



## FROM THE PRESIDENT



This month, I'm taking the opportunity to talk about some significant changes within our industry that caught us off guard. CFR 219 drug and alcohol testing for specific mechanical forces. 219 Mechanical rules have been in the works since the implementation of MOW workers a few years ago. It's sometimes easy to have tunnel vision related to the freight side of the railroad and not see how new regulations affect our side of the industry. As railroads started contacting contractors for their 219 plans, we quickly realized we had a problem. We

immediately contacted Mark Ray with Heritage Rail Alliance (and others) and set up a meeting with key individuals within the FRA. The FRA has been a big help in getting us information and guidance as we move forward.

Here are a few essential items to note within the regulation:[\[1\]](#)

**The implementation date of the new rule is March 4, 2022.**

- *Railroads and contractors may submit updated Random Plans for approval/acceptance at that time.*
- *Random Testing may not begin for mechanical employees (MECH) until the Random Plan has been approved by FRA.*
- *Model Plans (containing MECH amendments) are available on FRA's Drug & Alcohol (D&A) Program webpage at the following: <https://railroads.dot.gov/divisions/partnerships-programs/drug-and-alcohol>*

**Section 219.3 Paragraph (c) MECH Final Rule Text:**

*(c) Small railroad exception.*

*(1) Subparts E, G, and K do not apply to small railroads, and a small railroad may not perform the Federal requirements authorized by those subparts. For purposes of this part, a small railroad means a railroad that: (i) Has a total of 15 or fewer employees who are covered by the hours of service laws at 49 U.S.C. 21103, 21104, or 21105, or who would be subject to the hours of service laws at 49 U.S.C. 21103, 21104, or 21105 if their services were performed in the United States; and (ii) Does not have joint operations, as defined in § 219.5, with another railroad that operates in the United States, except as necessary for purposes of interchange.*

*(2) An employee performing only maintenance-of-way (MOW) or mechanical (MECH) activities, as defined in § 219.5, does not count towards a railroad's total number of covered*

employees for the purpose of determining whether it qualifies for the small railroad exception.

(3) A contractor performing MOW or MECH activities exclusively for small railroads also qualifies for the small railroad exception (i.e., is excepted from the requirements of subparts E, G, and K of this part). A contractor is not excepted if it performs MOW or MECH activities for at least one railroad that is required to be in full compliance with this part.

(4) If a contractor is subject to all of part 219 of this chapter because it performs regulated service for multiple railroads, not all of which qualify for the small railroad exception, the responsibility for ensuring that the contractor complies with subparts E and G of this part is shared between the contractor and any railroad using the contractor that does not qualify for the small railroad exception.

### **Section 219.5 Definitions Mechanical or MECH employee**

**Employee means** any individual, (including a volunteer or a probationary employee) performing activities for a railroad, a contractor to a railroad, or a subcontractor to a railroad.

FRA is adopting its proposal to define a MECH employee as any employee who:

(1) On behalf of a railroad, performs mechanical tests or inspections required by parts 215, 221, 229, 230, 232, 238, or 299 of this chapter on railroad rolling equipment, or its components, except for:

(i) An employee who is a member of a train crew assigned to test or inspect railroad rolling equipment that is part of a train or yard movement the employee has been called to operate; or

(ii) An employee who only performs one or more of the following duties:

(A) Cleaning and/or supplying cabooses, locomotives, or passenger cars with ice, food concession items, drinking water, tools, sanitary supplies, or flagging equipment;

(B) Servicing activities on locomotives such as fueling, replenishing engine oils and engine water, sanding, and toilet discharge and recharge;

(C) Checking lading for pilferage or vandalism; or

(D) Loading, unloading, or shifting car loads.

(2) An employee who only performs work related to the original manufacturing, testing, or inspection of railroad rolling equipment, or its components, on the manufacturer's behalf, is not a mechanical employee or MECH employee

### **Brief Summary**

Based on the above definitions (and FRA discussions), this will cover our SCAT-certified techs, Amtrak inspectors, those doing various steam locomotive inspections, diesel locomotive inspections, and other inspections based on CFR Title 49, 215, 221, 229, 230, 232, and 238.

