

# Train Order

Division One NCR

Volume 37, Issue 7

March 2012



## **Cab Signals**

**Fred Lux, Superintendent**

It seems impossible that another winter is almost over. And what a weird one it was - a lot of precipitation but little snow. Average temperatures were warm enough that my pond never really froze over. Last fall I spent the big bucks and bought a 50" snow blower for my diesel tractor. I never got to use it. Maybe I should have invested the money in new bench work instead. Speaking of snow removal equipment, I am guessing that Jim White never had the opportunity to get out his rotary snowplow to run on his garden layout this winter either.

By the time you get this, every one should have received your printed copy of the Hot Box from region. This is the one issue a year that gets mailed out to everyone because it contains the ballot for NCR officers and directors. Please take time to mark your ballot and mail it in. Yes, the issue is in black and white to save money. If you wish to see it in living color, you need to download the electronic version from the link on the Division web site.

The division board is scheduled to meet the Wednesday before our March meeting. The board should have recommendations for the May meeting to present to the membership, as well as a revised version of our division by-laws to present for consideration.

At the February meeting, members seemed to like the idea of something different for April. After combining several ideas, it was decided to

have a super show and tell where members could show a project they were working on. It was also decided to have a model railroad junque auction (note the spelling). Junque is stuff that is still good that you don't need anymore. Junque does not include your super detailed brass mogul with DCC and sound that you don't use anymore (unless, of course, you are comfortable with it selling for pennies on the dollar). Junque can be used rolling stock, track, panel switches, LEDs, in other words, stuff you might put on the RIP track. We can have fun with an auction if everyone participates. Oh, don't assume you won't be taking junque home with you. It hopefully just won't be the same junque you brought.

This is a longer newsletter than usual because of three inclusions. First is an article that Steve Kellogg sent to me after the February T.O. was published. Also included is an article about the new NS heritage units. Finally there is a flier for this year's Blissfield Railroad days. Of interest in the flier is the chance to see Doug Tagsold's new layout based on the Toledo Terminal RR.

Show and tell this month, if I remember correctly, is closed load cars, i.e. box cars, covered hoppers, etc. Pick out your favorite closed load car and bring it to talk about.

Hope to see you at the March meeting.

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Minutes of Division One meeting on February 24, 2012

Collingwood Presbyterian Church, Toledo, OH

Meeting called to order at 7:30 by Superintendent Fred Lux.

Attendance: 31

There were no visitors.

Rip Track- Ray Huber has magazines, some for sale, some as gifts.

Minutes of January 2012 were approved unanimously.

Old Business: Interest in a possible Ops round robin. Keep the possibility on the table.

New Business: May and April meetings. Possibility of a visit to museums or interesting sites was discussed. The Board will look into the possibilities for the May meeting. For April, the idea of a super Show and Tell and Flea market received support.

The business meeting was adjourned at 7:53. After the door prize drawing, John Ross gave a 2 minute clinic on the use of the home built foliator from last month's clinic.

After a break for refreshments, the meeting resumed at 8:30.

Shop and Tell followed. Then Jeff Schumaker presented a clinic on a home made grass applicator.

The meeting adjourned at 9:30pm.

NEWEST NITEMARE COMING DOWN THE PIKE!!!

**submitted by Steve Kellogg**

WASHINGTON – Responding to petitions for reconsideration to its Nov. 9, 2011, final rule on conductor certification, the FRA has delayed for six months the testing implementation dates and clarified other mandates affecting territorial qualifications and the definition of hostlers.

The FRA, in a Feb. 8 Federal Register notice, said that because its final rule was published Nov. 9, 2011, six months later than contemplated, carriers were not permitted sufficient time to formulate training programs and have them approved by the FRA in time for testing to begin March 1, 2012.

Therefore:

\* By Sept. 1, 2012 (rather than March 1, 2012), each railroad (other than Class III) shall designate as "certified conductors" all persons authorized by the railroad to perform the duties of a conductor as of Jan. 1, 2012; and issue them certificates of certification.

\* Class I and Class II (regional) railroads, Amtrak and railroads providing commuter services, will have until Sept. 30, 2012, to submit to the FRA for approval their programs for training, testing and evaluation. Class III (shortlines, switching and terminal) railroads will have until Jan. 31, 2013 to do so. The programs submitted by railroads will require collaboration with UTU general chairpersons.

