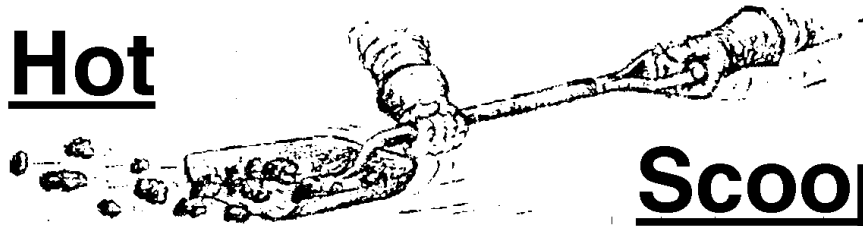


Hot



Scoop

A publication dedicated to the volunteers of the San Diego Railroad Museum

February 1995
VOL VII NO II

INDEX

<i>Director of Operations.....</i>	<i>1</i>
<i>Safety Corner</i>	<i>2</i>
<i>Operations Department</i>	<i>2</i>
<i>Training Department</i>	<i>2</i>
<i>Calendar</i>	<i>Front Cover</i>
<i>Network News</i>	<i>3</i>
<i>Phone Numbers.....</i>	<i>3</i>
<i>Timecard</i>	<i>Inside Cover</i>

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San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Last Saturday we had our first Tecate trip of the year. It was an unqualified success. We had the Robert Peary, five coaches, the Guard Car and the 1509. My math calculates that to be an eight car train, the longest that we have taken to Tecate, I believe. Under the capable hands of Dan Runion of the SD&IV 1809 purred, and had no problem handling the load back up the hill. Meanwhile, Chop Kerr and crew with the Miller Creek train were playing shuttle between Miller Creek and Campo to service all the riders that wanted to take their own one-car train. The Museum put on a class one double A act and I believe that we are going to see a lot of positive fallout from it in the near future. By the way, thanks Mike Reneau, the lights coming on in 1509 in the tunnels was the icing on the cake. A classic touch that was commented on by all in the car.

It took all of us working as a team to put this shindig on, and we need to keep that team spirit with some of the other tasks at Campo. We had a list of items to be accomplished by the 75th. Some of these tasks are still outstanding and should be completed. If they were important enough to identify for the 75th, they are important enough to complete. Campo is looking good, we have developed new procedures to handle the tours with the bridge and Rail Buff Bluff, and the completion of a great restoration like the 1509. We need to keep that energy focused and keep moving.

It is time again to talk about the Gorge. PLEASE!!! Stay off railroad property. Due to the nature of our existence as a museum and our relationship with SD&IV we are expected to respect the railroad's wishes and not only stay out of the gorge but talk down going into the gorge with other people. This is extremely important. Where members of the Museum and others might view a trip into the gorge as an adventure, I assure you that the railroad is looking at it in an entirely different light, as a business venture.

And every act of vandalism or accidental damage makes that goal that much harder to achieve. So help them, and help yourselves by staying out of the gorge. 'Nuff said???? 'Nuff said!!!

Again, thanks to all who helped put on this last Tecate trip, I think it was the best one yet. See you at Campo,
Denby



OPERATIONS DEPARTMENT

Maryanne Thompson

Well, it's that time of year to give you the final ridership totals for 1994. We had a grand total of 18,495 people ride our trains. On our special trips, we had 3,735 people ride. Special trips include Tecate, school days, shuttles and the 75th anniversary. For the weekend of the 75th, we had a total of 741 riders on Miller Creek and 244 riders on the shuttle. For comparison, in 1993 we had a total of 18,948 riders on our trains. Of these, 3,802 were on special trips. All in all we had a good year when you consider the economy. Thanks to all of the train crew members who keep the trains rolling all year through. Keep up the good work!!!

By now, all operating personnel should have completed the yearly rules test requirements. If you have not, please contact Jim Baker or Mike Reneau ASAP and please do not schedule yourself on crew until the requirements are met.

There will be an Operations department meeting on Wednesday, February 15th at 7:00 p.m. at the Santa Fe Depot. All are encouraged to attend and bring their concerns and questions. See you there.

TRAINING DEPARTMENT

Jim Baker

As of Jan. 24, twenty-seven crew members had taken and passed our annual Operating Rules and Safety Test. Everyone who took the test passed it; only a very few people had to re-take it to pass. For the several people who have not taken it (you know who you are) their operating privileges are now suspended until they take and pass the test. Note to Engineers: Because the "Engineer's Supplement" was late in being made available, you have until the end of Feb. to pass that test.

I'd like to congratulate the people with the top three scores: George Boggs (missed 1), Don Getz (missed 2) and Dawn Shaffer (missed 4). A great effort! the person who missed the most (28-the lowest passing grade) shall remain

anonymous. The average score was twelve wrong. I have tabulated the frequency with which each question was missed. Questions with a high failure rate can indicate either a lack of training or understanding by lots of people, or a poorly written question. It's hard to tell which. In any case, I'll address the "top 10" bad questions in this column: one or two a month for the rest of the year.

The worst questions were missed thirteen times (out of 27 people); there were three of these. The first was: Blue signals are used to protect? [Rule 5.13]

- (a) Railroad workmen who are inspecting, testing, repairing, and servicing rolling equipment
- (b) Mechanical personnel
- (c) Train, yard, and engine personnel performing inspection, repairs or service on, under or between rolling equipment

The correct answer, according to Rule 5.13 is (a). Most of the incorrect people chose (c). The key to the correct answer is that the train and engine personnel mentioned in (c) do not require blue signal protection. Rule 1.56 requires that, "Before coupling air hoses or operating angle cocks, employee must have a clear understanding with the engineer and other crew members as to the work to be performed." This means that the blue signal is not necessary. In theory, the engineer and conductor should know where their crew members are, before moving the train. This should also be a reminder to brakemen to stay visible to the engineer and conductor during switching movements, so they CAN keep track of you.