Note: this doesn't cover all who work in those areas, just those who do the inspection and testing. 219 doesn't cover tourist lines that are not part of the general system.

So if you're a railroad that already has to comply with 219, this will be covered under your 219 plan. However, if an individual contracts outside of your railroad employment, **he or she must have to have a separate 219 plan.**

The 219 rule continues beyond what I have above with all the procedures from pre-employment, random, post-accident and reasonable cause. See footnote for a link to the electronic code of federal regulations.

### **Clear as Mud on Mud-Ring on your Steam Locomotive?**

Our biggest concern is the independent contractors (one-person companies). It's hard to facilitate some of this testing when you don't have a supervisor as you are your supervisor. Hard to pull a random test when you're the only one in your company.

### **Plan of Attack**

Heritage Rail Alliance and Railroad Passenger Car Alliance put together a quick committee to meet with the Federal Railroad Administration on March 16, 2022. Administrators of the FRA 219 rules were on the virtual meeting along with Gary Fairbanks of the FRA. We had me, Brad Black, Mark Ray (HRA), and Erich Armpriester from Strasburg Railroad from our industry. Several items were cleared up (along with more questions), and after the meeting, we developed a plan for moving forward.

- On March 22, 2022, a Petition for Extension to 219.605(e) and Consideration of Compliance for Contractors under 219.501(e)(1)(iii) was sent to the FRA. The request was for 180 days from March 4, 2022. This letter was drafted by HRA and reviewed by the committee. HRA and RPCA signed the letter.
- We are talking with compliance contractors that can put all those that need 219 into a consortium pool.
- The next step is educating our membership on the plan as we move forward.

### **Few Items to Note:**

- Information is fluid as we pull this together. Please have patience as we develop a unique plan utilizing a contractor for this corner of the industry.
- Cost? Not sure yet, but we hope to see the 219 contractor have a subscription fee or something along those lines for those that need to be in a pool.
- Marijuana and other state legalized substances are still illegal within the regulations of 219. State legalization of these items does not preempt Federal Regulations.

We will keep you updated as we push through the new regulations and apologize that we didn't notice the impact on our industry sooner.

I look forward to seeing everybody up and running again.  
Be Safe,

[1] <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-II/part-219?toc=1>

[Link to printable pdf](#)

**W. Roger Fuehring**  
President, RPCA

## MEMBERSHIP NEWS



### AMTRAK CONFERENCE CALL Friday, March 25, 2022

Attending for RPCA :Burt Hermey and Roger Fuehring  
Attending for Amtrak: Mike DeAngelo, Teresa Smith, and Steve Robusto

Previously, Brad Black had expressed concern that we might lose some inspectors due to retirements, etc., and asked Amtrak to consider offering new inspectors/recertifications classes. Amtrak is working on making those happen.

35-40 move requests are pending for summer/fall. Given that, Teresa Smith asked that people considering trips in that period get their requests in sooner rather than later.

Effective Monday, Mar 28, The Capitol Limited equipment will run through to SAS (and LA?) on the Texas Eagle. In Chicago, there will only be time for a quick cleaning. Watering will occur in St Louis.

It's unclear whether Chicago will be able to add/remove PVs. Those details are still being worked out. The locomotives will also be running through, meaning that the Texas Eagle will now have two locomotives. It should be possible for PVs to run through with the train at least to SAS and on to LA without the 24-hour layover in CHI now. Again, details are being worked out, so this is speculation on my part.