\* After Sept. 1, 2012, each railroad (other than

Class III) shall designate as a "certified conductor" those authorized by the railroad to perform the duties of a conductor subsequent to Jan. 1, 2012, upon successful completion of testing, training and evaluation.

\* After Dec. 1, no Class I or Class II railroad, Amtrak or railroad providing commuter service shall initially certify or recertify a conductor unless that conductor has been tested and evaluated. For Class III railroads, that date is April 1, 2013.

\* No later than March 31 of each year (beginning in calendar year 2014), all railroads other than Class III railroads, shall conduct a formal annual review and analysis concerning the administration of its program for responding to detected instances of poor safety conduct by "certified conductors" during the prior calendar year.

\* If a conductor lacks territorial qualifications on main track physical characteristics, that conductor shall be assisted by a person who meets the territorial qualification requirements.

\* For a conductor who has never been qualified on main track physical characteristics of the territory over which the conductor is to serve, the assistant shall be a "certified conductor" who is not an assigned crew member.

\* For a conductor who was previously qualified on main line physical characteristics of the territory over which the conductor is to serve, but whose qualification has expired for one year or less. and who regularly traversed the territory prior to the expiration of the qualification, the assistant may be any person, including an assigned crew member, who meets

the territorial qualification requirements for main track physical characteristics.

\* For a conductor who previously qualified on main track physical characteristics of the territory over which the conductor is to serve, and whose qualification has been expired for one year or less, but who has not regularly traversed the territory prior to the expiration of the qualification, or a conductor whose territorial qualification on main track has been expired for more than a year, the assistant may be any person, including the assigned crewmember other than the locomotive engineer, so long as the serving assistant would not conflict with that crewmember's other safety sensitive duties and who meets the territorial qualification requirements for main track physical characteristics.

\* As for qualification, and since territories differ in their complexity, railroads will be given discretion to determine how many times a conductor must pass over a territory to be considered to have regularly traversed a territory.

\* Each of these territorial qualification issues will be included in each railroad's plan filed with the FRA and will contain the input from general chairpersons.

#### Hostler Type Assignments Not Covered

\* A person who moves a locomotive or a group of locomotives within the confines of a locomotive repair or servicing area -- or moves a locomotive or group of locomotives for distances of less than 100 feet, and this incidental movement of a locomotive or locomotives is for inspection or maintenance

purposes -- is not subject to conductor certification requirements.

The proposed new minimum training standards for those in safety sensitive positions, announced by the FRA in a Feb. 7 Notice of Proposed Rulemaking (see link, below), will also apply to conductor certification training programs. "With many thousands of new employee coming on board in the near future, the new training standards will help provide adequate training," said UTU National Legislative Director James Stem.

Use the following link to read the changes to conductor certification as published Feb. 8 in the Federal Register:

<http://utu.org/2012/02/10/fra-amends-conductor-certification-rule/>

Use the following link to read the proposed new minimum training standards for those in safety sensitive positions (that will also apply to conductor certification training):

<http://utu.org/2012/02/08/fra-proposes-new-minimum-training-standards/>

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According to Altoona Works,

"Big News! NS to debut 18 heritage units this year on new ES44AC and SD70ACe locomotives.

NORFOLK, Va. — To celebrate the 30<sup>th</sup> anniversary of the Norfolk & Western/Southern merger in 1982, Norfolk Southern plans to honor many of the railroads that make up the present day NS system. As Union Pacific did a half-decade ago, NS plans to create a fleet of heritage locomotives, though

NS's plans are bigger: 18 units honoring a wide variety of predecessor roads.

The locomotives will be 10 SD70ACes on order from EMD that are being constructed at its Muncie, Ind., plant, and eight ES44ACs from an upcoming order for 25 units from GE. While EMD will paint all 10 heritage units in-house, NS forces will paint the eight GEs. The railroad's Altoona, Pa., shop will paint five, while the Chattanooga, Tenn., shop will handle three heritage units."

