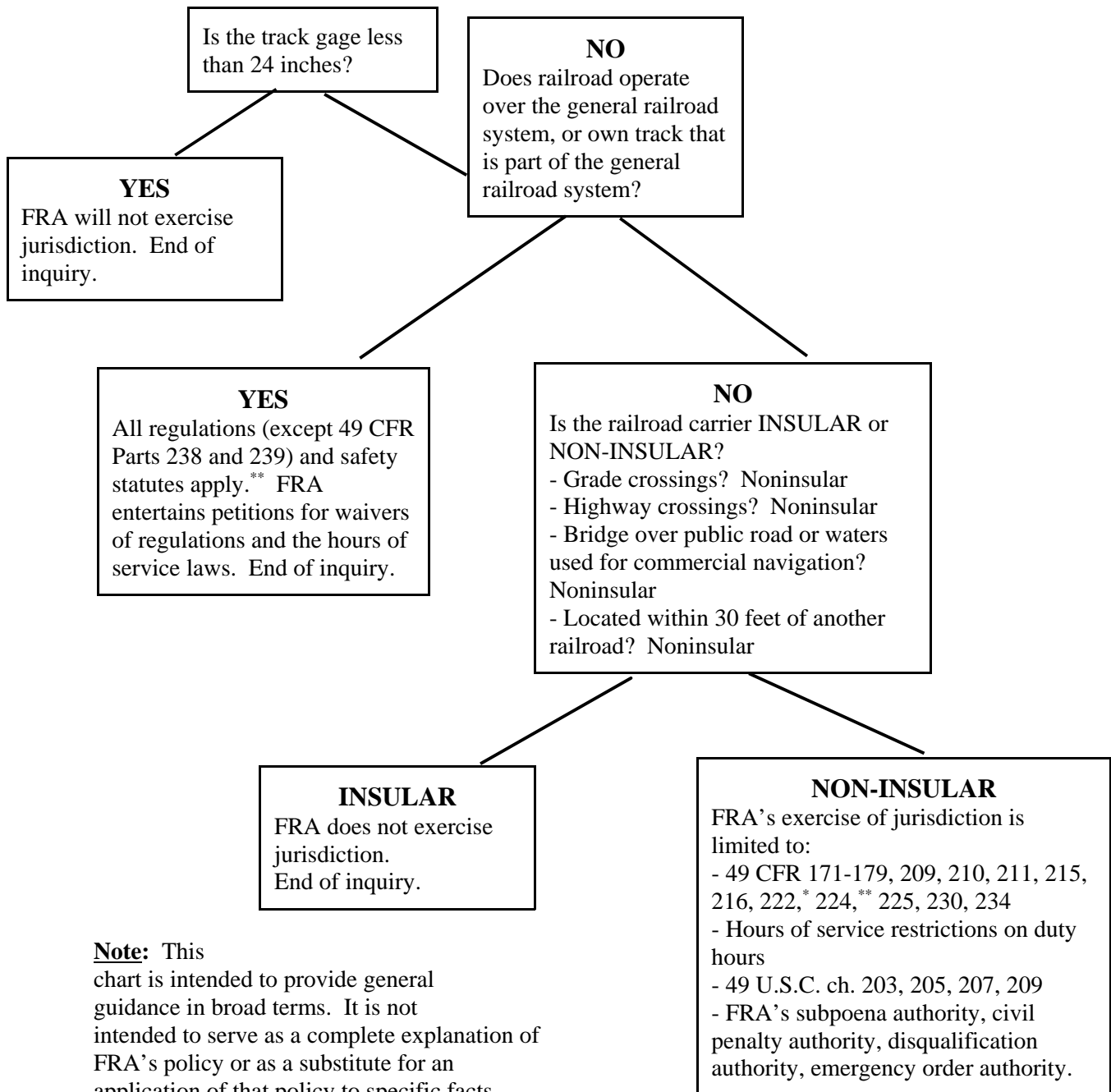
Attachments



## **Attachment 1**

Tourist Railroads FRA Exercise-of-Jurisdiction Decision Tree

## Tourist Railroads FRA's Exercise-of-Jurisdiction Decision Tree



\* Part 222 does not apply to passenger railroads that do not operate over the general system and do not operate at a maximum speed of 15 miles per hour over public highway-rail grade crossings.

\*\* Part 224 only applies to those railroad freight cars and locomotives that cross a public or private highway-rail grade crossing, are used for revenue or work train service, and are not being used exclusively in passenger service.