Burt Hermey  
cbhermey@pacbell.net

**IN MEMORIAM**  
**Jim Wrinn 1961-2022**



**Jim Wrinn was more than just the Editor of Trains for 17 years. Jim was many things to many people. Journalist. Historian. Photographer. Storyteller. Just a few of many.**

**Jim's long-time involvement with heritage and historic railroading extended beyond pen and paper and the pages of Trains magazine. His active involvement included many Organizations, preservation projects (both large and small), historic restorations of all types, passion for steam restorations, photo charters—usually in his Trains vest and almost always a signature hat du-jour are all most memorable. No matter what, he always had a smile and was willing to share and talk shop with anyone.**

**I had casually met Jim shortly after he was named Editor at Trains while at an event at the California State Railroad Museum. We stayed in touch informally.**

**While RPCA President, I was fortunate to further get to know Jim through him helping foster the introduction and arrangements to meet with and later for us to invite and host Norfolk Southern President and CEO C.W. (Wick) Moorman as our featured banquet speaker when we had our Conference at Spencer, NC back in 2010.**

**We stayed in touch during the 21st Century Steam events and occasionally crossed paths and swapped stories.**

**Most recently, our paths crossed again with our involvement in the Nashville Steam Preservation Society. Jim was a founding member back in 2015. His passion for steam was strong, and he was a driving force in making the NC&StL 576 and the NSPS the Preservation Partner of the Year -- only the second time in the 81-year history of Trains. Once again, and to no surprise, his guidance, dedication, support, and friendship were demonstrated, and we continued like we hadn't missed a beat.**

On behalf of the RPCA Officers, Board of Directors, and members, we wish to extend our sincere condolences to his wife, Cate Kratville-Wrinn, and all of his family and friends.

We will miss you, my friend. High Greens.

Roy J. Wullich II, CGMA, CPA  
Board Member, Treasurer (and Past President)

Wrinn in his own words

## SAFETY



### Tired and Still Tired

Kevin Moore shared an article from the Shortline folks about fatigue and its effects in the workplace. From time to time, I suppose all of us experience some sort of fatigue. Lack of sleep is one factor that contributes to the fatigue we experience. Short duration of sleep, medications, and medical conditions are a few of the factors that add to poor sleep habits.

What does constitute good sleep habits? First, have a time at which you hit the sack every night. Limit TV time and electronic games within a couple of hours before bedtime. Caffeine and some medications have slight stimulating effects, making drifting off to sleep difficult. If possible, take the pills earlier in the evening, and the same goes for caffeine-containing drinks. The sleep environment should be dark, quiet, and cool. If you feel the allergies coming on and are taking antihistamines, please be aware that some medications can cause drowsiness.

Ironically, April is distracted driving month, and fatigue can certainly play into distracted driving. Operating equipment, using a cutting torch, or handling a grinder with a cut-off wheel all become even more hazardous when we experience fatigue. Working 12-hour shifts can increase the chance of injury by up to 37%. If you feel fatigued or catch yourself nodding off, a quick cat nap of fewer than 45 minutes might help.

All of this, and we will throw in the change to Daylight Savings Time for an additional fatigue factor. Be aware of what your body tells you and develop good sleep habits to keep fatigue at bay. Remember, before you turn in for the night, give those hands a good washing. Stay alert and stay safe. Gary

## THE INSURANCE DESK



Last month, a business car insured under our Inland Marine (property) policy suffered a loss when a graffiti tagger hit it. The chain-link fence surrounding the busy railroad property where it was stored was cut. A police report was filed, but it sounds like the chances of catching the perp are slim to none. Many years ago, we suffered a similar incident in Branson when some of our cars were tagged. At the time, we contacted a local car dealer and found a product designed to remove graffiti. I don't remember the name of the product, but it worked. Having a stainless steel surface

helped.

If you suffer a similar loss, there are many products out there to remove graffiti. A friend of mine recommended Goo Gone. He also suggested calling an auto detailer. They are probably better equipped to inspect the damage and decide which product to use. They also have the expertise to remove it. Some taggers use a paint that is easily removed up to a few days later. Others use a more permanent paint, but it still may be removed depending on the condition of the paint job on the railroad car. If you used Imron or other similar clear coat over a base coat, the topcoat usually protects the base coat making it easier to remove the graffiti. Once it's gone, you may have to respray the clear coat.