While blue flag protection isn't required, crew members can certainly request it. A time to request a blue flag might be if a brakeman is under a car of the Miller Creek train at Campo Depot, and there is a possibility that another engine is bringing an additional car down from the yard to add to the consist. That engineer, not being part of the Miller Creek train crew, might not know that the brakeman was under. Blue flag protection would be appropriate in this case. I'll address a question about flag protection next month.



SAFETY CORNER

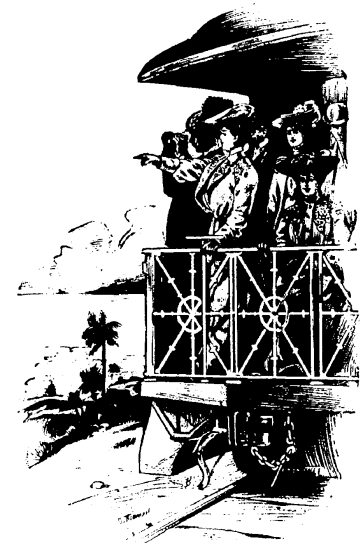
Lew Wolfgang

Walking Tour Safety

One aspect of our Museum that never changes is our concern for the safety of our visitors. We always have projects underway that present potential hazards for our guests. Currently we have the new display building construction site and the ongoing 2353 restoration. In the near future the bridge crane reassembly comes to mind as a potential hazard.

It is the responsibility of the project leader to insure that their project is run in a safe manner. What? You don't have a project leader? Well you should have one. If you don't have one, by default YOU are the project leader and should act accordingly. One task the project leader has is to inform the Miller Creek Conductor of any hazards the walking tours may encounter in the yard and environs. The Conductor should be informed because their's is the primary responsibility for the safety of our guests. The Conductor should then insure that the Trainmen/Tour-guides are aware of the hazards and that they modify their routes appropriately.

Remember, we are ALL responsible for the safety of our guests.



Flammable Fluids Locker

We are knocking around some ideas for improving the storage conditions for our paints, oils, greases, thinners, waste-oils, etc. All too often outside storage is used at this time. This is unacceptable for several reasons, among them being contamination, mislabeling and loss of control.

George Boggs has been investigating the purchase of a "Seatainer" to serve as a hazmat locker. Please note that we are not proposing the purchase of anything at this time, we are just thinking about it. But you can help us by giving me any ideas you have on the subject.

A Seatainer is a steel shipping container measuring 8 x 8 x 40 feet. We could outfit it with any configuration of doors, windows, illumination that we choose. What do you think? Where could we locate the structure so that it would be both out of the way and easy to access? Do you have any other ideas? I know that it is tiresome to plan for something as mundane and so far removed from everything we enjoy doing as a place to put our dirty oil, but this really is important.

Being Smart with Solvent

There is only one feeling better than knowing that you have safely disposed of your old paint solvent. That is knowing that you don't have any to dispose of in the first place!

Any ways we can think of to minimize having to use solvent/thinner is to our advantage. How about using latex water-based paint whenever possible. When oil-based paint is unavoidable, how about using disposable brushes. Most often we need the thinner to clean up the brushes.

To see if anyone has read this far, the first person to give me a thinner saving idea walks home with a case of Dad's Root beer!

Tecate Thanks

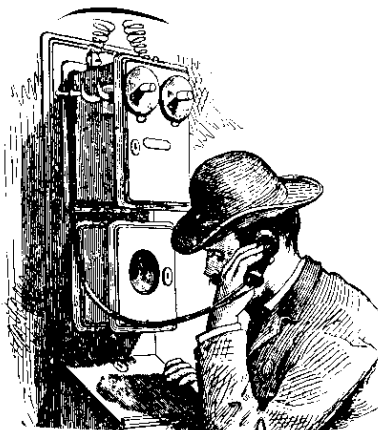
Well, we pulled off another Tecate Special Excursion on the 28th without a hitch. Well, almost. We did have a *tiny* problem with locomotive 1809, but Denby Jones and Mike Reneau were up to the task. We carried a record (in my recollection) 400 or so passengers, all of whom seemed to have a good time. My thanks, as Conductor, to our crew who made the whole event possible. And special thanks to **Corrine Gallagher** and **Rita Cloud** for their excellent work as event producers. We couldn't do these special trips without you! Thanks Folks!

Calendar Dates

One of the difficult aspects of editing the HotScoop is rounding up the date information for the Calendar. I would appreciate anyone informing me of upcoming events worthy of publishing. This is especially true for you Department Heads, I can't put it down if I don't know about it. Contrary to popular belief, there is no "master calendar" for the Museum. Maryanne Thompson is usually the best informed, but even she can't know everything. If you have safety on your mind, You may call at any time!

Daze 553-3106

Nites 662-9019



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Business Office Fax 595-3034
Director of Operations, Denby Jones 279-2419
Executive Director, Kay Carter 265-7682
HotScoop Editor, Lew Wolfgang..... 553-3106

La Mesa Depot..... 465-8444
Campo Depot..... 478-9937
Campo Car Shop 478-9917
Campo Caretaker, Thomas Lee Braginton 478-9344
Campo Gift Shop, George and Nancy Boggs..... 789-4210

DEPARTMENT HEADS

Facilities, Steve Wade 469-8029
Interpretation, Rich Borstadt 294-9321
Research, Bruce Semelsberger 264-7282
Chief Trainman, Mike Retz..... 466-8808
Mechanical, Jim Wilson..... 697-9544
Library, Roy Pickering 462-3392
Operations, Mike Reneau 466-5402
Restoration, Ted Kornweibel..... 461-0098
Safety, Lew Wolfgang..... 662-9019
Steam, Richard Dick 276-2222

NETWORK NEWS

In which articles from the Internet's Usenet rec.railroad are presented for your edification and further enlightenment.

