



*Celebrating our 60th Year*

**THE HERALD** *eZine*

*January / February 2008*

# Kansas City Southern

A Brief History

The **NEW** HERALD  
From Newsletter to *eZine*

**HAPPY NEW YEAR!!**



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THE SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY is a non-profit charitable organization under the IRS 501(C)(3) tax code, dedicated to advancing the understanding of railroading and its history and impact on the development of our nation, as well as developing an understanding of railroad operations and technical skills through model railroading.

THE HERALD accepts advertising with the proceeds going towards the production of this publication and maintenance of the [Society's Web Site](#). Contact the [Editor](#) for advertising rates and mechanical requirements.

Manuscripts and photographs dealing with model railroading or railroading in general are welcome. Materials submitted for publication are assumed to be gratis and no payment will be made to the author, or his representative. Articles and correspondence relative to THE HERALD should be directed to the [Editor](#).

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Visitors are always welcome. The Society's regular hours of operation are:

Tuesday nights 7:30pm - 9:00pm  
Friday nights 7:30pm - 10:00pm or later

**1990 Grand Ave. Sacramento, CA 95838**  
**(916) 927-3618**

## ON THE COVER

I have little information about the cover image of our first *eZine*. I know - It's embarrassing! What I do know is lead unit #3997 is former EMD SD70ACe #EMDX-1. It and the GE unit trailing it, an ES44AC, are painted in Kansas City Southern's - Southern Belle Heritage Scheme. KSC began painting locomotives in this scheme when they united their US and Mexican rail lines under one banner. Well, one identity but two banners. Kansas City Southern in the US and Kansas City Southern De Mexico south of the border.

Photo by KCS

# EDITORIAL

HAPPY NEW YEAR to all! As the Holiday Season winds down we can all take a deep breath and return our lives to some resemblance of normalcy. Now is the time when we can sit back, relax and look at what the New Year brings for us.

Some may be checking out their latest toys they received at Christmas. Hopefully you all got what you wished for. Santa still hasn't brought me my 180,000 square foot warehouse complete with a fully operational HO/HOn3 layout based on my beloved Southern Pacific. Nor has he brought me the new Nikon D3 digital camera with the finest lenses. I'll speak with him later.



Dave  
Good  
Editor

Others may be looking back at the fun times they had with friends and family over the past year and are hoping that this New Year will bring more joy into their lives. Yet again, others might be looking forward with anticipation and eagerness as to what wonderments 2008 will bring them.

For me, this New Year brings me back to a position I once occupied but with renewed energy and enthusiasm. Karl Griffin, our Editor for the past 10 years, took over for me in 1997 when my wife and I moved to Washington State. He has now retired from the position and the reigns have been returned to me. Karl has taken care of the newsletter very well, assuring that it was out on-time, included all pertinent information regarding the Society and its schedule, wrote interesting and informative articles to educate and entertain us and overall – did a fine job at it. Thank you Karl for 10 years of faithful service!

As your new Editor, I have made some exciting changes to our publication. Just by opening this document on your computer you have witnessed one of the major ones. As it was decided to go electronic with our publication a year and a half ago, I have reformatted it to fit on your computer screen properly. Now, most everyone should be able to read the entire page without the need to scroll. This format of publication is commonly known as an *eZine* (pronounced ee-zeen) which is short for electronic magazine.

(Continued on page 4)



**Submissions for the  
March / April 2008  
Issue of The Herald  
Are due no later than:**

**February 15, 2008**

Contact Dave Good at  
[dwgood@sbcglobal.net](mailto:dwgood@sbcglobal.net)  
For electronic and content requirements.

## EDITORIAL - (continued)

(Continued from page 3)

Another change I elected to make was the name; shortening it from THE SIERRA CENTRAL HERALD to just THE HERALD in an effort to keep things readable and less crowded on the front cover. As the name has changed before, I thought it was an acceptable move. I even considered returning to the original name of THE LANTERN, but chose not to at this time.