Once again, you have to ask yourself, "what can I do to prevent this from happening?" If someone is determined to cut a fence, etc., there are other deterrents available. First is signage for NO TRESPASSING-VIOLATORS WILL BE PROSECUTED, or something similar. The second is signage about video cameras on the property. The first or second will usually deter someone from entering the property. Next is a video camera system covering the railroad car that will alert you of movement around the car. If you have a nearby power source, a simple RING camera synced with your cell phone will work if there is wifi in the area. A better way is to install a video camera with motion activation that alerts your cell phone and allows you to tell the trespasser to leave the property immediately as the police have been called. The latest tech innovation now provides solar-powered cameras with these features. A simpler solution is to set up perimeter alerters connected to a siren and/or flashing lights around the car. This usually scares them away and alerts anyone else in the area.

There's lots of options out there to help solve the problem. I attended the security seminar in Cleveland presented by the gentleman whose company installed security at the Midwest Railway Preservation Society's historic B&O roundhouse. He also installed the system on the PV America. It was very informative! In the following newsletter, I will attempt to capture some of the points from the seminar.

At present, with gas and commodity prices going up like crazy, rethink your strategy/plan for protecting your equipment. With a \$2500 deductible on our policy, it makes sense to invest some time and money into developing a security system that better protects your investment. And the expenses might be deductible on your taxes.

by Tom Johnson, Insurance Committee

## PARTS PLACE



NCDOT Rail Division has listed 7 inactive railcars on NC State Surplus for sale via public auction. If you are interested in reviewing or bidding on the available equipment, it is available at this link:

<https://recoup.bid.assetworks.com/bid/f?p=2501%3A4000>

You can search for the word "railcar" to filter down to only the 7 pieces of rail equipment that are currently available for auction.

The auctions for this equipment end at 10:00 AM, April 18, 2022. All available information about the equipment is on the listing web pages. Note that appointments are required to inspect the equipment. Details of potential appointment times and directions for how to make appointments are on each equipment listing. This email is provided as information to parties who may be potentially interested in purchasing used rail equipment from NCDOT and/or have expressed interest in the past about being notified when this equipment was auctioned. If that does not describe you, please ignore this e-mail and/or let me know, and I will remove you from this list.

If you're concerned about clicking links in unsolicited e-mails, you can do a web search for "NC State Surplus", and the webpage for the State Surplus Property Agency is normally the first link. From there, just click on "Items on Bid" on the front page to get to the link from above.

Matthew Simmons, PE  
Deputy Director  
Rail Division  
North Carolina Department of Transportation

## UMLER



Renewal time approaches!!

RPCNB will send out the first renewal notices in the last half of April. Please remember to get your renewal into the Chillicothe mailbox or call or email for credit card invoice before the end of June. On June 30, we delete all equipment that has not been renewed to avoid paying Railinc charges for them July 1. We can send you a Square invoice to use a credit card. And if you do NOT intend to renew, please tell us. We'll be sad to see you go, but that

way, we aren't worrying about you.

Talk to us if you intend to renew but have an issue that makes it impossible to meet that June 30 deadline. We may be badass, but we aren't ogres.

Also, remember to send us your insurance certificate renewal with RPCNB as Additional Insured. That is also cause to delete your equipment even if you send your renewal.

If we haven't heard from you by mid-May, you'll get another notice near the end of May.

Umler "Inspections":

Time for a review of Umler's "Inspections" because of a number of questions we get.

These include air test dates, door lubes, reflectorization events (application/repair), car grade inspection (interchange freight cars), etc.

For air test "dates," Umler captures ALL air tests. Those air tests include any activity (event) for but are not limited to Amtrak annual, IDT, COT&S, freight valve periodical, any valve replacements, any air piping repair/replacement, etc. that cause an air test to be performed. Even on freight valves with run to failure, the AAR requires periodic testing. One year after air brake system repairs, the system must be tested. Then, depending on valve type, the system must be tested every 5 or 8 years. Both require data upload to Umler, or your equipment will get tested again at your cost again! Passenger car owners with freight valves, pay attention! You no longer have a fixed COT&S period, but you do have required air tests!

The data must include who is reporting it (reporting mark or shop code), who performed it (reporting mark or shop code), where work was done by SPLIC code (you send us city/state we'll look up SPLIC), date in month/day/year format, and whether automated single or four-port machine or manual test device.