Subject: The News From Here 12/30

1 - Finance Department: Chicago and Northwestern earned \$27,100,000 in the third quarter of 1994 versus the loss of \$4,600,000 it took during the flooding of 1993. Coal shipments improved 15 per cent on the Western Railroad Properties portion and 24 per cent on the core railroad. Grain increased 12 per cent, fertilizer traffic increased 31 per cent, intermodal was up 5 per cent and automotive business was up 28 per cent.

2 - Down sizing Department: CNW intends to offer its management an early retirement and severance program.

3 - Freight follies Department: CSXT operations returned to near normal after Christmas. By Tuesday they had 28 trains operating between Waycross and Atlanta GA. On Wednesday morning, Union Pacific's terminals at Ft. Worth, Hinkle and Pocatello were loaded with traffic. On December 29, Amtrak's eastbound Pioneer was delayed two hours when UP freight PCHK became disabled east of Shoshone ID.

4 - Weather Woes Department: On December 28, Union Pacific was encountering high winds along the Washington coast and between LaGrande and Union Junction.

5 - Continuous Carnage Department: On December 27, Amtrak train 708 struck and injured a youth riding a bicycle near Riverbank CA. On December 28, Canadian National run through freight 341 struck a trespasser at La Grange IL on the Burlington (Northern), killing the individual. Among other trains Amtrak 6 was delayed an hour as a result.

6 - Rails Fail Department: CSXT had numerous broken rails on the northern portions of its system on December 30, causing delays to operations. Especially hard hit was its New Castle Subdivision.

7 - Amtrakings Department: Amtrak announced, in accordance with previously announced train service changes, that Amtrak train 19, effective February 1, 1995 will depart New York for New Orleans LA on Mondays, Wednesdays and Saturdays. The remaining days of the week it will operate to Atlanta GA only. Train 519 will depart Birmingham AL on Tuesdays, Thursdays and Sundays. Amtrak trains 20 and 520 will be dispatched from New Orleans and Birmingham on Monday, Wednesdays and Fridays. The remaining days of the week train 20 will originate in Atlanta. They also announced trains between Chicago, Pontiac MI and Port Huron will be converted to reserved seat trains effective February 1, 1995. Trains involved are 350, 351, 352, 353, 354, 355, 364, 365, 366 and 367.

9 - The Views From Here Department: It has been my pleasure to provide The News From Here during 1994. Frankly there was a time last summer when I decided to drop it because of the time it was consuming, but when I read about myself in Trains magazine, and received a few encouraging messages

from other netters, I decided to resume publication. I am glad that I did, because I am enjoying it. I hope folks have gained some understanding of what occurs in big time American railroading, and have used this knowledge to pursue their (our) hobby, safely and consistent with the needs and concerns of the industry we so enjoy watching. I particularly appreciate the kind comments I have received during 1994 which makes me feel the effort worthwhile. People have gone down to trackside to observe events and activities specifically mentioned here, or observed some aspect of railroading they were not particularly aware of before. It is nice to know people are capitalizing constructively on what they have read here, and frankly that is the purpose of my little effort. I also want to thank those who have taken it upon themselves to cross post to other networks. I believe this column is now found on Genie, America On Line, Compuserve and Prodigy, through their efforts. I have tried to report the "News From Here" as objectively as possible, bereft of editorial comment which I have left for others to provide. It is my fervent hope that 1995 brings us all good health, and the continued ability to enjoy our hobby, in peace and contentment. Happy New Year everyone!

Al Tuner

Subject: The News From Here 1/3

1 - Finance Department: Kansas City Southern earned a record \$28,600,000 in the third quarter of 1994, as compared with the \$23,300,000 earned for the same period last year. Total carloadings increased 5 per cent, including a 50 per cent increase in intermodal and large gains in chemical traffic.

2 - Labor Relations Department: Eight Class I railroads have brought suit in Federal Court in Washington DC to force the Brotherhood of Maintenance of Way Employees to bargain with the entire industry as a block, rather than with individual carriers. The railroads believe they have that right under Railway Labor Act, and are concerned about strikes with individual carriers. Meanwhile, the Brotherhood of Locomotive Engineers has filed suit in Federal Court in Michigan, against CSXT, Conrail, Chicago and Northwestern and Norfolk Southern to gain their right to bargain individually with railroads.

3 - Intermodalism Department: Norfolk Southern and Kansas City Southern have begun their joint Dallas-Atlanta intermodal service. It will operate via Shreveport and Meridian, and is scheduled for 30 hours. The current Southern Pacific-Norfolk Southern service between Dallas and Atlanta runs via Memphis and the CSX/SP service operates via New Orleans. Also the ports of Los Angeles and Long Beach are seeking a short line operator to run the switching operations on their properties. Each week sees 100 trains entering the area from the Southern Pacific, Union Pacific and Santa Fe. Currently the Harbor Belt Line performs interline switching at the Port of Los Angeles and the Southern Pacific does it under contract in Long Beach. Also Norfolk Southern recently opened its new intermodal facility in Kansas City MO. On its 100 acres off I435 it has two unloading tracks capable of handling 48 cars each, with parking available for 300 trailers and 264 stacked containers. It receives a train a day from Louisville KY and from Columbus OH.

4 - Weather woes Department: Over New Year's weekend cold weather was believed responsible for over fifty reports of broken rails on the Union Pacific. CSXT was also battling cold weather, high winds and snow during the January 2-3 period in Michigan

5 - Continuous Carnage Department: During the period December 31-January 2, Union Pacific had two grade crossing accidents, causing a fatality in each case. One occurred on January 2 when Union Pacific coal train CWLRM struck an auto west of Jefferson City, delaying two Amtrak trains (303, 306) up to nearly two hours, and the other in Parsons KS. On January 2, SEPTA train 4229 struck and killed a trespasser in Chester PA. Seven Amtrak trains were delayed, as well as three SEPTA trains because of the

incident.

