

Conductor's Report for Aug. 4, 2013

It was a beautiful day at Bonsal. Ridership was so, so.

There were no problems to report. I was the conductor on the first four runs. Corey was the conductor on the fifth run. BJ was the brakeman on 308 for the fifth run. (Corey and John Tredway were on 308 during the run to New Hill.)

We did have several people training:

David Bibb and John Tredway were with me training as conductors. They alternated on the first four trains

BJ and Brandt were with Rich Opaluch on car 201 training as brakeman.

Both John and David will be able to take over as conductors with a couple of more days of practice.

Here is Rich's evaluation of BJ and Brandt (I am in full agreement with Rich):

The trainee's ... BJ seems very capable of performing the duties on his own. He needs more practice and I think he'll be fine. I'd say we could let him perform the duties completely next ride day (if he's interested and I think he is) with supervision of course. Squiggy just plain needs help. Honestly I don't think he's cut out for the task. He is very unsure of himself and that makes me unsure of him. I don't want to see him get hurt. I think Robert is of the same opinion.

There was some discussion about the procedure used when the train stops at New Hill. I think the BOD should decide on a procedure and it should be followed by all crew members.

Below are suggestions for your review.

Here is the link to the draft procedure that I made:

<http://wedcrew.yolasite.com/resources/Procedures/Procedure%20after%20the%20train%20stops%20at%20New%20Hill.pdf>

Rich and Chris have made some alterations to it. Here are Rich's latest comments:

I started doing this yesterday with the hand brakes on 201 ... as we know when the hand brakes are applied it seems to hinder the piston travel/movement on the cylinder. SO .. we had been setting it initially and releasing the hand brake on 201 as we see the engine ready to couple up to 308. I still have been using the hand brake on 201 BUT I was removing the hand brake after you signal the "air-in" on 308. That gives us plenty of time to release the hand brake while we wait the 4 minutes to charge the train up again before the class 3 test. Unlikely the train will roll away but it's just the extra added caution.

BOD might find this more reasonable....

Ted Dunn