## **Attachment 2**

TEM Profile

## TEM Profile (Condensed)

Rank	Railroad	City	State	Method of Operation	Total Round Trip Miles of Railroad Operation	Topography	Host RR Mileage	Total Number of Locomotives Currently Under FRA Inspection	Seasonal Operation? (Y/N)	If Yes, briefly describe average days in operation per month	Other Comments	2007	2008	2009	Sum	H.E. 1, 2 and 3M Covered excursions - Last 3 yrs	Highway grade crossing casualties - Last 3 yrs	Templeton casualties - Last 3 yrs
1	Adirondack Scenic Railroad	Thendara	NY	Track Warrant	140	Y	MHWA	5	Y	June - Oct - 25 Trips per mo		41,161	36,431	34,439	112,031			
1	Arcade & Attica Railroad	Arcade	NY	Track Warrant		N		2	Y	May-Dec; 12 days per mo	Operates morning train with Steam Loco & PM train with diesel; hauls freight as needed	13,491	19,201	19,120	51,812			
1	Berkshire Scenic Railway Museum, Inc	Lennox	MA	DCS	18.4	Y	HRRC	3	Y	Weekends only May to Oct (8 days per month)		12,641	11,878	13,409	37,928			
1	Black River and Western	Ringoes	NJ	Train Order	18	Y	NS	4	Y	May-October 8 days a month	Also a short line freight operation	22,442	25,184	31,499	79,125			
1	Belvidere & Delaware River Rwy	Ringoes	NJ	Train Order	5.6	Y	NS	2	Y	May-October 8 days a month	Also a short line freight operation, uses the NYSW 142 steam locomotive	22,442	25,184	31,499	79,125			
1	Cape Cod Central	Hyannis	MA	Track Warrant	38	N		3	Y	May - Aug. 30 days ; Sept- Nov 15 days		40,308	39,990	29,836	110,134			
1	Finger Lakes Railway Corp	Geneva	NY	Track Warrant	236-4 Branches	Y	NS	9	Y	April-Dec; 12 days per mo	hauls freight daily but not on the same Branch Line where excursion is in operation	7,084	6,692	8,729	22,505	2	6	
1	Falls Road Railroad Co., Inc	Batavia	NY	Track Warrant	34	N		2	Y	May - Dec - 6 days per mo; Thomas Train 60 short trips	Freight operation 2 days a week; excursions on special events;	23,645	20,637	18,413	62,695		1	
1	Green Mountain Railroad	Burlington	VT	Track Warrant	30	Y	VTR	1	Y	July-Dec - 6 days per mo	Vermont Railway (VTR) owns Washington County RR Corp ( WACR) & GMRC	28,398	25,439	31,399	85,236		2	
1	Maine Eastern Railroad	Bath	ME	Track Warrant		N		1	Y	May 23 to Sept - 20 trips per mo; Oct - Dec a couple of Specials per mo		18,216	16,394	4,369	38,979			
1	Morristown & Erie Rwy, Inc.	Morristown	NJ	Yard Limits	8	Y		2	Y	June - August 16 days per mo and special events	Operates train for Whippany Museum	27,582	8,619	13,121	49,322			
1	Naugatuck Railroad Co	Thomaston	CT	DCC	18	N		3	Y	May-Dec, avg 2 trains a week		21,442	18,794	13,033	53,269			
1	New York & Lake Erie	Gowanda	NY	Track Warrant	50	Y	BSOR	3	Y	April - Dec special events; freight operation as needed	Shares track with BSOR, a line on the rail separates the two railroads	1,264	3,026	1,157	5,447			
1	Providence & Worcester Railroad CO	Worcester	MA	Track warrant, DCS	370 (30 excu)	Y		3	Y	June-Nov Special events only, approx. 15 per year	Regular freight line year round; also operates on Amtrak, New England Central and Central Vermont Railway	4,929	4,115	5,112	14,156	4	2	
1	Steamtown Historical Society	Scranton	PA	DCS	26 to 100	Y	DLW	1	Y	April - Dec; 12 days per mo	also operates on Canadian Pacific Line	38,298	36,200	40,072	114,570	1		
1	Stourbridge Railroad Company	Honesdale	PA	Track Warrant, Yard limits	48	N		1	Y	April-Dec 16 Trips a month		27,582	8,619	13,121	49,322			
2	Buckingham Branch Railroad	Dillwyn	VA	Timetable	32	N		13	Y	8 days per year	Also handles freight	2,561	2,479	2,523	7,563	7		
2	Cape May Seashore Lines	Tuckahoe	NJ	Timetable/NORSC	30	Y	NJT	6	Y	10 days/month June-December		2,703	3,882	1,158	7,743		1	
2	Cincinnati Railway Company	Cincinnati	OH	Track Warrant	10	Y	IORY	2	Y	10 days/month April-December		45,005	44,437	36,739	126,181			
2	Cuyahoga Valley Scenic Railway	Peninsula	OH	Yard Limits/Train Order	48	N		7	Y	4 days/month February-December		104,920	116,978	121,106	343,004		3	
2	Middletown and Hummelstown Railroad	Middletown	PA		11	N		4	Y	4 days per Week		13,297	11,012	9,486	33,795			
2	New Hope and Ivyland Railroad	New Hope	PA		9	Y	SEPTA	3	Y	Winter-Weekends		38,692	37,377	31,993	108,062			
2	Fayette Central Railroad	Connellsville	PA	Yard Limits	40	Y	SWP	2	Y	8 days/mo. May-December		2,916	3,786	3,047	9,749			
2	Gettysburg and Northern Railroad	Gettysburg	PA	Yard Limits	50	Y	NS	5	Y	10 days/mo. April-October	Also operated some in December	14,967	11,259		26,226			
2	Kiski Junction Railroad	Schenley	PA	Yard Rules	7	Y	NS	2	Y	12 days/mo. June-October	Also operates 2 Christmas trains in December	6,051	5,816	6,051	17,918			
2	Potomac Eagle Scenic Rail Excursion	Parkersburg	WV	Timetable	40	Y	SBV	2	Y	8 days/mo. April-November 24 days/mo. October		22,213	17,146	12,849	52,208			
2	Reading Blue Mountain Northern RR	Port Clinton	PA	Train Order/Signal	170	N		22	Y	10 days/mo. May-December		38,401	38,651	19,103	96,155	2		
2	Strasburg Railroad Company	Bronks	PA	Timetable/Yard Limits	9	N		4	Y	30 days/mo. April-November	Primarily use steam locomotives for excursions. Diesels and Gas are used for back-up.	375,085	335,642	313,799	1,024,526			
2	Tioga Central Railroad	Exton	PA	Timetable	24	N		3	Y	8 days/mo. May-November		20,089		8,961	29,050			
2	West Virginia Central Railroad	Elkins	WV	Timetable/Train Orders	56	N		5	Y	20 days/mo. May-October	Also operates some trains during Spring and Winter	21,796	19,426	17,349	58,571			
2	Ashtabula, Carson & Jefferson Railroad	Jefferson	OH	Timetable	12.6	N		1	Y	49 days per year		5,058	6,921	5,849	17,828			
3	South Carolina Railroad Museum	Winnsboro	SC	Track Warrant	20	Y	NS	4	Y	First & Third Saturdays, June through October. (2)	Reporting Marks, RRWX went into effect 11/06/2008. Previously the SCMX.	8,796	7,179	7,467	23,442			
3	New River Railroad	Nicholasville	KY	Not established	50	Y	NCC	2	N	RJ Corman has operated 11 coal trains since 8/26/08	New operation 4/08. On 12/08, ceased operation until compliant			208	208	1		
3	Big South Fork Scenic Railway	Sterns	KY	Track Warrant	20	Y	KT	1	Y	March - December	Operates on track owned by the Kentucky and Tennessee Railway Company	29,516	25,794	24,836	80,146			
3	Blue Ridge Scenic Railway	Blue Ridge	GA	Track Warrant	26	Y	GNRR	8	Y	March - December	Uses GNRR locomotives, employees, and other volunteers to operate	42,154	47,191	89,345				
3	Inland Lakes Railway	Eustis	FL	Track Warrant	24	Y	FCEN	2	N	Everyday except Sundays	Operates both lunch and dinner trains	46,949	30,113	12,379	89,441			
3	Southern Appalachian Railway Museum	Knoxville	TN	Track Warrant	12	Y		1	Y	2 weekends in Sept, 3 in Oct, 1 each in Nov. and Dec.	Holding company. Heritage Railroad Corp (HR) employees on DOE trackage	4,652	3,407	3,848	11,907			
3	Tennessee Central Railway Museum	Nashville	TN	Track Warrant	30	Y	NERR	2	N	Year-round	Operates on NERR, Volunteers - 2 engineers certified by NERR - 225 Reports filed under NERR (Chief Inspector Sam Noe notified TECX to report under own reporting marks)	20,683	15,885	14,420	50,988			
3	Kentucky Railway Museum, Inc.	New Haven	KY	Yard Limits	34	N		4	Y	March - December	17 miles of RR, Speeds 25 and 10 mph, All Volunteers, 5 GX, 7 Bridges	29,875	26,853	31,216	87,944			
3	Great Smokey Mountains Railway, Inc.	Bryson City	NC	Yard Limits	96	N		4	Y	Year-round except weekend only during Jan/Feb/March	Freight also, operates between Sylva and Andrews	145,170	113,318	107,890	366,378			
3	Seminole Gulf Railway	Fort Myers	FL	Block Register & YL	77	N		7	N	Year-round dinner train and periodic excursion	Operates dinner train from FM to bridge and to Arcadia for rodeo.	23,061	20,372	18,650	62,083	1	1	
3	R. J. Corman Railroad Company/Bardstown	Bardstown	KY	Block Register & YL	40	Y	CSX	3	N	Year-round, dinner train four times per week - April/CSX	Recent Chinese steam locomotive with waiver applied for lateral motion	13,106.00	11,654.00	10,322.00	35,082	2		
3	Knoxville & Holston River Railroad	Knoxville	TN	Yard Limits	11	N		3	Y	March - December	90 minute/11 mile trips. Three Rivers/Rambler is owned by Gulf & Ohio Railways.	10,612	9,120	13,656	33,388	1	2	
4	Hoozier Valley Railroad Museum	North Judson	IN	Yard Limits	20	Y	CKIN	1	Y	4 or 5 days a month (every Saturday-May thru October)	Additional infrequent special trips on Sundays	1,426.00	2,889.00	3,119.00	7,434			
4	Monticello Railroad Museum	Monticello	IL	Timetable, Yard Limits	8	Y	NS	2	Y	3 days a year.	The locomotives are used to operate an NS dinner train.	12,638	11,010	13,628	37,276			
4	North Shore Scenic Railroad	Duluth	MN	TWC, Yard Limits	57	Y	CN	5	Y	30 days a month June-Aug. May/Sept/Oct. 3 days a wk.	Operate over 500 feet of CN.	39,543	37,447	41,480	118,470			
4	Minnesota Transportation Museum	Oscoda	WI	Track Authority (CN)	30	Y	CN	2	Y	8 days per month - May through October	Also operate on holidays and special events.	17,084	18,131	14,965	50,180			
4	Adrian & Blissfield	Blissfield	MI	Yard Limits	10	N		6	Y	4 days month (Saturdays) Occasional Fri. & Sun. ops.	ADBF also operates freight on this line and interchanges with NS, CN, INOH.	6,820	7,377	6,153	20,350			
4	Michigan State Trust for Rwy Preservation	Owosso	MI	Train Register/Warrants	240	Y	GLC	1	Y	Runs approximately 31 days a year, May-December Weekends	1 Steam Locomotive	4,893.00	3,857.00	12,062.00	20,812			
4	Little River Railroad	Coldwater	MI	Yard Limits	50	Y	IN	2	Y	Runs approximately 38 days a year, May-December Weekends	2 Steam Locomotives	4,335.00	3,613.00	3,369.00	11,317			
4	Charlotte Southern Railroad Company	Lapeer	MI	Yard Limits	4	N		1	Y	1 day per month at present.	CHS is also a freight RR; interchanges with NS. Parent Co is ADRF above	1,690	1,079	1,299	4,068			