Most of our subscribers with Amtrak certified cars input the Amtrak annual tests. That way, it is not only documented on paper in the electric locker but also in Umler. Just remember, Amtrak's computer, the Amtrak PC paperwork, and Umler need to agree on a date, location, and technician!



And don't forget that the RPCNB shop code input can only be used by RPCNB Certified Air Techs or from the Amtrak PC report performed by an Amtrak certified employee. If your air technician doesn't meet those requirements, it's on you to figure out how to get the air date input.

Is that important? A freight RR you request to move your car in freight train service can/should refuse if the air test is not identified in Umler. By the regs, your car not properly identified in Umler in an Amtrak train on freight RR trackage can be cause for the host carrier to stop the train and demand your car be removed! Therefore, YES, kind of important.

RPCNB "Fleet" stats:

We are still pleasantly surprised at how much the fleet has grown this past year. Some are sales of known cars, but several have been cars we were not aware of before. As of the date of this submittal (21 March 2022), the RPCNB fleet includes 167 passenger and freight cars and locos. That is the largest it has been in many years. Yes, more volunteer work for us, but we much prefer to add rolling stock than delete!

Take care, stay safe.

Pamm and Dan Monaghan

## GRANTS

### THE JOHN H. EMERY RAIL HERITAGE TRUST



the JOHN EMERY RAIL HERITAGE TRUST has announced the following grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960.

Thirty-four (34) applications were received requesting in excess of \$ 1,000,000.00. After extensive research and serious consideration by advisors of the Trust, twenty-two (22) grants were awarded grants totaling \$350,000. The John Emery Rail Heritage Trust is the largest

trust in the US that makes 100% of its awards solely for railroad restoration purposes.

For 2022, grants were approved for the following organizations/projects:

1. Abilene & Smoky Valley Railroad Association: \$ 20,000.00 for track repair to facilitate running of their ATSF locomotive #3415.
2. Black River Railroad Historical Trust: \$ 12,000.00 for CNJ Coach #1009 wheel and spring replacement.
3. Cuyahoga Valley Preservation and Scenic Railway Association: \$ 15,000.00 for interior renovation of the baggage-coach Silver Salon for ADA accessibility.
4. Downeast Rail Heritage Preservation Trust, Inc.: \$ 9,000.00 for painting and refinishing the exterior of their diesel engine #54.
5. East Broad Top Foundation, Inc.: \$ 15,500.00 for their doodlebug M-1 for truck and traction motor maintenance.
6. Engine 557 Restoration Company: \$ 36,000.00 for installing flues and tubes on their Alaska Railroad steam locomotive #557.
7. Fort Wayne Railroad Historical Society, Inc.: \$ 10,000.00 for continued work on their baggage car #3671.
8. Friends of Georgia State Parks & Historic Sites, Inc.: \$ 15,500.00 for repairs and renovations for their lounge and power cars.
9. Illinois Railway Museum: \$ 1,000.00 for general repairs.
10. Lake Superior & Mississippi Railroad: \$ 12,000.00 to repair locomotive #46 wheel sets and side-rod assemblies.
11. Lake Superior Railroad Museum: \$ 15,000.00 to reupholster seats in their two GN coaches.
12. Mid-Continent Railway Historical Society, Inc.: \$ 15,000.00 for continued restoration of their DSS&A sleeping car Duluth.
13. Midwest Railway Preservation Society: \$ 10,000.00 for further work on their Pullman Mt. Baxter.

14. Nashville Steam Preservation Society: \$ 29,000.00 for running gear work on the NC&StL steam locomotive #576.
15. New Mexico Steam Locomotive & Railroad Historical Society: \$ 10,000.00 for track work to upgrade siding to be able to connect their shop facilities with active trackage.
16. Pacific Railroad Preservation Association, Inc.: \$ 29,000.00 for jacketing and lagging and steam chest repair for the SP&S 700.
17. Pacific Railroad Society, Inc.: \$ 15,000.00 for upgrades to the UP Pullman National Forum.
18. Railroad Museum of New England, Inc.: \$ 15,000.00 for work on their New Haven RS3 #529.
19. Railroading Heritage of Midwest America: \$ 31,000.00 for their newly acquired sleeper/lounge car Caritas.
20. Roanoke Chapter, NRHS: \$ 15,000.00 for their N&W Coach #512.
21. Watauga Valley Railroad Historical Society and Museum: \$ 10,000.00 for their coach #539.
22. West Chester Railroad Heritage Association: \$ 10,000.00 for continued renovations on their Reading Blueliner coaches.

