

3 left EP 40 mins late arrd Tucson 10 mins late no delays  
Engr Gorath just didnt run it off.

DLC

note

H. D. H.  
MAY 31 1965

Larry:  
According to the Disg  
you should pick up your  
speed a little more. Maybe  
your delay occurred right  
Rev at the yard; I bearing  
would appreciate so, I  
from you regarding it  
Thanks.  
Dale Culbertson  
R 77 E  
Tucson

On Line, March 2, 1943

Messrs. T. J. Foley  
C. H. Grant  
J. F. McCuistion  
W. C. Hughes  
D. W. Tanner  
B. E. Eager  
A. C. Everett  
J. C. Medcraft  
C. H. Neill

M. Lee Thomas  
L. E. Hales  
G. V. Abbay  
E. W. McElhiney  
J. W. Osmun  
A. V. Cunningham  
O. M. Close  
E. A. Zari  
J. H. Maher

Have following from Mr. Donnatin under date of  
February 26th on subject of accident prevention:

"There has been a good deal said of late about avoidable accidents and the causes thereof. In an analysis of the situation one of the things apparent and to which causes of these recurring accidents could be traced is the lack of a proper enforcement of rules in that employes, particularly those in train service, are being permitted to either disregard or disobey a rule without challenge so long as nothing happens in the way of an accident.

"In that connection, Vice President wired me yesterday that he observed some engineers lax in complying with Rule 14(c) and provisions of Rule 99. Probably what he was was trains brought to a stop on the main track to accomplish a meet or for some other purpose, the engineer relying on the flagman to protect without the former invoking Rule 14(c) and the flagman not going back but awaiting whistle signal provided for by that rule.

"In your endeavor to bring about a strict enforcement and compliance with the rules, the information herein given you will serve as a talking point."

L. P. Hopkins

Sparks, April 13, 1944

A. C. Everett  
E. A. Zari ✓

Have the following from Mr. A. B. Wilson:

"Recently we have had a number of excessive delays to trains because of engineers trying to block S.P. type steam operated cylinder cocks (Drawing 22774 Book 675).

"It appears that the majority of these long delays are caused by engineers trying to remove the valve stop caps on top of the cylinder cocks in order to insert a small rock under the cap to hold the valve closed. We realize this is very hard to do because tools on the engines are not large enough to fit these caps and because there is insufficient room between the cylinder cocks to allow the caps to be removed on the road.

"However, there is a very simple way to block these steam operated cylinder cocks without removing the valve stop caps. Remove the clean-out plug and strainer from the bottom of the cylinder cock and insert a section of a flag stick with the fabric wrapped around the stick in the strainer and put it back into the cylinder cock. Also the same result will be obtained by packing the strainer solid with waste. This can be done in a very few minutes and the tools on the engine will fit the clean-out plugs.

"This method permits some steam to escape from the cylinder but it will provide a satisfactory means of bringing an engine to a terminal.

"As a matter of education, wish you would contact as many engineers as possible and tell them of this method of blocking steam cylinder cocks as shown on Drawing 22774 Book 675 so that when they have occasion to do so, they will be able to block them with minimum delay."

A. J. C. Hanssen



Sparks, March 15, 1943

Messrs:

J. F. McCuistion,  
B. E. Egert,  
A. C. Everett,  
E. A. Zari,  
C. H. Neill,  
G. E. Payne,

I understand there has been some controversy existing since the new Book of Rules went into effect on February 15th concerning the operation of the two sidings at Fernley.

There should be no complications in connection with the operations of these sidings. It is not only desirable but necessary to designate directional sidings at points where more than one siding is located and it is not necessary for trains in doing work at Fernley to have a train order to use one or both of the sidings. All that is necessary is for Conductor to inquire if there will be trains to use the specified siding which he desires to use or if he may use the siding or sidings for a stipulated time, and train dispatchers may give him permission personally or through the operator. It is not necessary for dispatchers to issue a train order in a case of this kind. The only time it will be necessary for train order to be issued would be in the case of dispatcher reversing siding with trains meeting at that point.