One of the main technical improvement implemented with this new format is the use of hyper links ([blue underlined text](#) or various pictures) that, when clicked on with your cursor, will take you to websites with additional information related the article you are enjoying. They are also used in our advertisements to take you to our sponsor's web page. With these links, the *eZine* is becoming a living document that will take your reading experience to a more pleasurable and informative level.

The final change I will introduce to you at this time is a change more significant than that of the reformatting to an *eZine*. It is the return to authorship of articles by the members of this Society. In my previous term as Editor, I had several people involved with the creation of each issue. This is not a one-man job. I have no intention of making this the NEWSLETTER BY DAVE GOOD .

My goal is to get several people involved in writing articles of all types and sizes to help fill the pages of THE HERALD. If this were a true community effort, it would evolve into something that we all could take pride in and become eager to show off to others. The idea is to keep the writing fresh, the styles varied and the sources infinite. Newspapers have hundreds of staff working to put out a daily product. We only need to do this 6 times a year. I know we have plenty of people with interesting things to say among us.

Now don't go running for the hills just yet. You don't need to be a polished author to write for THE HERALD. I have no desire to leave you struggling. This should be fun. Therefore, I am here to help. If you have something you wish to share with our readers, get me whatever you can and I can either help you refine it or do the final polishing for you. That, after all, is what an Editor does – he *EDITS*.

Volunteers are welcome – recruits are more likely. I have no problems coming up to someone and giving him or her an assignment. It's not as horrible as you think. Remember – I am here to help you through if needed. We've done it before quite successfully and I wish to make this as much YOUR publication to be proud of as it is my joy to put it together. For this issue, Mike Beard stepped up and offers us a look into the life of a UP conductor with his story on page 15. Thank you Mike!

There have been quite a few changes made to our little newsletter over the years, some of which I will share with you in coming issues. From a simple one-page newsletter begun nearly 40 years ago, to our new, modern *eZine* format, THE HERALD is ready for its next chapter and hopes that you will play a part in its ever-evolving history.

Welcome to your new *eZine* –

*THE HERALD*



## THE PREZ SEZ



**Bob  
Rohwer**  
President

We can all be proud of our accomplishments during 2007. The two open houses were very successful as were our efforts at Railfair. Attendance at our November open house was a big increase over the previous year; the SMRHS Auxiliary provided much appreciated support and the feedback from our guests was very positive. We made considerable progress in construction and electrical on both the standard and narrow gauge layouts. For the first time

our signal system worked using the CRMI interface with automatic switch control at some points and auxiliary panels. Our membership also increased during 2007. We currently have 57 members.

Our success has also provided us with some challenges. We now have a very sophisticated layout that requires the development of skills and coordination. To take advantage of our layout we need to operate in a similar fashion to the real railroads; not merely simulating their operation but utilizing many of the same skills needed to communicate, coordinate and maintain our railroad. Joe Melhorn agreed to implement our member training program. We qualified a number of members in various areas before the November open house. During 2008 we will continue the program. When you are contacted to complete your qualification process, please cooperate.

During the last board meeting the board voted to now require resistor axles on all cars. This comes with the knowledge that operations are becoming a reality on the layout and each car used in an operation session must have a resistor axle. Early in 2008 we will provide training on how to install them. It is

very easy. You also need to be sure your cars and locomotives are certified before placing them on the layout. With the numbers of new members we have, we will start some DCC clinics and provide support.

During 2008 we will begin operating sessions. Thanks go to the Operations Committee for all their hard work. During December they made a successful test run. After some more testing, the committee will schedule the unveiling of our new operations system to all. The Industry Committee continues their work on establishing the industries we will be supporting. You will be surprised at some of the creative ideas they have come up with for Oakland Pier and Reno.

The narrow gauge will continue with the track and electrical installation on their expansion.

During April, 2008 we will host the Annual Western Pacific convention that will be held in Sacramento this year. Members of our Society will be conducting clinics for the group and we will hold an open house for them. It is time to get your WP equipment running.