6 - Freight follies Department: The first regular work day of 1995 found the Union Pacific with heavy traffic throughout its system. It was spacing coal trains to every three hours leaving Kanasa City MO. On January 2, Burlington Northern train 130MR derailed a car 28 miles east of Denver, delaying Amtrak train 5 for two and 1/2 hours. CSXT Cincinnati- Washington IN freight R379 derailed four of its 128 cars at "Oklahoma" in the Cincinnati terminal area on 1/3.

7 - Dig We Must Department: To facilitate a tie program on CSXT, Amtrak trains 81 and 81 will terminate/originate in Orlando FL, with passengers bussed to and from destinations beyond between January 8th and 11th. Also on Jan 8 and Jan 10 Amtrak train 1 is planned to leave one hour late from Miami, while Amtrak will terminate on January 6 and January 11 at West Palm Beach, and operate one hour late from Jacksonville on January 9

8 - Center Beam Flat Department: There are now 10400 of this type of flat car in service on North American railroads. TTX owns 4900 and have 750 on order for 1995. Hampton Lumber Sales of Portland OR has the largest shipper owned fleet with 280.

9 - International Department: The government of Iran has contracted with the Government of China to build a 25 mile electrified railroad in Iran for \$90,000,000. China will also sell it 12 electric locomotives and 60 double decker passenger cars.

Al Tuner

Subject: Associate's Degree in Railroadng?

A little item in today's _USA Today_ that caught my eye:

"OVERLAND PARK, Kan. -- Johnson County Community College will offer a two-year degree in railroadng, believed to be the first such degree in North America. Students may specialize in conducting, dispatching, mechanics or maintenance-of-way welding."

Ah, the credentialing of everything proceeds apace! Can it be that far from here to help-wanted ads that read:

"WANTED--Division Superintendent. Master's in Railroadng required, Ph.D. preferred"? :-)

Subject: RailWeek #2

WATCH HERE FOR AMTRAK NEWS! The Transit section of RW is likely to see fewer Amtrak stories, since Congress is playing the biggest role in the railroad's future right now. For that reason, if you want the complete story, read this edition and the transit edition. -PK

In this issue:

- End of '94: An update - Specter announces rail study grant - NARP responds to GOP Congress' attacks on Amtrak

NEXT ISSUE: Complete coverage of Mexican railroads in the wake of the economic crisis there, plus the news following the first meeting of the House Transportation and Infrastructure Committee...

(US) END OF 94 CONGRESSIONAL YEAR: UPDATE From _The Brass Key_

Perhaps a prelude to changes to come in 1995, the following major changes involving railroads were made by Congress by the end of 1994.

- The House Transportation and Infrastructure Committee (formerly Public Works and Transportation) takes over railroad areas. Formerly, railroads were handled by Energy and Commerce.

- In mid-1996, the Secretary of Transportation will have to give a report on research into a displacement signal system for railroad bridges, so that if something hits the bridge, the signals automatically go red, no matter if the bridge is actually knocked down or not.

- The Federal Railroad Administration has been instructed to do research examining the possibility of adding seatbelts to railroad cars.

(US) SPECTER ANNOUNCES \$1.2 MILLION

GRANT FOR RAIL INVESTMENT STUDY:

U.S. Sen. Arlen Specter (R-Pa.) announced Friday that the U.S. Department of Transportation had issued the a grant for a study of a rail line linking intermodal transit centers.

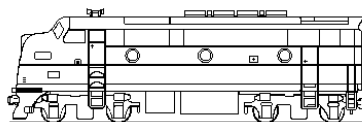
The grant allocated \$1.2 million for preparation of a Major Investment Study to support the project known as the Cross County Metro, a rail line that is proposed to link a series of intermodal transit centers, providing transit service from the vicinity of Morrisville (Bucks County) to Downingtown (Chester County) traversing Montgomery County. The grant was announced together with grants for a bus garage and bus procurement program

(US) NARP RESPONSE TO GOP CONGRESS: SAVE AMTRAK

The following is from an information sheet released by the National Association of Railroad Passengers entitled, "Save our trains". Special thanks to Bob Scheurle and Harry Sutton for typing it up and sending it to RailWeek.

"When the new Congress meets in January 1995, attempts to eliminate or significantly reduce funding for Amtrak--the only intercity passenger train service in the United States--are expected. Just like any other form of transportation, Amtrak depends on federal support. If that dries up, so will the trains.

"Congressional efforts to dismember Amtrak must



be nipped in the bud. If you want passenger trains to survive--tell Congress! Your representatives will listen to you! Write a brief note or post card to these four people--the President, your two Senators and your Representative.

"Some reasons to save Amtrak:

"- Loss of Amtrak trains would harm people's mobility. Many smaller communities served by Amtrak are poorly served by other forms of public transportation--or not served at all. Air travel to smaller places is expensive, and bus lines are disappearing. Many types of people--elderly, disabled, students, those with medical conditions who cannot fly--need trains as a travel option.

"- Federal investment in Amtrak has fallen, but investment in highways and aviation has grown. Considering inflation, from 1982 to 1991, aviation spending is up 97%, highways up 25%, Amtrak down 36%. No mode of transportation can do without federal support. Had other federal government expenditures been reduced correspondingly, there would be no federal budget deficit.

"- Travel on Amtrak rose during nine straight years. 6.2B passenger miles in 1991 up from 4.2B in 1982. After dropping to 6.1B in 1992, Amtrak bounced back to 6.2B in 1993. Problems directly related to funding reductions have restrained further growth.

"- Use of Amtrak is greater than use of the pre-Amtrak rail system. Amtrak's passenger-miles in 1993 were 24% above the 5.0B intercity passenger-miles handled by private railroads in 1970--when there were twice as many trains on a much larger route structure. "- Amtrak's coverage of operating costs from commercial revenues has risen. In 1983, Amtrak covered just 54% of its operating costs, but was up to 79% in 1991.

"- Amtrak is energy-efficient. Amtrak consumes just 54% of the energy per-passenger-mile that domestic airlines consume (according to the Oak Ridge National Laboratory, 'Transportation Energy Data Book: Edition 13'). Amtrak's energy efficiency has improved over time, and will improve even more as corridor speeds rise and as new equipment arrives. Rail is the most energy-efficient mode capable of attracting people from cars and airplanes.