Any train may at any time make use of all or both of the sidings under flag protection and of course conductors cannot be relieved from protecting the trains. Train masters and road foremen of engines should make it plain to train and engine crews in case they are using one of the sidings, and to prevent an approaching train from entering that siding in order to meet or pass a train at that point it is definitely their responsibility to make provisions to take the approaching train down the main track to the point where it may enter the other siding.

Trust that you gentlemen will see that all concerned are lined up to avoid further controversy.

C. H. Grant

Sparks, March 18, 1943

Messrs:

W. M. Davis,  
G. E. Payne,  
H. G. Vance,  
J. F. McCuiston,  
A. C. Everett,  
E. A. Zari,  
C. H. Neill,

For your information and guidance in connection with the handling of cars equipped with light weight couplers.

To insure against current instructions being overlooked when handling cars, particularly coaches equipped with lightweight couplers in our heavy passenger trains, you will please be governed by the following:

"As far as possible to do so, coaches equipped with lightweight couplers should be kept out of our through heavy passenger carrying trains. When it is necessary, however, to use this type of equipment in lieu of heavy coupler cars, such cars should be entrained as far back from the head end as can be done and at the same time entrain them with the other coaches. In other words, when necessary to use lightweight coupler coaches in order to take care of the abnormal traffic now moving and because of a shortage of heavy coupler cars, they should be entrained behind the last regular coach.

There have been a few cases of delay to passenger trains recently account intermediate Divisions switching such cars from the head end, to the rear of passenger trains. When trains reach your Division with lightweight coupler coaches entrained toward the head end, it is not desired that trains be delayed to reswitch the cars to place them to the rear or farther back in the train. The train should be allowed to operate through with the cars in the position in which they are received.

To avoid such conditions, however, you will promptly upon receipt of these instructions, inform all concerned that any lightweight coupler coaches are to be entrained behind the last regular coach in accordance with the above."

In connection with the handling of head end cars equipped with lightweight couplers they should be likewise entrained as far from the engine as possible and still be entrained with balance of the head end equipment. Care must be given, however, to see that such cars are not entrained between the regular working cars which would prevent train baggagemen or express messengers from passing from one car to another.

C. E. Grant

Sparks, February 13, 1943

To All Enginemen Operating On Mina Branch Between  
Sparks Hazer and Mina:

We are having considerable trouble with leaky engines on the Mina Branch account of condition of water. To overcome this trouble, boiler compound, properly mixed, must be placed in engine tender and water car before taking water at all water stations enroute.

This compound must be used regardless of whether boiler has been washed or not, and it must not be up to the judgement of engine crews as to whether or not engines need compound; instructions must be followed.

Compound prevents scale from forming by dissolving the solids in boiler water, therefore, the blow off cocks must be used consistent according to Mechanical Circular No. 10. This is very important.

The proper mixing of boiler compound is very essential. Compound in original container must be stirred before placing it into five gallon mixing bucket. Allow injector to operate sufficient time to assure water being of high temperature, and when placing squirt hose in mixing bucket, keep compound stirred while filling bucket with hot water. Use one pound or pint of compound to 6,000 gallons of water. When this compound is properly mixed, you will develop a foamy substance on top of same. Compound will not dissolve in cold water. It is desired that this compound be thoroughly dissolved in the hot water before it is poured into the water tender or water car in order to obtain the result of compound.

H. G. Vance

cc: Mr. A. C. Everett  
Mr. E. A. Zari



2. Enginemen at Mina, Thorne, Hazen, when required to do switching, report 10 minutes in advance of time set to commence work.

### Trainmen

Trainmen will report for duty (30) minutes in advance of time set to depart, except as follows:

1. At Montello, Carlin, Imlay, Wells, Susanville, Mina, Hazen, Wendel, Westwood and Alturas, report at time set to commence work.

2. Work trains: report at time set to commence work.

3. At Sparks, on eastward freight trains, report 20 minutes in advance of time set to depart.

4. At Sparks, on eastward passenger trains, report 15 minutes in advance of time set to depart.

5. At Carlin; freight trains, when yard crews on duty report 20 minutes in advance of time set to depart.

6. At Carlin; passenger trains, when engine runs through, or when engine cuts out, report 15 minutes in advance of time set to depart and on trains when engine cut out, report 30 minutes in advance of time set to depart.

V. M. Petterson