2008 will be an exciting and fun year. I am looking forward to your support and suggestions. We certainly have a lot of opportunities for you to participate. If you are interested in helping make this the best year of our existence, pull aside a BOARD MEMBER or one of the many KEY PERSONNEL listed on page 7 of this *eZine* and ask them...

***“What can I do to Help?”***

Don't forget – 2008 also marks our 60<sup>th</sup> anniversary. Events to help mark this milestone are in the planning – stay tuned!

# COMMITTEE REPORTS

The first half of 2008 should be a very busy and fun time for us all. As the layout remains open for operations testing,



**Dave Megeath**  
Standard Gauge Construction Supervisor

membership position qualifications and giving everyone the opportunity to learn or improve their knowledge of the layout and how it works, there are several projects that can be and are being worked on off-layout. Right up through the Western Pacific Convention on April 11,

we now have time to concentrate on several Off-Layout projects so that we are prepared for the next major construction session.

These Off-Layout projects are:

- FINISH R Street building mock-ups
- FINISH Sacramento passenger and shops complex mock-ups
- FINISH Sacramento backdrop mock-ups
- Build #8 cross-over for Davis
- Begin building switches required for R Street
- Work on integration of CTC I/Os to C-MRI
- Build SP signals

During January, the layout will be clear of major construction and will allow for the following schedule: Tuesday nights are reserved for open run and breaking in of newly certified equipment. Fridays are to be utilized by everyone to further their training and get their qualification cards filled up as well as continue to certify their equipment. The layout will be closed to open running on Fridays for membership training. This is something we've been promising you for quite some

time and we now have the opportunity to do so. The 2<sup>nd</sup> and 4<sup>th</sup> Saturday work sessions are suspended to allow the Operations Committee time to further test the new ops system.

February we will shut down to allow several key projects that will interrupt through train operations in order to prepare for the Western Pacific Convention. Mainly cutting in the new bridge at Keddie, continuing the canyon scenery and hopefully cutting in the new siding at Davis (material permitting). The turntable in Sacramento will be moved in January, however, fine tuning and perhaps the laying of roundhouse track may continue in February.

Throughout the construction period in February, Member Training, equipment certification and other member orientation training sessions will continue without conflict with the construction projects. I encourage everyone to participate and get your Qualification Cards up to date as by March - both will be required in order to operate on the layout. We will return to operation mode in March following a schedule similar to January's.

See the new Two-Month calendar on page 11 of this *eZine* for further information.

When we return to construction after the WP Convention, I would like to see the following on-layout projects continued, completed or begun:

- Install Davis siding/wye (*if not done in February*)
- Install R Street track work
- Install low scene divider (about 12" high) between R Street and 12<sup>th</sup> St Yard
- Install low backdrop for Bieber (about 12" high)

*(Continued on page 7)*

# COMMITTEE REPORTS - (continued)

(Continued from page 6)

- Continue work on integration of CTC to C-MRI
- Start work on SP signals
- San Pablo Bay scenery (Martinez to Davis)

Following the above schedule will allow many of us to get the running itch scratched while still continuing on projects that do not require the layout at this time as well as getting us all up-to-date on our Membership Training. Multitasking! Go figure! In doing this, we'll have a little fun, get some much needed training done and be ready to hit the ground running come the next heavy construction period.

Those interested in helping with any of the above – even if you're not sure what to do but wish to give it an honest try – please see me for direction. Some of these projects already have people working on them and additional help might be needed. Don't be afraid to ask...

*“What can I do to help?”*

## KEY PERSONNEL

These folks, along with our Board of Directors, are the key people in the Society who can best answer your question of...