"- Amtrak is good for the environment. Trains create less pollution because they use less energy. The same is true for work to improve tracks. Since

most rail rights-of-way are under utilized, improving them costs less and has far less environmental impact than a new airport or highway, and can be done with much less disruption. One rail line can carry the equivalent of 16 highway lanes.

"- Amtrak is safe. On a per-mile basis, motorists are eight times more likely to be killed than Amtrak passengers.

"- Amtrak workers and contractors pay taxes. Amtrak employs 25,000 people. Tens of thousands of car builders and supply workers depend on their employer's Amtrak contracts. The taxes on their salaries and on sales of supplies to Amtrak exceed Amtrak's Congressional funding."

----- For comments, questions, to send any news items, or for reprinting permission, e-mail Peter Kirm / 73232.3534@compuserve.com, 73232.3534 CIS.

RailWeek is divided by topic. For all the news for a particular week, be sure to read:

RailWeek / Transit (passenger rail news) RailWeek / Employees (labor issues) RailWeek / Business (freight rail news) RailWeek / Government (legislative news) RailWeek / Railfans (special bulletin this week)

...posted to UseNet's rec.railroad, and CompuServe's TrainNet's "Newsletters/Events" message section. Or read the full version at Internet's WWW <http://www.mcs.com/~dsdawdy/cyberoad.html>, or CIS' "Newsletters/Events" library section on TrainNet. CIS versions are posted in ASCII format.

Please watch for changes in this information.

Happy New Year from the editor of RailWeek, Peter Kirm. Peter Kirm Jensoft Media Chicagoland, IL

Subject: RailWeek #2

- EMPLOYEES EDITION

== SPECIAL MONTHLY UTU NEWS EDITION == Each month, we'll feature articles from _UTU News_, which is also published online in its full format. The reason for the redundancy is to provide a service that is more likely to be of interest to non-UTU members and the general public, and to integrate stories covered by this fine publication into the RailWire format, making it available to people it might not reach otherwise. My goal with RailWeek is to create a news service giving people "the best news of Cyberspace," so they don't miss a single top story, and yet they don't have to spend as much time skimming through information they don't want. This is the kind of policy that was successful with RailOnline Magazine.

If you ARE a UTU News reader, you can simply skip this edition each month. -Peter Kirm

IN THIS ISSUE:

- UTU's position on the GOP's zero-funding scheme for Amtrak - UTU starts bargaining with carriers - FRA backs UTU on drug testing - Guilford Transportation battles won - FRA continues to allow remote locomotive testing - Plus other top stories

(US) QUOTE OF THE MONTH: "If adopted, the zero-funding scheme proposed by in-coming House Budget Committee Chairman John R. Kasich (R-Ohio) will mean the elimination of Amtrak and the loss of 25,000 jobs (about 12% of the current railroad work force). The jobs of those working on commuter railroads operating over Amtrak in the Northeast Corridor will also be endangered. The loss of these jobs not only impacts the families directly involved, but ripples across the economy and threatens the financial integrity of the Railroad Retirement System." - UTU News, January '95

(US) UTU, CARRIERS START BARGAINING: From _UTU News_ Members of the UTU National Negotiating Committee, chaired by Assistant President L.W. Swert, have had their first meeting with representatives of the National Carriers' Conference Committee (bargaining unit for most of the nation's major rail carriers) in Washington, D.C. The purpose of the meeting was to review the Section 6 notices, to discuss how such proposals will be progressed, and to establish a timetable for future discussions.

(US) FRA BACKS UTU ON DRUG TESTING ISSUE:

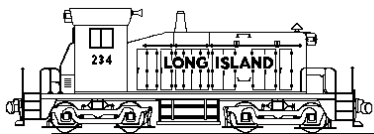
UTU News CSX attempts to force employees to undergo a medical examination if they are unable to produce sufficient urine for drug testing, even if they are expired under hours of service, have been successfully challenged by the United Transportation Union (UTU). Current federal regulations, which are ambiguous and which the UTU is attempting to amend, say that an employee must produce a urine sample on demand, and if unable to do so is given ample liquids and two hours. If at the end of that time no sample is produced, the employee is presumed guilty and removed from service. CSX tried to interpret the rules so that once two hours or the hours of service expired, whichever came first, the employee could be forced to provide a sample or be examined by a company physician. UTU pointed out to the FRA that the rule states that if the hours of service limits are reached, then the test is canceled, and FRA was expected to notify CSX that its interpretation was in error.

(US) UTU WINS BATTLES WITH GUILFORD TRANSPORTATION From **_UTU News_**. The United Transportation Union (UTU) has won two victories in its prolonged fight with Guilford Transportation Industries and its Springfield Terminal subsidiary. In separate rulings, the National Mediation Board held that the UTU's 1987 and 1988 strike against the ST over safety conditions was legal, while a federal district court in Maine held the company could not recover payment from the union for alleged damages resulting from the strike. A third case, involving back pay and lost wages that could total more than \$1 million, is pending before the Interstate Commerce Commission. "Although, given the past history of this carrier, the end of this matter may be far from over, these recent victories are a direct result of UTU's consistent efforts to see the Springfield Terminal employees are treated fairly under the law and have a safe place to work," UTU International President G. Thomas DuBose said.

(US) FRA ALLOWS REMOTE LOCOMOTIVE TESTING TO CONTINUE DESPITE UTU PLEAS From **_UTU News_** / Edited by Peter Kim

The Federal Railroad Administration has rejected the pleas of the United Transportation Union (UTU) and others and will allow limited use of remotely controlled locomotives while it studies the issue. The UTU calls remote locomotives "untried, untested and extremely dangerous technology."