The list is apparently

Central of Georgia  
Conrail  
Erie  
Erie Lackawanna  
Leigh Valley (red)  
New Haven (not definite yet)  
New York Central  
Nickel Plate Road  
Norfolk & Western (blue)  
Penn Central  
Pennsylvania (Tuscan Red)  
Pittsburg & West Virginia  
Reading  
Savannah & Atlanta  
Southern  
Tennessee, Alabama & Georgia  
Virginian  
Wabash

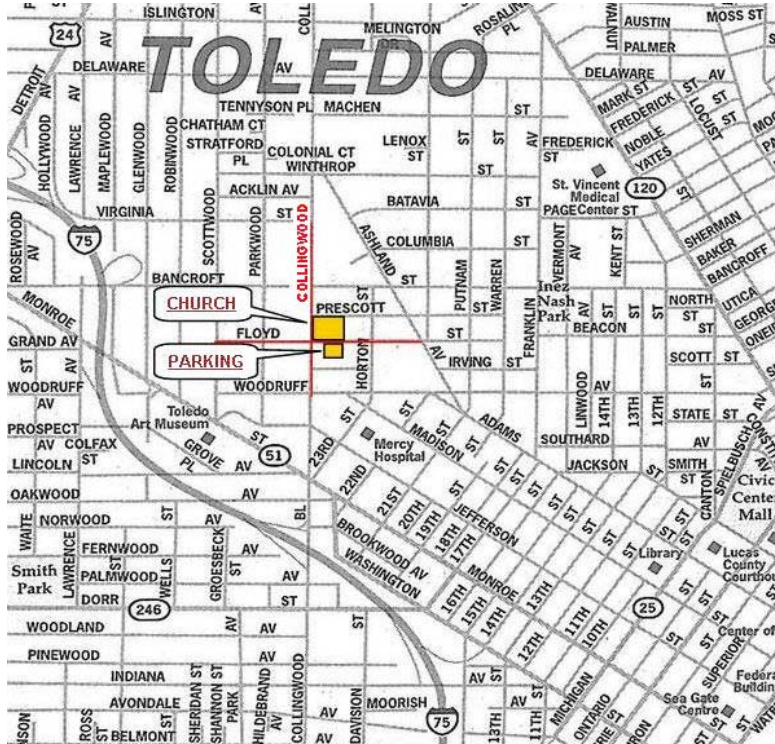
A follow-up posting to the Wabash Historical Society had the following link. Note the artist mock-ups are a little different from the original list.

[http://www.nscorp.com/nscportal/nscorp/Media/images/heritage\\_images.html](http://www.nscorp.com/nscportal/nscorp/Media/images/heritage_images.html)

Next Meeting – Friday, March 23, 2012

Collingwood Presbyterian Church

7:30 PM



**CURRENT OFFICERS (2009 - 2011)**

Superintendent - .....Fred Lux. .... [fred@fredlux.com](mailto:fred@fredlux.com)

Assistant Superintendent - .....Dave McMullian ... [davemcmullian@earthlink.net](mailto:davemcmullian@earthlink.net)

Chief Clerk - .....Chuck Williams..... [cwillia4@frontier.com](mailto:cwillia4@frontier.com)

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News Editor - .....Fred Lux –

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Librarian - .....Lou Glatzer..... [louglatzer@bex.net](mailto:louglatzer@bex.net)



# A FULL DAY OF RAILROAD FUN!

Visit the giant  
HO layout at the  
Blissfield  
Model Railroad Club  
(free)

Tour a real  
restored  
caboose  
(free)

Visit Doug Tagsold's  
"Terminal of Toledo"  
HO scale  
Model Railroad  
(free)

Ride the  
Adrian & Blissfield RR  
Excursion Train  
10:30 am to 2:30 pm  
\$3

Climb aboard a  
real diesel  
locomotive!  
(Free)

Shop for trains  
and equipment at  
Steve's Hobbies  
Downtown

See other model  
railroad modular  
layouts set up in  
shops around town  
(free)

Ride the  
Adrian & Blissfield RR  
Dinner Train

Loading at 6 p.m.  
Call 888-467-2451 for reservations

Mexibilly's McDonald's Subway  
Have lunch at one of  
Blissfield's  
Coney Island Becky's  
Stables fine Frosty Boy  
Lena's restaurants Sue's

SATURDAY

APRIL 21, 2012

10 A.M. TO 5 P.M.