*“What can I do to Help?”*

### STANDARD GAUGE LAYOUT:

Construction	Dave Megeath
Electrical	Don Butler
Scenery	Scott Sticksel
Operations	Scott Inman
Industry Committee	Tim Grover
Member Training	Joe Melhorn

### NARROW GAUGE LAYOUT:

Supervisor	Dave Good
Construction	Lu Good
Electrical	Ken Martin
Sick Humor	John Lutz

### OFFICIAL SOCIETY PHOTOGRAPHERS:

Dick Dennison	Dave Good
Bob Rohwer	Joe Minor

### THE HERALD EDITOR:

Dave Good

### SMRHS AUXILIARY:

Penny Zine

## Society Officers

### Board of Directors

President	BobRhower
Vice President	Scott Inman
Treasurer	Dave Good
Secretary	Don Butler

### Board Members at Large

(Terms Remaining)

1 year	Dave Launderville
2 years	Dave Megeath
3 years	Joe Melhorn

## Our next general Business Meeting

Will be held on

**January 25, 2008**

**At 8:00 PM**

Please be sure to attend.

## COMMITTEE REPORTS - (continued)

Since the operations committee was started in June of 2006, we have come a long way to getting back to our roots and really operating trains. Because this is our first report in the new edition of THE HERALD let me tell you a little bit about our committee.



**Scott Inman**  
Operations  
Committee

We started by defining simple things like "What are operations?" and "How can we use this layout to its fullest potential?". From that point we developed what we called Phase One. It was a

rulebook that introduced operations by having the operator forward cars and run local and through trains. It defined key terms and outlined a timetable, which seemed fine for some, but not enough for others.

More recently the committee has been exploring the car-card and waybill operation method that the Sacramento Model Railroad Club originally developed back in the 1960s. The system followed the practices of the prototype closely and the club produced a slide show named "Why is a Train" that was once available through the NMRA to rent.

We are currently massaging the new system and have had one successful test run in early December. Once we iron out some details, the system will be ready to unveil to the general membership. We are very close now. Stay tuned for more information.

I thank you for all of your continued support. I get a lot of questions from the members about operations, and keep'm comin'. We look forward to 2008 to further develop our new system and make continuous improvements.



Along the twisty mainline of the Sierra Central Narrow Gauge, there are many projects being worked on. Of primary importance is the continued work on the extension. This portion of the layout is the first major addition to the narrow gauge since the original layout was built over 25 years ago. Track is in on the Stephenston/Owenyo/Oildale portion of the project and we are preparing to begin the electrical wiring in February.

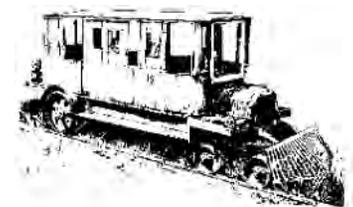


**Dave Good**  
Narrow  
Gauge  
Supervisor

The new site of the Western Flume and Lumber Company Mill has most all of its track in (with some spiking left to be done) and will get its electrical needs taken care of after the Stephenston/Owenyo/Oildale portion is operational.

Scenery work on various parts of the layout continues and alterations to some aging and failing scenery will be replaced this year with a fascia.

If you have any interest in narrow gauge railroading – don't forget that we have one of the largest HOn3 layouts in California sitting in our back room.



## COMMITTEE REPORTS - (continued)

Training and Certification will be an ongoing project. With the level of sophistication employed on the layout, we need to be aware of what's going on around us. Trains can no longer be run unattended. As you know, with DCC, cornfield meets are a reality. We now have working signals and track detection; from Del Paso, all the way to Bieber. What does this mean to the club members? First, we have in place a Certification process. See me for a Certification Card.



**Joe Melhorn**  
Member  
Training  
(We'll get his picture next time)

Initially we are signing people off on Layout Orientation, Signals and Radio Procedures/Warrants. Please visit the [Society's web page](#), select Training and download copies of the training materials: General Practices, Standard Gauge Line Locations, Basic Signals and Radio Protocol. When you have studied a section, please contact a Board Member, Mike Beard or Ed Zeis to take an oral quiz. Once you pass, your Certification Card (*sample of card front below*) for that section will be signed and dated. We are at the point where you must be certified to run or you will have a pilot assigned.

### SMRHS Certification Card



This certifies that:

\_\_\_\_\_ is qualified in the positions listed on the back of this card and has passed the required examinations.