"We do not think that an overworked rail employee being forced to operate a locomotive with a joy stick is safe," said UTU International President G. Thomas DuBose. "We have first-hand reports that say throttle control is difficult, maintaining the range at which



the engine can be controlled is difficult, and that malfunctions of the dead man's bar and the braking system are frequent. These problems already have led to extensive property damage and fatalities. And they will lead to more damage and more fatalities if allowed to continue," DuBose said.

/// IN OTHER NEWS ///

UTU has announced its convention dates. The 1995 UTU convention will be held July 17-21 at the Sheraton Chicago Hotel and Towers in Chicago, Ill. -UTU News

SOO LINE employees represented by the UTU have overwhelmingly ratified a new pact with the carrier. Union members voted by a 4-1 margin to approve the new contract, according to Vice President Bruce Wigent. -UTU News

The DEPARTMENT OF TRANSPORTATION has lowered, from 50% to 25%, the required random drug testing rate for rail employees. The lower testing rate is a reward for successful efforts to reduce drug use among rail and other transport

workers, DOT said. Any transportation industry that can demonstrate a positive rate of less than 1% for two calendar years is allowed to reduce random testing rates. The test rate will return to 50% if the positives go above 1% in 1995.

DOT also modified its alcohol testing rules to permit companies not to test workers for alcohol after accidents or for "reasonable suspicion" when the most accurate testing devices are not available.

-UTU News

--- For comments, questions, to send any news items, or for reprinting permission, e-mail Peter Kim / 73232.3534@compuserve.com, 73232.3534 CIS.

RailWeek is divided by topic. For all the news for a particular week, be sure to read:

RailWeek / Transit (passenger rail news) RailWeek / Employees (labor issues) RailWeek / Business (freight rail news) RailWeek / Government (legislative news) RailWeek / Railfans (special bulletin this week)

...posted to UseNet's rec.railroad, and CompuServe's TrainNet's "Newsletters/Events" message section. Or read the full version at Internet's WWW <http://www.mcs.com/~dsdawdy/cyberoad.html>, or CIS' "Newsletters/Events" library section on TrainNet. CIS versions are posted in ASCII format. Please watch for changes in this information.

Happy New Year from the editor of RailWeek, Peter Kim. Peter Kim Jensoft Media Chicagoland, IL

Subject: Steamtown Does It Again

OK, kids, here we go. By telling the public they were warehouses, the Steamtown National Park has justified the leveling, razing, destruction, and demolition of the historic Dickson Locomotive Works for A PARKING LOT!!!!!! Your tax dollars have trashed history in Scranton, again. (Remember the downtown fiasco?) Yes, there are Dickson steamers which could have been displayed on the erecting floor of the 110+ year old company's shop, but instead the National Railroad museum is restoring a silk mill and parking Winnebagoes on the shop site. The billion dollar roundhouse is a fake, but no money could be justified to save the shop which built many locomotives that were serviced in the precious roundhouse. Call up and ask why the CN Mike doesn't run any more. They'll tell you a good line, but they won't tell you how many staybolts were blown out by careless firing at the end of the 1993 season. This is not doing Mr. Blount justice. Rob Davis, Media Director Garden State Railroad and Industrial Society

Subject: The News From Here 1/10

1 - CSXT encountered a problem when its local Selma-Montgomery freight M707 derailed 5 cars on January 9 at Myrtlewood AL. The 20-40 cars interchanged with the Meridian and Bigbee at that point is expected to be disrupted as a result of the problem. Early on January 6, Southern Pacific freight LABRAF derailed 16 of its 18 cars at Mowich OR, with some of the cars down an embankment and some hazardous materials involved. Amtrak train 14 terminated at Klamath Falls OR and train 11 terminated at Portland OR with passengers bussed between trains. On the following day, these trains operated over the Burlington Northern between Chemult and OT Junction, and on the Union Pacific between OT Junction and Portland, with each train delayed 5 hours operating on the detour. On January 7, Delaware and Hudson freight 522 became disabled at Buffalo NY, delaying Amtrak train 284 over an hour and one half. On the same day, in the same area, Conrail coal train UN52B became disabled delaying Amtrak train 65 for over an hour. On January 8, CSXT freight Q413 became disabled at Weldon NC delaying Amtrak trains 97, 98 and 53 up to over an hour, while heavy freight congestion delayed Amtrak train 26 on the Union Pacific for over two hours between Hood River OR and Hinkle. On January 9, Chicago and Northwestern suffered a derailment at Marshalltown IA. Only one track is expected to be available there for the remainder of the week, because of resulting damage to a bridge.

Union Pacific started the week with heavy traffic caused by the various weather problems and heavy tonnage between Kansas City and Topeka, and in the Powder River Basin. CSXT also started off the week with heavy coal tonnage originating over 60 unit trains on January 9.

2 - Lights Out Department: The Terminal Railroad of St. Louis suffered a switch failure at Breman Avenue, St. Louis on January 6, delaying Amtrak train 322 for an hour and one half. The Santa Fe suffered a signal outage between Hodge and Cajon CA delaying Amtrak's Desert Winds each up to an hour on January 9.

3 - Weather woes Department: As a result of high winds, and heavy rains (tornados reported in the area) CSXT lost its signal system in portions of North and South Carolina during January 6. As a result Amtrak trains were delayed between over an hour up to nearly nine and 1/2 hours getting through the effected areas. On January 9, Union Pacific was bracing for more heavy rains between Stockton and Oakland CA and was having difficulty with mudslides on the Feather River Canyon, with track patrols operating ahead of all trains. They were also working against high winds in portions of Oregon, Wyoming and Nevada. Signal outages were occurring.

4 - Dig We Must Department: Because of CSXT scheduled track work Amtrak trains 81 and 82 will terminate at Orlando FL between January 15 and 18th, Amtrak's westbound Sunset Limited will leave Miami one hour late on January 15 and 17, and the eastbound Sunset Limited will terminate at West Palm Beach on January 13th and 18th

5 - Litigation Department: The Seventh Circuit Court of Appeals has determined that the time crews wait for transportation to their home terminal after leaving a train does not count for purposes of determining hours on duty under the Hours of Service of Law. In 1992, the Ninth Circuit found just the opposite and Federal Railroad Administration rules effective January 1, 1993 were patterned after that decision.