## 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 cross-compound air compressors of a Santa Fe 4-8-4 in Colorado will be put on Chesapeake & Ohio 2-8-4 2716, which is currently being restored to operation in Kentucky, in a "win-win" deal for two non-profit groups. In the early 2000s, the Pueblo Locomotive

& Railway Historical Society began an operational restoration of Santa Fe 2912; a Baldwin built in 1944. By 2001, the group decided not to pursue an operational restoration, but a few key components had already been restored, including the air compressors. Meanwhile, back east, the Kentucky Steam Heritage Corp., the non-profit restoring 2716, realized that the air compressors on their locomotive were going to need much work. The groups agreed to trading the air pumps between the two locomotives. Kentucky Steam will make a donation to the Pueblo group to cover some of the cost of restoring the compressors two decades ago.

Several former Ringling Bros. and Barnum & Bailey Circus railcars now owned by the state of North Carolina have been badly damaged or destroyed in a fire. They were stored on an isolated rail line just outside the city limits of Spring Hope. The state's Department of Transportation bought nine of the Ringling cars after the circus shut down in 2017, intending to rebuild them to expand the car fleet for the state-supported Piedmont passenger service between Raleigh and Charlotte, which uses state-owned equipment. The state ordered new equipment instead and stored the cars for resale.

The lack of insurance has forced the Chehalis-Centralia Railroad & Museum to suspend operations and left its future in jeopardy. Documents detailing more than \$1 million in losses over a 6-year period led to the inability to obtain liability insurance. The heritage railroad's insurance broker, Tripp Salisbury of Borden Perlman

McRail, called the inability to get insurance “unprecedented” in his 40 years in the business. The current insurer refused to quote a renewal, and the three other companies that provide rail liability insurance followed suit. The loss was because of two crashes involving Chehalis Central trains. Salisbury doesn’t believe the insurance issue would be “a death blow” to the organization, but it could take six months or longer to get full liability insurance, and likely will require changes to the organization, such as more of a business structure,

The Cuyahoga Valley Scenic Railroad has canceled all National Park Scenic rides through May 1 because of erosion of a section of the bank of the Cuyahoga River. The railroad will offer a National Park Flyer trip from its Rockside station in Independence, Ohio. The erosion has brought the riverbank’s vertical drop to within three feet of the rail roadbed, and stabilization could take weeks as engineering work must be done first. In addition to the changes for trips with No. 765, the railroad will operate on a modified schedule through July. Scheduling of the riverbank work has yet to be finalized.

The Durango & Silverton has agreed to pay \$20 million and adopt fire mitigation plans in a proposed settlement to a lawsuit over its role in a massive 2018 Colorado wildfire. The settlement ends a suit filed in 2019 by the federal government, which claimed cinders from one of the railroad’s locomotives started the 416 Fire, which burned more than 54,000 acres. The railroad continues to deny it started the fire, and the settlement is not an admission of liability. The railroad has also settled the civil lawsuits arising from the same fire.

The parent company of the Durango & Silverton is set to broaden its interests by taking over Old Tucson Studios, a tourist attraction that closed in 2020. Pima County, Ariz., has recommended that American Heritage Railways receive an operating agreement for Old Tucson. The studio has been the setting of more than 400 feature films and TV shows. It closed when the COVID-19 pandemic halted live events at the site.