Second, with nearly one third of the layout wired for car detection, it is most important to have a resistor wheel set on one axle of each freight or passenger car that is run. The Board voted unanimously last month to require detection on all pieces of rolling stock. One exception to that is, lighted passenger cars. We have had and will continue to have clinics on building resistor wheel sets. They may be purchased for a nominal fee. Please contact a Board Member for details. If you want to build your own, again, visit the [Society's web page](#), select Documents and download the PDF on Resistor Wheel Sets.

This is a community effort, so help us (Certification group) to help you! Everyone will benefit from this.



## Did You Know?

The BEST WAY to become more involved with projects going on around the society is to ask one of our **KEY PERSONNEL...**

*“What Can I do to Help?”*

See Page 7 for a list of these helpful folks.

## COMMITTEE REPORTS - (continued)

The Industry Committee is a fairly new group. We technically haven't held an official meeting yet, however, with all the track plan changes approved I would like to get the group together soon.



**Tim Grover**  
Industry  
Committee

This committee was created to filter through the various industries that existed in the era and area our layout represents, select those which can be represented decently in the space available and provide a balanced operation for our members to enjoy. To accomplish this, the Industry Committee will work closely with the Operations Committee.

Through photographs, written documents and maps, we will evaluate what actually existed along the parts of the Southern and Western Pacific railroads we are representing and what can be reasonably modeled in the available space provided on the layout. We shall work our way around the layout one industrial area at a time. Through the use of CADRAIL, sketches and digital photography will present to the Board of Directors a complete industrial and scenic plan for each area. This will give a solid plan or goal for whomever heads a particular project and assure continuity between scenes.

It won't be all research either. Once we get solid ideas, our information can be turned into detailed renderings, structure and scenery mock-ups and other fun things to help bring our thoughts to life and allow our fellow members to get a real picture of what is planned.

The committee is looking for researchers, artists, photographers or anyone interested in any of these things. There will be a lot of independent work involved but some group field trips to various locations or museums could also be arranged.

If any of the above sparks an interest you should contact me at the club or through [e-mail](#).



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[www.brucestrainshop.com](http://www.brucestrainshop.com)

Our next  
**Board Meeting**  
Will be held on  
**February 8, 2008**  
At 8:00 PM  
Unless indicated otherwise.

# SOCIETY TWO-MONTH CALENDAR

## January

S	M	T	W	TH	F	S
		1	2	3	4 BOD Meeting	5
6	7	8 Open Run	9	10	11 Member Training	12 Ops Committee Test
13	14	15 Open Run	16	17	18 Member Training & New Member Orientation	19
20	21	22 Open Run	23	24	25 General Meeting 8:00p	26 Ops Committee Test
27	28	29 Open Run	30	31		

## February

S	M	T	W	TH	F	S
					1 Keddie Bridge Cut-in	2 Keddie Bridge Cut-in
3	4	5 Construction	6	7	8 BOD Meeting Construction Training & Equipment Crt	9 Attic Clean-up
10	11	12 Construction	13	14	15 Construction Training & Equipment Crt	16
17	18	19 Construction	20	21	22 Construction Training & Equipment Crt	23 Construction
24	25	26 Construction	27	28	29 Construction Training & Equipment Crt	

### Key Points:

Throughout January and February, participate in the membership training sessions and get your qualification cards up-to-date and all your equipment certified as by March you will need these in order to operate on the layout.

General Business meeting is on January 25 at 8:00 PM.

Open running and testing of newly certified equipment will only be done on Tuesday evening in order to get maximum participation in membership training on Friday nights.

The cut-in of the bridge at Keddie is a critical project that needs to be completed quickly and efficiently in order to be ready for the WP Convention in April. Please limit all possible distractions on the crew working there.

At this time, we plan to return to a schedule similar to that of January beginning in March.



## Photo of the Month



On September 7, 2007, Union Pacific's SD70ACe #4141, the George H. W. Bush, was hidden away for the night back in the industrial tracks off Exposition Blvd. in Sacramento, CA. with a special train in tow. Another rail fan enjoys the sights while Joe Minor fires off this moody sunset image.