TEM Profile (Condensed)

Railroad	City	State	Method of Operation	Total Round Trip Miles of Railroad Operation	Hours of Operation	Hours RR Mileage	Total Number of Locomotives Currently Under FRA Inspection	Seasonal Operation? (Y/N)	If Yes, briefly describe average days in operation per month	Other Comments	2007	2008	2009	Sum	H. E. 1, 1, and TM Covered accidents - Last 3 yrs	Highway/grade crossing casualties - Last 3 yrs	Tramper casualties - Last 3 yrs	
5 Grapevine Vintage Railroad	Grapevine	TX	Tourist/Excursion	30	Y	FWWR	2	N		(1) Steam Locomotive and (1) Diesel Locomotive 3-4 Trains per week average	84,206	96,757	97,660	278,623				
5 Austin, Texas and Central Railroad	Austin	TX	Tourist/Excursion	115	Y	AWRR	1	N		(1) Diesel Locomotive 2-3 Trains per week	35,765	22,637	47,205	105,607				
6 Branson Scenic Railway	Branson	MS	TWC	40	Y	MNA	2	Y	Daily, March - November		91,300	82,763	89,067	263,130				
6 Cañon City Royal Gorge RR	Cañon City	CO	CTC	24	Y	RRRR & UP	5	Y	March -May and Oct-Dec- Weekends, May - Oct-Daily	CRRX and RRRR jointly own the 12 Miles of former UP through the Royal Gorge. UP at this time maintains the CTC and dispatches the train via Omaha. RRRR operates freight and UP has joint operations over RRRR and CRRX in Canon City to serve freight customers as well.	101,029	99,878	86,696	287,603				
6 San Luis & Rio Grande RR Inc.	Alamosa	CO	TWC	120	Y	UP	5	N	May-Oct - Daily, October -April - Weekends	SLRG operates approximately 150 miles of freight operations. Passenger service operates primarily the 60 miles between Alamosa and La Veta, CO. In some cases, passenger cars are part of the local freight train. *SLRG interchanges freight with UP at Walsenburg, CO. UP owns the last 5 miles of track that the SLRG uses to reach Walsenburg. Excursion trains are not operated over this track, but could be at any time in the future.	9,892	16,271	21,248	47,411	6	1		
6 Iowa Interstate Railroad	Cedar Rapids	IA	TWC	Varies	Y	UP, CSXT	35	Y	2-3 times per year, special occasion only	Past excursion operations are pulled with steam locomotives for community fund raisers and special events currently only on IAIS trackage.	22,068	27,571	29,271	78,910	20	3		
7 Arizona Central Railroad, Inc.	Clarksdale	AZ	Yard limits	80	N		4	N	6 days per week / 1 trip per day	Joint freight operation / Interchange with BNSF at Drake, AZ	84,419	83,158	76,618	244,195				
7 Arizona Eastern Railway Company	Claypool	AZ	Track Warrant/Yard Limits	30	N		13	Y	December - April / Thursday - Sunday 4 x per day	Joint freight operation / Interchange with UP at Lordsburg, NM / AZER is a seasonal operation and does not (at this time) have their equip. at the site in AZ. FRA CI Bob Arkebauer has contacted Reg. 6 in hopes that they will look at the equip. which is believed to be in Colorado.			12,758	12,758	18	2		
7 Fillmore & Western Railway Company	Fillmore	CA	Yard Limits	20	N		6	Y	10 days per month / normally 1 trip per day	Interchanges with UP at Santa Paula, CA. / UP services several customers over FMWX track.	52,022	27,725	36,146	115,893				
7 Pacific Southwest Railway Museum	La Mesa	CA	Trk Warrant / Yd. Lmts	12	Y	CZRY	2	N	About 2 trips per week (year round)	They operate a school train about 3 times per year. Operate jointly with CZRY freight operation.	12,744	9,284	4,720	26,748				
7 McCloud Railway Company	McCloud	CA	more than Yard limits	30	N		3	Y	10 trips per month April to December	Interchange with UP at Mt. Shasta, CA. (May cease operations sometime this year)	15,934	11,976	9,416	37,326				
7 Napa Valley Railroad	Napa	CA	DTC / Yd. Limits	40	N		5	N	Jan-Mar 3 times per week / April-Dec 7 times per week	Interchange with CFNR in Napa, CA. / Joint freight operation	56,394	34,424	29,090	119,908				
7 Orange Empire Railway Museum	Perris	CA	Yard limits / TWC (BNSF) 2 1/2	2	Y	BNSF	4	N	Operates on week-ends and holidays about 3 trips per day (year round).	Travel on BNSF Track about 1 times per year 12 miles round trip / travels one-half mile per trip on BNSF on week-ends.	38,068	36,167	34,889	109,124				
7 California State Railroad Museum	Sacramento	CA	Trk Warrant / Yd. Lmts	6	N		6	N	Mar-Dec Operates an average of 10 trains per week	Operates freight (as needed) 1 times per week.	66,425	62,823	41,315	170,563				
7 Yreka Western Railroad Company	Yreka	CA	more than Yard limits	15	N		2	Y	June through October / 5 times per week Wed-Sun.	Joint freight operation / Interchanges with CORP at Montegut, CA. (May cease operations sometime this year)	4,530	2,145	975	7,650				
7 Sierra Northern Railway	Woodland	CA	Trk Warrant / Yd. Lmts	28	N		6	N	About 3 times per month from Woodland, CA to West Sacramento	Interchange with UP in West Sacramento. Joint freight operation & Interchanges freight with BNSF at Riverbank and UP at Oakdale.	74,454.00	57,263.00		131,717	3			
7 Santa Cruz, Big Trees & Pacific Railway	Felton	CA	Track Warrant	14	Y	UP	2	Y	May through September / 2 trips per day	Interchanges with UP at Santa Cruz, CA. / Joint freight operation 1 time per week. Travels over UP trk. from Depot Park to the Boardwalk (about 1/4 mile)	67,538	45,917	44,757	158,212				
7 Railtown 1897 Railroad	Jamestown	CA	Track Warrant	6	Y	SERA	1	Y	April through October / Thanksgiving and Christmas 5 trips per day	Passenger train operates on SERA track a distance of 3 miles & return.	24,081	23,027	20,651	67,759				
8 Mount Hood Rr	Hood River	OR	YARD LIMITS	44	N	N/A	3	Y	6 Days	Tourist Season Between April-september	47,881	45,022	16,805	109,708				
8 Oregon Coast Scenic Railroad	Tillamook	OR	TRACK WARRANT	10	N	POTB	1	Y	12 Days	Uses Diesel Electric Only When Steam Locomotive is Not	7,385	8,927	9,582	25,894				
8 Wallowa Union Rr Authority	Wallowa	OR	TRACK WARRANT	56	N	N/A	3	Y	7 Days	Operates 2 Rdc (Budd) Cars and 1 Emd Diesel Locomotive	3,405	2,635	2,412	8,452				
8 City of Prineville Railway	Prineville	OR	TRACK WARRANT	16	N	N/A	2	Y	7 Days	Uses Diesel Locomotives for Hauling Freight During the Year	6,592	4,536	949	12,077	1			
<b>Totals &gt;&gt;&gt;</b>											<b>2,391,660</b>	<b>2,153,373</b>	<b>1,998,729</b>	<b>6,543,762</b>	<b>88</b>	<b>17</b>	<b>8</b>	
Indicates FRA site inspection																		