6 - Labor Relations Department: Burlington Northern has signed a new five year contract with their 350 yardmasters represented by the United Transportation Union.

7 - Tag You're It Department: As of January 1, 1995, North American railroads have placed AEI tags on 1,200,000 freight cars, 22000 locomotives and 8000 EOTs.

8 - Finance Department: Southern Pacific has taken its \$235,000,000 share of the price that the Ports of Los Angeles and Long Beach paid for SP's right of way, and is using it to retire long term debt. Related to the Alameda Corridor, the Interstate Commerce Commission has given the cities of Los Angeles and Long Beach permission to purchase Union Pacific's San Pedro Branch.

9 - Rail Barons Department: SWKR Operating Company is seeking permission from the ICC to acquire and operate the Southern Pacific trackage between Benson and Douglas AZ and between Bisbee Junction and Bisbee AZ. Southern Pacific has also been granted permission to cease providing freight service between North Hollywood and the Burbank Rail Station in California. The Prescott and Northwestern has applied for permission to abandon 26 miles of its trackage in Arkansas. The ICC also revoked its previously granted authority given the Ozark Mountain Railroad to build a proposed 75 mile line for the purpose of running scheduled steam hauled passenger trains. The ICC stated that the Ozark Mountain failed to provide sufficient financial information as required. The ICC also extended the deadline until the end of January for municipal authorities to come up with funding to purchase Conrail's line between Corry and Meadville PA. Failure to come up with funds will allow Conrail to press forward their abandonment plans.

10 - New Orders Department: Norfolk Southern announced a \$695,000,000 capital plan for 1995. It includes the purchase of 125 six-axle locomotives, rebodifying 3500 coal cars, increased line capacity in

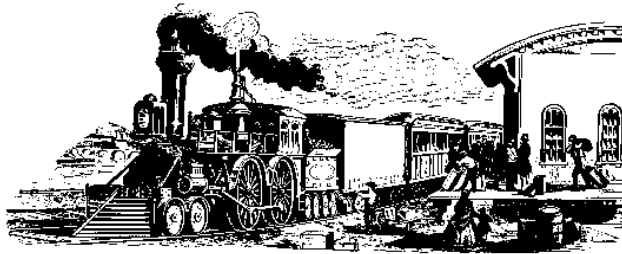
portions of Georgia, the Cincinnati area and northern Indiana. It also includes \$28,000,000 for bulk and intermodal terminal improvements and \$52,000,000 for new rolling stock.

11 - Miscellaneous Department: Burlington Northern won a decision by an impartial arbitrator, allowing the BN to prohibit the wearing of finger rings by its train and engine crews because of the potential safety hazard. CSXT and NS already have banned the practice of wearing rings.

Al Tuner

Subject: The News From Here 1/10

1 - Lights Out Department: Because of an underground cable that grounded, signal power was lost late in the evening on January 8, on Amtrak's line between Zoo Interlocking Philadelphia PA and Bryn Mawr. Signals were not restored entirely until mid-morning on the following day. Amtrak trains 601, 603, 600, 640 and 43 were delayed up to nearly thirty minutes, 5 SEPTA trains were cancelled and 32 additional locals were delayed between 10 and 80 minutes.



2 - Freight Follies Department: Southern Pacific freight PUOMK derailed its four locomotives and eleven of its 87 cars on January 8, 28 miles west of Glenwood Springs CO, with two of the cars going down an embankment. Amtrak's westbound Zephyr used the Union Pacific from Denver to Salt Lake City UT. On the same day, Southern Pacific freight BKBNG derailed 15 of its 91 cars 36 miles east of Dunsmuir CA. Amtrak 14 terminated at Dunsmuir with passengers bussed to their destinations. Amtrak 11 terminated at Portland OR with passengers bussed to Sacramento CA, where they boarded the following day's train 14's equipment which was terminated at that point. Passengers from Sacramento were bussed to destination, leaving a set of equipment at Dunsmuir which cannot be moved because of line closures north and south of it. Also two Southern Pacific locomotives derailed at the south end of Portland OR's station, making it necessary to terminate Amtrak 751 at Portland on January 9, and originating train 750 on January 10 at Portland. Busses operated between Portland and Eugene OR, representing the cancelled trains. 3 - Continuous Carnage Department: Amtrak 365 was struck by an automobile at Mosborough ON on January 9, causing minor damage to a coach. The train was delayed for 90 minutes.

4 - Weather Woes Department: Amtrak 14 was held for seven and 1/2 hours for Southern Pacific to remove mudslide material at Lakehead and Gibson CA on January 9. Also the Southern Pacific's line at Martinez CA was closed because of high water conditions for three hours during the evening of January 9. Amtrak trains 725, 719, 726 and 5 were delayed from 45 minutes to nearly two and 1/2 hours. Union Pacific was battling similar problems on its Feather River route in lower elevations, heavy snow in higher elevations, with high winds in Wyoming. They could not detour into the Bay Area because of high water problems on the SP at Martinez, and insufficient crew availability on the Santa Fe west of Barstow on the Tehachapi Route to handle the additional traffic. Also because of road closures, Amtrak cancelled its through bus service between Santa Rosa CA and Healdsburg, Ukiah, Willits, Eureka, Arcata, Crescent City and Brookings OR through January 14.

5 - Special trains Department: Conrail will move its Inspection Train from Altoona to Harrisburg on January 16, leaving Altoona at noon. The train will

consist of units 4020 and 4021 and cars 8, 3, 1, 5, 55, 10, 12 and 9. Amtrak will operate extra sections of the Crescent leaving New York February 19, 24 and 28, and from New Orleans February 25, 26 and March 2 in order to accommodate Mardi Gras travel. The trains were not scheduled to operate between New Orleans and Atlanta on those dates.