Railtown 1897 State Historic Park and the California State Railroad Museum Foundation have acquired historic Sierra Railway No. 34, the only surviving Sierra steam locomotive never to have been in service on another railroad. A ceremony will be held Saturday, April 2, at the Railtown 1897 park in Jamestown, Calif. Built in 1925 by the Baldwin Locomotive Works of Philadelphia for the Sierra, the locomotive starred in the movie “Bound for Glory” (as Santa Fe No. 1496) in 1976. It last operated in 1980; since then, it has been housed at the Railtown 1897 roundhouse.

Three locomotives and four other pieces of rolling stock have been saved for preservation by the Fort Wayne Railroad Historical Society. With support from the Parks and Recreation Department in Noblesville and the City of Logansport, the historical society, volunteers, and contractors undertook a major effort to dismantle locomotives for shipping and to prepare the other equipment for movement by truck.

In April, U.S. Sugar’s Sugar Express will operate its restored Alco 4-6-2 steam locomotive, No. 148, on two days of train rides between Clewiston and Moore Haven. Two-hour round trips on April 9-10 will depart Clewiston at 10 a.m., 1 p.m., and 4 p.m. each day. Each trip will feature No. 148 pulling a first-class passenger train, providing a narrated tour of U.S. Sugar farming operations amidst views of the Florida countryside.

Tickets are on sale for the “Great Western Steam Up,” a four-day event over the July 4th weekend that is expected to feature ten operating steam locomotives in multiple gauges. The event, hosted at the Nevada State Railroad Museum, will also feature the largest gathering of Virginia & Truckee locomotives in 75 years. The V&T was among the most famous western short lines in the 20th century, and 2022 marks the 150th anniversary of its construction.

The newly opened Pullman National Monument is set to host Pullman Railroad Days in Chicago on May 14 and 15. Numerous Pullman passenger cars will be on display during the two-day event at the nearby 111th Street Metra shop, including New York Central 3, Pennsylvania Railroad Francis L. Suter, and Louisville & Nashville Royal Street. The event will also mark the opening of “Jack Delano’s Railroaders” photography exhibit; a gallery put together by the Chicago History Museum and the Center for Railroad Photography & Art back in 2014.

There's a new website by RPCA member Mike Voiland. [www.rideaprivatecar.com](http://www.rideaprivatecar.com). Ride a Private Railcar, the easy-to-use website to find private railcar trips and private railcars to charter. The website's purpose is to provide a centralized site for people looking to ride a PV.

## Amtrak/Freight/Federal Agencies

	<b>Host Railroad</b>	<b>2021 Grade</b>
1	Canadian Pacific	<b>A</b>
2	Canadian National	<b>A</b>
3	BNSF	<b>B+</b>
4	CSX	<b>B</b>
5	Union Pacific	<b>C+</b>
6	Norfolk Southern	<b>D-</b>

Amtrak has issued its 2021 Host Railroad Report Card, ranking the Class I railroads for keeping Amtrak intercity passenger trains on time. For the sixth consecutive year, Canadian Pacific (CP) has earned an "A" grade. CN earned an "A"; BNSF received a "B+"; CSX, "B"; Union Pacific, "C+"; and Norfolk Southern, "D-." The Federal

Railroad Administration's "Metrics and Standards" rule, released in November 2020, requires Amtrak and the host freight railroads to certify Amtrak schedules and sets an on-time performance (OTP) minimum standard. In 2021, Amtrak noted that freight trains caused more than 890,000 minutes of delay to passengers. The report card also shows that only one of the 15 Amtrak long-distance routes—the City of New Orleans, which operates over CN lines—met the 80% standard. Of the 26 state-supported routes, 12 met the standard: Hiawatha, Keystone, Ethan Allen Express, New York-Albany, Carl Sandburg/Illinois Zephyr, New Haven-Greenfield, Capitol Corridor, Vermonter, Maple Leaf, Pacific Surfliner, Roanoke, and San Joaquins.

Travelers already booked on some Amtrak long-distance trains in April and May are being advised to rebook their trips as the passenger carrier extends its frequency reductions on seven routes. The service reductions to the Silver Meteor, Empire Builder, California Zephyr, Southwest Chief, Lake Shore Limited, City of New Orleans, and Crescent will go beyond the initial March 27th date. The announcement offers no tentative dates to restore daily service.