## **Attachment 3**

TEM Survey Data

# TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
6/16/2009	R J Corman RR (RJCR)	6/16/2009	RJCR	1941	EMF	1956		7	4		Non-illuminated step, passageways & compartments, floor hazards, personal injury protection defect/not provided, exposed moving parts, cab window wipers defective and passageway/compartment lights inoperative.
6/16/2009	R J Corman RR (RJCR)	6/16/2009	RJCR	1940	EMF	1956		3			Sander inoperative prior to departure from initial terminal- right front. Defective coupler knuckle throw, front. Passageways and compartments, floors hazardous.
6/16/2009	R J Corman RR (RJCR)	6/16/2009	RJCR	21	P					1	Brake rigging other. R3 brake beam support lever fouling and not allowing brake shoe to come in contact with wheel during break test
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	500	ES44AC	2008					No Exceptions
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	505	ES44AC	2008					No Exceptions
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	506	ES44AC	2008					No Exceptions
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	508	ES44AC	2008					No Exceptions
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	156	EMF	1978		1			Locomotive failed air flow test.
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	717	GP38-2	1969					No Exceptions
6/16/2009	Iowa Interstate RR (IAIS)	6/16/2009	IAIS	719	GP38-2	1972					No Exceptions
6/14/2009	Iowa Interstate RR (IAIS)	6/14/2009	IAIS	700	GP38-2	1972					No Exceptions
6/14/2009	Iowa Interstate RR (IAIS)	6/14/2009	IAIS	156	SD38-2	1978					No Exceptions
10/4/2009	Iowa Interstate RR (IAIS)	10/4/2009	IAIS	711	GP38-2	1972					No Exceptions
10/4/2009	Iowa Interstate RR (IAIS)	10/4/2009	IAIS	710	GP38-2	1972					No Exceptions
10/4/2009	Iowa Interstate RR (IAIS)	10/4/2009	IAIS	700	GP38-2	1972					No Exceptions
10/4/2009	Iowa Interstate RR (IAIS)	10/4/2009	IAIS	704	GP38-2	1972					No Exceptions
10/4/2009	Iowa Interstate RR (IAIS)	10/4/2009	IAIS	508	ES44AC	2008					No Exceptions
6/14/2009	Iowa Interstate RR (IAIS)	6/14/2009	IAIS	503	ES44AC	2008					No Exceptions
6/17/2009	Austin & Texas Central RR (ATCX)	6/17/2009	ATCX	442	ALS	1960					No Exceptions
6/18/2009	Grapevine Vintage Railroad (GRVV)	6/18/2009	GRVV	2199	EMP	1953		2		1	Continuous barrier missing/improper. Air hose broken, blown out, worn or torn through one layer of fabric.
6/18/2009	Grapevine Vintage Railroad (GRVV)	6/18/2009	GRVX	1	C					1	Locomotive handbrakes, parts and connections not inspected or suitable stenciled.
6/26/2009	Falls Road RR (FRR)	6/26/2009	DL	2035	ALF	1962		1			Oil on floor of rear compartment
7/1/2009	Tennessee Central RR (TECX)	7/1/2009	TCRX	6902	EMF	1953		5			Sanders not lined to deposit sand to rail, traction motor inspection cover not secure, passageway and compartment floor hazardous and lighting cabinet located in cab nose, creates personal injury hazard acct. front cover missing.
7/7/2009	North Shore Scenic RR (NSSR)	7/7/2009	DMIR	193	EMF	1960					No Exceptions
7/7/2009	North Shore Scenic RR (NSSR)	7/7/2009	DMIR	316	EMF	1960					No Exceptions
7/7/2009	North Shore Scenic RR (NSSR)	7/7/2009	SOO	700	EMF	1963		2			Right & left side fuel line safety cut-off device improperly marked
7/8/2009	West Virginia Central RR (WVC)	7/8/2009	DGVR	415	EMF	1950		1			Excessive accumulation of oil on #3 traction motor leads
7/8/2009	West Virginia Central RR (WVC)	7/8/2009	DGVR	82	EMF	1948		2			Locomotive cab rear compartment doors not labeled high-voltage equip. Personal injury protection defect/not provided, switches, circuit breakers, contractors, etc. Also wires exposed.
7/8/2009	West Virginia Central RR (WVC)	7/8/2009	DGVR	243	EMF	1952		3			Front rt. side handhold having less than req. clearance. Front left m/u cut-out cock locking type handle inoperative. Personal injury protection defect.
7/8/2009	West Virginia Central RR (WVC)	7/8/2009	DGVR	67	EMF	1952		1			Front left end hand hold having less than the required clearance
7/9/2009	West Virginia Central RR (WVC)	7/9/2009	WVC	1493	P					1	Passenger car air brake past due for COT&S
7/9/2009	West Virginia Central RR (WVC)	7/9/2009	WVC	324	P					1	Passenger car air brake past due for COT&S
7/9/2009	West Virginia Central RR (WVC)	7/9/2009	WVC	506	P					1	Passenger car air brake past due for COT&S
7/9/2009	West Virginia Central RR (WVC)	7/9/2009	WVC	120	P					1	Passenger car air brake past due for COT&S
7/9/2009	West Virginia Central RR (WVC)	7/9/2009	WVC	835	P					1	Passenger car air brake past due for COT&S
7/14/2009	New York & Lake Erie (NYLE)	7/14/2009	NYLE	6758	ALF	1952		2	1		Turbo charger and exhaustor pipe leaks oil. 224 reflectization strips have not been applied. Uncoupling lever bracket bent lever will not function properly.
7/14/2009	New York & Lake Erie (NYLE)	7/14/2009	NYLE	6764	ALF	1958					No exceptions
7/16/2009	Arcade & Attica RR (ARA)	7/16/2009	ARA	111	GEF	1947		1		1	Angle cock not secured as intended by design.
7/16/2009	Arcade & Attica RR (ARA)	7/16/2009	ARA	300	P	1942				1	Angle cock not secured as intended by design.
7/16/2009	Canon City Royal Gorge RR (CRRX)	7/16/2009	CRRX	402	EMP	1949		1			Oil leaking on and near generator
7/16/2009	Canon City Royal Gorge RR (CRRX)	7/16/2009	CRRX	1503	EMP	1952		1			Inoperative sander on trailing locomotive
7/16/2009	Canon City Royal Gorge RR (CRRX)	7/16/2009	CRRX	403	EMP	1951					No Exceptions - Locomotive is out of service
7/16/2009	Canon City Royal Gorge RR (CRRX)	7/16/2009	CRRX	5305	EMF	1957					No Exceptions - Locomotive is out of service
7/16/2009	Canon City Royal Gorge RR (CRRX)	7/16/2009	CRRX	2238	EMF	1951					No Exceptions

## TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
7/25/2009	Hoosier Valley RR Museum (HVMV)	7/25/2009	EL	310	ALS	1947				1	Locomotive handbrake not stenciled with previous periodic inspection date.
7/24/2009	Minnesota Transportation Museum (MNTM)	7/24/2009	SOO	559	EMF	1951					No exceptions
7/24/2009	Minnesota Transportation Museum (MNTM)	7/24/2009	BN	6234	EMF	1959					No exceptions
7/24/2009	Minnesota Transportation Museum (MNTM)	7/24/2009	AND	3110	EMF	1949					No exceptions
7/24/2009	Minnesota Transportation Museum (MNTM)	7/24/2009	NP	105	EMF	1957					No exceptions
6/23/2009	Cape May Seashore Line (CMSX)	6/23/2009	CMSX	1523	EMF	1953		1			Front continuous barrier missing/improper--chains down
6/23/2009	Cape May Seashore Line (CMSX)	6/23/2009	CMSX	7000	EMF	1955		1			Front continuous barrier missing/improper--chains down
7/7/2009	Middletown & Hummelstown RR (MIDH)	7/7/2009	MIDH	1	GES	1941			1		R1 & R4 Brake shoes not aligned to wheel tread
7/6/2009	Tioga Central RR (TIOC)	7/6/2009	TIOC	14	ALS	1947			3	1	Front continuous barrier improper--chains down. Excessive accumulation of oil on electrical equip. Failure to perform all annual tests listed in CFR 229.027(A2)-- Overdate. Locomotive hand or parking brake components not inspected or repaired as required.
7/6/2009	Tioga Central RR (TIOC)	7/6/2009	TIOC	506	ALS	1952			1	1	Locomotive hand or parking brake components not inspected or repaired as required. Failure to perform all annual tests listed in CFR 229.027(A2)-- Overdate.
6/17/2009	New Hope & Ivyland RR (NHRR)	6/17/2009	NHRR	2198	EMF	1963		1			Emergency brake valve not stenciled or marked on locomotive
6/17/2009	New Hope & Ivyland RR (NHRR)	6/17/2009	NHRR	7087	EMF	1981					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	91	EMF	1978			1		Defective/Insecure traction motors and motor gear cases.
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	90	EMF	1978			1		Defective/Insecure traction motors and motor gear cases.
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	92	EMF	1987					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	6604	EMF	1955					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	6240	EMF	1957					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	182	EMF	1962					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	80	EMF	1953					No exceptions
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	7600	P					1	Passenger car air brake test due for COT&S last tested 5/1/2005
7/15/2009	South Branch Valley RR (SBVR)	7/15/2009	SBVR	7605	P					1	Passenger car air brake test due for COT&S last tested 5/1/2005
8/4/2009	Black River & Western RR (BRW)	8/4/2009	BRW	752	EFE	1957			3		L-3 over lapping brake shoe. R-2 over lapping brake shoe. Leaks oil, from the stack to the engine (V).
8/4/2009	Black River & Western RR (BRW)	8/4/2009	BDRV	1202	EFE	1956			1		Leaks oil from the stack onto the engine (V).
8/4/2009	Black River & Western RR (BRW)	8/4/2009	BRW	322	P	1910				1	L-1 brake inoperative or ineffective due over lapping brake shoe
8/4/2009	Black River & Western RR (BRW)	8/4/2009	BRW	297	P	1910				2	L-2 car brake inoperative or ineffective due to over lapping brake shoe. B end car brake inoperative or ineffective due to loose angle cock.
8/4/2009	Black River & Western RR (BRW)	8/4/2009	BRW	494	P	1915				1	L-1 car brake inoperative or ineffective due to over lapping brake shoe
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	ME	18	EFE	1964					No exceptions
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	ME	19	EFE	1964			2		Truck components wheel L2 with a pedestal liner broken. L-4 over riding brake shoe.
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	D&H	35730	C	1970				1	R-1 freight car brake inoperative or ineffective due to over-lapping brake shoe.
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	Erie Lakaw	372	C	1970				2	L-1 freight car brake inoperative or ineffective due to over lapping brake shoe. L-3 freight car brake inoperative or ineffective due to over-lapping brake shoe.
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	PRR	477823	C	1942				1	L-4 freight car brake inoperative or ineffective due to over lapping brake shoe
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	M&E	10	C	1940				1	L-2 freight car brake inoperative or ineffective due to over lapping brake shoe
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	M&E	580	C	1937				1	Freight car brake inoperative or ineffective due to loose angle cock on B end
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	Lackwanna	896	C	1954				2	L-1 freight car brake inoperative or ineffective due to over lapping brake shoe.
8/3/2009	Morristown & Erie RR (ME)	8/3/2009	M&E	1753	P	1874				1	Passenger car air brake past due to COT&S
8/5/2009	Belvedere & Delaware River RR (BDRV)	8/5/2009	BDRV	1850	EFE	1956		2	1		Hazardous leaks oil, oil leaking in the (V) of the engine, above cylinder #10 and #15. B end coupler knuckle thrower ineffective. B end coupler lateral stops cracked on both sides.
8/7/2009	Belvedere & Delaware River RR (BDRV)	8/7/2009	NYS&W	533	P	1951				1	L-1 and L-2 Car piston travel limits improper long.
8/7/2009	Belvedere & Delaware River RR (BDRV)	8/7/2009	NYS&W	500	P	1951				1	Passenger coach not in safe & suitable condition account between wheel #5 -7 bolster anchor rod loose.
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	613	ALF	1953	1	2			Coupler w/no anti-creep protection. Continuous barrier missing. Glazing fails to meet requirements of Appendix A.
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	14	P					1	Passenger car air brake past due for COT&S
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	15	P					1	Passenger car air brake past due for COT&S
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	2901	P					1	Passenger car air brake past due for COT&S



## TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	12	P					1	Passenger car air brake past due for COT&S
7/23/2009	Railtown 1897 RR (RTRX)	7/23/2009	RTRX	599	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	COHS	8016	EMP	1948		3			Defective/insecure traction motors and motor gear cases. Clamps loose at #1 and #3. Pilot, snowplow, end plate having less than 3" or more than 6" clearance ATR. Front pilot bent causing it to be more than 6" from top of rail.
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	722	EMP	1952				1	Passageways and compartments, floors hazardous steps leading to engine compartment not secured.
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	4984	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	4976	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	5061	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	79	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	5069	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	4956	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	7189	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	4999	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	1	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	5031	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	5006	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	5045	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	4978	P					1	Passenger car air brake past due for COT&S
7/14/2009	Potomac Eagle Scenic Rail Excursion (PEX)	7/14/2009	PESX	113	P					1	Passenger car air brake past due for COT&S
7/20/2009	Seminole Gulf (SGLR)	7/20/2009	SGLR	580	EMF	1954	1	1			Continuous barrier missing/improper. (Rear of locomotive.) Locomotive glazing improper.
7/20/2009	Seminole Gulf (SGLR)	7/20/2009	SGLR	501	EMF	1950	1				Locomotive glazing improper
7/20/2009	Seminole Gulf (SGLR)	7/20/2009	SGLR	590	GEF	1988		1			Failure to perform all annual tests listed in CFR 229.027 (A2) 67 days past due.
7/20/2009	Seminole Gulf (SGLR)	7/20/2009	SGLR	592	GEF	1988		2			Failure to record air brake inspection info on form F6180.49A at annual test. Failure to properly record tri-annual air tests inspection on FRA form F 6180.49A.
7/20/2009	Seminole Gulf (SGLR)	7/20/2009	SGLR	502	EMF	1955		1	1		Failure to perform all annual tests listed in CFR 229.027 (A2) 510 days past due. Locomotive Glazing improper. Failure to fully apply all hand brakes on the lead locomotive in an unattended locomotive consist within yard limits.
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	72	ALP	1959		2			Side Bearings in contact/ LF & RR
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	70	ALP	1958		2			Side Bearings in contact/ Right front
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	71	ALP	1959					No exceptions
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	73	ALP	1959					No exceptions
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	1090	P					1	Passenger car air brake past due for COT&S
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	1100	P					1	Passenger car air brake past due for COT&S
9/3/2009	Napa Valley (NVRR)	9/3/2009	NVRR	1052	P					1	Passenger car air brake past due for COT&S
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG								No dedicated locomotives for excursion service.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	401	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	501	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	502	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	503	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	701	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	802	P					1	Passenger car air brake past due for periodic maintenance.
9/2/2009	Santa Cruz, Big Tree & Pacific (SCBG)	9/2/2009	SCBG	402	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	AZCR	1512	EMP	1953					No exceptions
8/12/2009	Arizona Central (AZCR)	8/12/2009	AZCR	1510	EMP	1953					No exceptions
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	110	P					1	Passenger car air brake past due for periodic maintenance.
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	113	P					1	Passenger car air brake past due for periodic maintenance.
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	116	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	108	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	3153	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	106	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	109	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	3107	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	3199	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	112	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	101	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	102	P					1	Passenger car air brake past due for periodic maintenance

## TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	107	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	104	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	105	P					1	Passenger car air brake past due for periodic maintenance
8/12/2009	Arizona Central (AZCR)	8/12/2009	VCRR	103	P					1	Passenger car air brake past due for periodic maintenance
9/5/2009	Iowa Interstate RR (IAIS)	9/5/2009	IAIS	156	EMF	1978		1			Failed air flow test with main reservoir set at 120/130.
9/5/2009	Iowa Interstate RR (IAIS)	9/5/2009	IAIS	714	EMF	1972					No exceptions
9/5/2009	Iowa Interstate RR (IAIS)	9/5/2009	IAIS	157	EMF	1978					No exceptions
9/5/2009	Iowa Interstate RR (IAIS)	9/5/2009	IAIS	719	EMF	1972					No exceptions
9/4/2009	Inland Lakes (ILRV)	9/4/2009	EOLX	15	EMF	1947	1	6	1	1	Personal injury protection defective/not provided, exposed gears and pinions. Air conditioning switches and wiring exposed. Floor hazardous. Cab seats missing or defective. Engineers set not attached to floor. Air compressor drive shaft cover missing. Locomotive not equipped with certified glazing. hand or safety railing improperly applied or repaired. Failure to fully apply all hand brakes on the lead locomotive in an unattended locomotive consist within yard limits.
9/4/2009	Inland Lakes (ILRV)	9/4/2009	EOLX	8330	EMF	1973		2	1		Uncoupling lever with improper handle clearance. (Right front) Passageways and compartments, floors hazardous. Hazardous leaks oil. (excessive accumulation of oil on locomotive engine, engine room compartment floor, and fuel tank.)
9/4/2009	Inland Lakes (ILRV)	9/4/2009	EOLX	5400	P					1	Passenger car air brake past due for COT&S
9/14/2009	Branson Scenic (BRSX)	9/14/2009	BRSX	99	EMF	1952	2	1			Locomotive forward glazing improper. The spall shield was improperly oriented. Engine alarms gages/switches/controls inoperative (engine low water shut down device inoperative.)
9/14/2009	Branson Scenic (BRSX)	9/14/2009	BRSX	98	EMF	1951		2			Foundation brake gear insecure (rearward, right and left, slack adjuster pin insecure.)
9/14/2009	Branson Scenic (BRSX)	9/14/2009	PPCX	800287	P					1	Air brakes on the a-truck were cut out. Brake discs were rusted indicating the brakes had been cut out for some period of time.
9/12/2009	Berkshire Scenic RWY Museum, Inc. (BCRY)	9/12/2009	BCRY	8619	EMS	1953			4		Non-illuminated steps not painted contrasting color.
9/12/2009	Berkshire Scenic RWY Museum, Inc. (BCRY)	9/12/2009	BCRY	329	P	1930				1	B end angle cock handle bent, no hand clearance.
8/4/2009	Adirondack Scenic RR (ADCX)	8/4/2009	ADCX	8223	ALF	1950					Out of service at this time for repairs.
8/4/2009	Adirondack Scenic RR (ADCX)	8/4/2009	ADCX	1502	EMP	1947					No exceptions
8/4/2009	Adirondack Scenic RR (ADCX)	8/4/2009	ADCX	1500	EMP	1953					No exceptions
8/4/2009	Adirondack Scenic RR (ADCX)	8/4/2009	ADCX	1508	EMP	1953					No exceptions
9/8/2009	Adirondack Scenic RR (ADCX)	9/8/2009	ADCX	4243	ALF	1964			4		Cutting levers used as handholds not painted contrasting color.
7/28/2009	Green Mountain RR (GMRC)	7/28/2009	GMRC	405	ALF	1951					No exceptions. It is used for excursion train service but is occasionally used to rescue defective road engines.
9/10/2009	Great Smoky Mountains Rwy. (GSM)	9/10/2009	GSM	1755	EMF	1956		5			Side bearings clearance excessive, front. 2 of 3 cab seats insecure. Main generator doors not properly marked "Danger."
9/10/2009	Great Smoky Mountains Rwy. (GSM)	9/10/2009	GSM	777	EMF	1954		3			Exhaust leak at #3/4 stack base. Rear sanders inoperative. Front walkway anti-skid worn smooth.
9/9/2009	Great Smoky Mountains Rwy. (GSM)	9/9/2009	GSM	711	EMF	1954		2			#2 and #3 traction motor gear case clamps loose.
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	38	EMF	1969					No exceptions
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	2819	P					1	Passenger air brake past due for COT&S
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	2838	P					1	Passenger air brake past due for COT&S
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	2900	P					1	Passenger air brake past due for COT&S
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	2801	P					1	Passenger air brake past due for COT&S
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	827	P					1	Passenger car past due required air brake maintenance.
9/17/2009	McCloud Rwy. CO (MCR)	9/17/2009	MCR	1	P					1	Angle cock handle does not function as intended (does not lock.)
7/27/2009	Sierra Northern (SERA)	7/27/2009									<b>No dedicated locomotives for excursion service.</b>
7/27/2009	Sierra Northern (SERA)	7/27/2009	SERA	7010	P					1	Passenger car air brake past due to COT&S
7/27/2009	Sierra Northern (SERA)	7/27/2009	SERA	7005	P					1	Passenger car air brake past due for periodic maintenance
7/27/2009	Sierra Northern (SERA)	7/27/2009	SERA	7001	P					2	Brake shoe did not apply to wheel during brake application (L-3)
7/27/2009	Sierra Northern (SERA)	7/27/2009	SERA	7011	P					1	Passenger car air brake past due for COT&S
7/27/2009	Sierra Northern (SERA)	7/27/2009	SERA	7000	P					1	Passenger car air brake past due for periodic maintenance
7/27/2009	Sierra Northern (SERA)	7/27/2009	CWR	692	P					1	Passenger car air brake past due for periodic maintenance
9/29/2009	Sierra Northern (SERA)	9/29/2009	SERA	7006	P					1	Car past due required maintenance
9/29/2009	Sierra Northern (SERA)	9/29/2009	SERA	702	P					1	Passenger car air brake past due for COT&S
9/29/2009	Sierra Northern (SERA)	9/29/2009	SERA	701	P					1	Passenger car air brake past due for COT&S
7/17/2009	Charlotte Southern RR (CHS)	7/17/2009	CHS	3	GES	1956	1				Improper glazing.
8/13/2009	Adrian & Blissfield (ADBF)	8/13/2009	ADBF	1751	EMF	1957					No exceptions
8/13/2009	Adrian & Blissfield (ADBF)	8/13/2009	ADBF	1752	EMF	1957					No exceptions

## TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
7/28/2009	Adrian & Blissfield (ADBF)	7/28/2009	None	0	P					1	Passenger car air brake test due for COT&S. Car identified only as Hudson River.
10/7/2009	Adrian & Blissfield (ADBF)	10/7/2009	ADBF	1760	EMF	1955		1			Air compressor discharge line carrying hot gases has the insulation missing off the pipe, a personal injury hazard.
10/7/2009	Adrian & Blissfield (ADBF)	10/7/2009	ADBF	1758	EMF	1955		4			Air compressor discharge line carrying hot gases has the insulation missing off the pipe, a personal injury hazard. Personal injury protection missing, air compressor drive shaft guard not secured in position and exposes moving parts of machinery. Rear truck side bearings clearance excessive. Valves for coupling locomotive air in multiple unit operation will not lock in selected position.
8/5/2009	Monticello Railway Museum (MRMZ)	8/5/2009	WABASH	1189	EMP	1953		1			Motors/Generators have an accumulation of oil (#3 traction motor has excessive amounts of oil on it.) Out of service date 1-01-09
8/5/2009	Monticello Railway Museum (MRMZ)	8/5/2009	CN	6789	ALP	1959					No exceptions - Out of service date 1-1-09
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	3502	EMF	1965		2			Accumulation of oil on rear compartment floor. Oil on walkway/left side.
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	100	EMP	1949		1			Fuel line safety cut-off device not marked on left side.
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	101	EMP	1949					No exceptions
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	3501	EMP	1965					Locomotive is being used in dedicated excursion/tourist service, however; it is out of service for major repair and was not inspected.
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	205	P					1	Passenger car air brake past due for COT&S
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	2408	P					1	Passenger car air brake past due for COT&S
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	2553	P					1	Passenger car air brake past due for COT&S
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	2205	P					1	Passenger car air brake past due for COT&S
9/24/2009	Fillmore and Western Railway (FMWX)	9/24/2009	FW	1107	P					1	Passenger car air brake past due for COT&S
7/2/2009	Fayetteville Central (FCRV)	7/2/2009	FCRV	9061	ALS	1948					No exceptions
7/2/2009	Fayetteville Central (FCRV)	7/2/2009	FCRV	9913	RDC	1953					No exceptions
7/1/2009	Kiski Junction RR (KJR)	7/1/2009	KJR	752	EMF	1973					No exceptions
7/1/2009	Kiski Junction RR (KJR)	7/1/2009	KJR	7135	ALS	1943					No exceptions
6/23/2009	Gettysburg & Northern (GET)	6/23/2009	GET	402	EMP	1949	2	1			Front left, safety appliance bent, uncoupling lever inoperative. Locomotive glazing improper, front right, left side windows cracked.
6/23/2009	Gettysburg & Northern (GET)	6/23/2009	GET	1001	EMF	1953					No inspection due to being in use
6/23/2009	Gettysburg & Northern (GET)	6/23/2009	GET	1755	EMF	1957					No inspection due to being in use
9/16/2009	Yreka Western (YW)	9/16/2009									<b>No dedicated locomotives for excursion service.</b>
9/16/2009	Yreka Western (YW)	9/16/2009	YW	2138	P					1	Passenger car air brake past due for COT&S
9/25/2009	South Carolina Railroad Museum (RRWX)	9/25/2009	RRWX	1276	EMS	1957		1		1	Out-of-use credit improperly recorded. According to the carrier's out-of-use credit recorded on Form F6180-49A the following test would be overdue. Meter, annual and biennial. Locomotive hand components not inspected or repaired as required.
7/7/2009	Reading Blue Mountain & Northern RR Commission (RBMN)	7/7/2009	RBMN	3055	EMF	1978					No exceptions
10/1/2009	Reading Blue Mountain & Northern RR Commission (RBMN)	10/1/2009	LGSR	426	EMP	1984					No exceptions. Formerly RBMN 5033. Locomotive repainted and renumbered.
9/12/2009	Little River (LRR)	9/12/2009	LRR	5205	P					1	Brake rigging other. (#1, #2, #3 and #4 bottom rod safety supports missing.)
9/11/2009	Michigan State Trust for RWY Preservation (MSTP)	9/11/2009	BOMX	147	P					1	Air brake equipment missing and/or insecure (emergency brake valve vent protector missing.)
5/20/2009	Michigan State Trust for RWY Preservation (MSTP)	5/20/2009	MSTX	5646	P					1	Air brake equipment missing and/or insecure (emergency brake valve vent protector missing.)
5/20/2009	Michigan State Trust for RWY Preservation (MSTP)	5/20/2009	MSTX	5581	P					2	Air brake equipment missing and/or insecure (emergency brake valve vent and #8 vent valve vent protectors missing.)
5/20/2009	Michigan State Trust for RWY Preservation (MSTP)	5/20/2009	MSTX	762	P					2	Air brake equipment missing and/or insecure (emergency brake valve vent and #8 vent valve vent protectors missing.)
9/17/2009	Steamtown National Historical Society (SNHS)	9/17/2009	NKP	514	EMS	1958					No exceptions
10/1/2009	Stourbridge RR (SBRR)	10/1/2009	SBRR	54	EMP	1949					No exceptions
10/9/2009	Bluegrass RR Museum, Inc. (BRMI)	10/9/2009	NW	675	EMF	1959		2			Periodic inspection. Hazardous leaks/oil between cylinder banks.
10/9/2009	Kentucky Rwy Museum	10/9/2009	KRM	4044	ALF	1954		1			Rear 27 pt jumper improperly stored
10/9/2009	Kentucky Rwy Museum	10/9/2009	KRM	2546	EMF	1948		2			#2 traction motor cable chaffing against truck frame. Hazardous leaks/oil absorbent material left in engine room.
10/1/2009	Providence & Worcester (PW)	10/1/2009	PW	3002	EMF			3			Oil on air compressor room floor. Left front vertical hand rail post bolt loose. R-5 car body door latch defective.

## TEM Survey Data

General Information			Make and Model Information				CFR Total Defects				Comments
Date	Railroad	Date of Last Periodic Inspection	Locomotive Initials	Locomotive Number	Model	Bit YR	\$223	\$229	\$231	\$232	Comments
10/1/2009	Providence & Worcester (PW)	10/1/2009	PW	2007	EMF			6			Right and left front uncoupling lever handles foul at end sheet. R-2, R-6 foundation brake gear not aligned to wheel tread. Right side cab ceiling light inoperative. Oil on air compressor room floor. Excessive accumulation of oil on electrical equip.
7/23/2009	Providence & Worcester (PW)	7/23/2009	PW	668	P					1	R-3 brake shoe misaligned to wheel tread
7/30/2009	Maine Eastern (MERR)	7/30/2009	MERR	488	EMP	1956		4			Front coupler knuckle thrower defective. Water and oil not drained from L-side reservoir. Right rear MU box receptacle cover broken. Jumper cable on cab floor.
7/30/2009	Maine Eastern (MERR)	7/30/2009	MERR	764	EMP	1954					No exceptions
9/20/2009	Naugatuck RR (NAUG)	9/20/2009	NAUG	2230	EMF	1977					No exceptions
9/20/2009	Naugatuck RR (NAUG)	9/20/2009	NH	2019	EMP	1960					No exceptions
9/20/2009	Naugatuck RR (NAUG)	9/20/2009	NH	529	ALF	1950					No exceptions
10/1/2009	California State RR Museum (CSRM)	10/1/2009	CSRM	2902	P					1	Air brake past due for COT&S
10/1/2009	California State RR Museum (CSRM)	10/1/2009									No locomotives are being used in dedicated excursion service at this time.
0727/2009	Cape Cod Central	7/27/2009	MCRL	2006	EMP	1951		4			L-Side reservoir safety check valve incorrectly applied. Right and left front MU cock handle locks defective. Right and Left side wall seat keepers missing. Rear end gauge in fusee container.
7/27/2009	Cape Cod Central	7/27/2009	MCRL	1501	EMP	1952		2		1	Rear end gauge in fusee container. Right front engine base bolts loose. Locomotive hand or parking brak components not inspected or repaired as required.
0720/2009	Finger Lakes Railway Corp (FGLK)	7/20/2009	FGLK	2301	EMF	1979		1			Continuous barrier missing/improper- rear safety chains excessively low
5/14/2009	New River Railroad (NRRX)	5/14/2009	SOU	520	ALF			2	2		Batteries will not stay charged. Left and right front and rear end handholds missing. Right rear bottoms switching step broken. Left and right side letter "f" missing.
5/14/2009	New River Railroad (NRRX)	5/14/2009	NR	290	P					1	Passenger car air brake past due for COT&S
5/14/2009	New River Railroad (NRRX)	5/14/2009	NR	808	P					1	Passenger car air brake past due for COT&S
4/22/2009	Knoxville Holston River Railroad	4/22/2009									Locomotives inspected but were not shown on inspection report.
5/27/2009	Big South Fork Scenic Railway	5/27/2009									Locomotives inspected but were not shown on inspection report.
10/20/2009	San Luis & Rio Grande RR (SLRG)	10/20/2009	SLRG	8527	GEF	1987		2			Hazardous leaks oil. Rear continuous barrier stantion loose creating personal injury hazard.
10/20/2009	San Luis & Rio Grande RR (SLRG)	10/20/2009	SLRG	8524	EMF	1988		1			MU angle cocks unable to lock in open or closed position.
10/20/2009	San Luis & Rio Grande RR (SLRG)	10/20/2009	SLRG	8577	EMF	1988					No exceptions
10/20/2009	San Luis & Rio Grande RR (SLRG)	10/20/2009	HLCX	1000	EMF	1984		1			Hazardous leaks oil.
10/20/2009	San Luis & Rio Grande RR (SLRG)	10/20/2009	SLRG	202	EMF	1978					No exceptions
<b>Totals &gt;&gt;&gt;</b>							<b>9</b>	<b>129</b>	<b>18</b>	<b>117</b>	