6 - High speed Department: Amtrak is testing the New York State funded, upgraded Turbo Train (Power Cars 151-159) during the nights of this week on its Northeast Corridor, originating out of Philadelphia. The train was recently received from Morrison Knudsen at Hornell and is repainted as well.

Al Tuner

Subject: The News From Here 1/11

1 - Finance Department: CP Rail System income fell from C\$26,500,000 in the third quarter of 1993 to C\$5,500,000 in the third quarter of 1994 as a result of the 47 day strike on the Soo Line.

2 - Weather Woes Department: The Southern Pacific had mudslides and washouts on portions of its East Valley Line, Roseville Subdivision, Salinas Subdivision and Santa Barbara Subdivisions on January 10th. High water was also reported in Santa Barbara, Montalvo and Gaviotta California. As a result Amtrak trains 11 and 14 were cancelled from Seattle and Los Angeles and trains 773, 777 and 783 terminated at Los Angeles CA, and their turns, trains 774, 780 and 786 were cancelled between Santa Barbara and Los Angeles on January 10 and January 11th. No bus service was provided because of poor and changing road conditions. Also because of the threat of mudslides in the lower elevations (with some slides between Sacramento and Colfax blocking the tracks) and heavy snow in the higher elevations of the Sierras, Amtrak 5 was terminated at Sparks NV and Amtrak 6 was terminated at Sacramento CA, with passengers bussed between trains. Elsewhere in California, San Diego service operated yesterday, but with delays for slow orders and San Joaquin service operated but with delays up to 45 minutes because of similar conditions. By late afternoon on January 11th it was anticipated that all tracks on the SP would be back in service except between Santa Barbara and Los Angeles, because of heavy damage and washed away tracks, especially at Ventura and Ortega CA. By morning on January 11th, the Union Pacific's Feather River route re-opened, but its Beiber route was closed because of a large mudslide between Keddie and Tunnel #14.

3 - Freight follies Department: Union Pacific freight NPSO derailed five of its 85 cars near Hermann MO on January 10, blocking that line. Amtrak 301 terminated at St. Louis, and Amtrak 304 terminated at Jefferson City MO, with passengers bussed between train sets. CSXT suffered three derailments on January 10. The first was a mine run on its Pine Fork Branch. The second was on the hump in the yard at Willard OH, which, because of the retarder damage it caused, will not be in totally full operation for the remainder of the week. (Some tracks in the bowl will be out of service for humping operations). The last was a major pile up of intermodal train R185 at Tanton TN, on their Chattanooga-Nashville main line. Some equipment was still smoldering on the morning of January 11th. CSXT was rerouting between Stevenson and Decatur AL on the Norfolk Southern, then on their own Birmingham - Nashville main line to get around the problem.

4 - Continuous Carnage Department: Amtrak 710 struck and killed a trespasser at Pittsburg CA on January 10.

Al Tuner

Subject: Ditch Lights

I remember reading somewhere that Ditch Lights would be required on all locomotives by X date. Does anybody know what that date is?

As for the NS (US) ditch lights, after several experimental patterns, they seemed to have settled on lights which flash alternately when the whistle is sounded and then have a time ? delay before returning to steady operations. I estimate from the units passing here that about 40-50% of these units are ditch light equipped.

Lee Yoder

Subject: The News From Here 1/16

1 - Financial Department: Railtex reported net income on \$1,700,000 in the third quarter of 1994, more than double the revenue they generated for the same period the previous year.

2 - Continuous Carnage Department: On Friday the Thirteenth, Amtrak train 653 struck a trespasser west of Windsor Locks CT, killing the individual. The train was terminated and passengers were bussed to New Haven where they boarded train 171. On the same day, Amtrak 704 struck an automobile in Fresno CA injuring the automobile driver. Also on that day CSXT freight Q690 struck an automobile in Garrison KY, delaying Amtrak 51 behind it for over an hour. On January 14, Amtrak 670 struck a trespasser in Alexandria VA, causing injury and an hour's delay to the passengers. Also that day, Amtrak 710 struck an abandoned automobile in Fluhr CA. On January 15th, Amtrak train 584 was struck in the side by an automobile trying to beat the train to a grade crossing in Santa Ana CA. The impact disabled the air system on the cab car and the train was terminated at that point.

3 - Weather Woes Department: On January 13 and 14 and 15, Amtrak suspended operations between Seattle and Los Angeles on the Southern Pacific because of storm damage, with the exception of train 783 on 1/15 which was the first run between Los Angeles and Santa Barbara. A full slate of service is expected on January 16. All other services in California operated, but with delays for slow orders. A downed tree caused by storm winds on 1/13 at South Point MO, delayed Amtrak 306 for over an hour. On the following day, Amtrak 98 encountered tornadic winds near Fayetteville NC damaging a coach when a tree limb struck a window. The train was delayed over two hours. CSXT had a signal failure caused by the same weather, between Purvis and Maple SC, which delayed the southbound Auto-train nearly two hours. CSXT also had suffered a signal outage caused by downed trees on January 15 between Waynesboro and Charlottesville VA, delaying Amtrak trains 50 and 51 over an hour each. CSXT's Blue Ridge Subdivision (ex Clinchfield Railroad) suffered numerous washouts, primarily near the North Carolina/Tennessee border. The rail line is out of service, probably for the week, with traffic being detoured on Norfolk Southern between Marion NC, Knoxville TN and Frisco TN. Also some traffic is being diverted by way of either Richmond VA or Corbin KY.

4 - Freight Follies Department: On January 13, Amtrak's westbound Capitol Limited was delayed an hour and one half when Conrail freight train COEL became disabled in Waterloo IN. 5 - New Orders Department: Trenton Works of Nova Scotia has sold 80 coal cars to Indonesia for use in the Bukit Asam coal development project in southern Sumatra.

6 - Traffic Department: America's railroads now enjoy 80 per cent market share in the transportation of new automobiles.

Al Tuner