Photo by Joe Minor

# KANSAS CITY SOUTHERN

THE COMPANY KNOWN today as Kansas City Southern (KCS) (NYSE: KSU) was founded in 1887 by [Arthur E. Stilwell](#), a visionary and entrepreneur. Born in 1859, Stilwell left his home in New York and came to Kansas City, Missouri, where he pursued insurance investment opportunities and worked in a print shop that printed railroad timetables. While in Kansas

City, Stilwell developed an interest in railroads. Together with Edward L. Martin, Stilwell built the Kansas City Suburban Belt Railway, which was incorporated in 1887 and began operation in 1890, serving the Argentine District in Kansas City, Kansas; Independence, Missouri; and the riverside

commercial and industrial districts of Kansas City. While, the Belt Railway was a success, Stilwell had a much bigger dream.

Stilwell's vision was to provide a direct, north-south route to the Gulf of Mexico, focusing on moving grain, coal, lumber and other minerals. At the time, Stilwell was considered eccentric and his dream unrealistic, as all of the other railroads were being built on an east-west route. Nevertheless, Stilwell pushed forward with his ambitious project. Overcoming a number of financial crises, Stilwell's dream became reality when in 1897, the Kansas City, Pittsburg and Gulf Railroad Company (KCP&G) was completed. The KCP&G ran south from Kansas City through Shreveport and terminated at Port Arthur, Texas, the Gulf port city named after Stilwell.

In 1900, KCP&G became The Kansas City Southern Railway

Company (KCSR). In 1939, KCSR acquired another railroad, the Louisiana and Arkansas Railway Company (L&A). This new acquisition provided a route that extended from Dallas, Texas to New Orleans, Louisiana. It also provided access to areas northeast of Shreveport into Minden, Louisiana and Hope, Arkansas. The acquisition of the L&A provided a link between Kansas City and New Orleans. From 1940 to 1969, luxury passenger service was offered between Kansas City and New Orleans on the Southern Belle. The Southern Belle was also used by former President and Mrs. Harry S. Truman to travel between Kansas City and New Orleans. In fact, one of the cars used by President Truman has been renamed the Harry S. Truman and today is permanently stationed behind KCS corporate headquarters at 427 West 12th Street. Today's Southern Belle business train is used for customer trips, and community, political and charitable events.

In order to pursue investments in a number of non-rail businesses, in 1962 KCSR president [William N. Deramus, III](#) established Kansas City Southern Industries, Inc., as a diversified holding company under the laws of the state of Delaware. In addition to its rail holdings, the company made investments in a number of non-rail businesses, including the company today known as [DST Systems, Inc.](#) In July 2000, the non-rail financial services businesses, including the [Janus](#) and Berger Funds (now part of Janus), respectively, which the company had developed over nearly 30 years, were spun-off to its shareholders. The remaining company had essentially returned to its railroad roots. In May 2002, the stockholders approved a change in the corporation's name from KCSI to Kansas City Southern, reflecting the new focus on railway transportation.

The KCSR and L&A systems had remained largely the same

*(Continued on page 14)*



Kansas City Southern  
Reprinted with Permission

## KANSAS CITY SOUTHERN - (continued)

(Continued from page 13)

until the mid-1990's. On January 1, 1994, KCS took over the [MidSouth Rail Corporation](#), which extended KCSR's service territory to Meridian, Mississippi, Counce, Tennessee, Tuscaloosa and Birmingham, Alabama. The acquisition also provided trackage rights into Gulfport, Mississippi, and allowed the company to interchange with [Norfolk Southern](#) and [CSX](#). Today, the line from Dallas, Texas to Meridian is marketed as the [Meridian Speedway](#) and is considered to be the premiere rail corridor between the southeast and southwest U.S.



During the mid-1990's, several large mergers were occurring within the rail industry. Two of the mergers, [Burlington Northern-Santa Fe](#), and [Union Pacific-Southern Pacific](#), created two mega-Class I railroads in the west. The two essentially surrounded the much smaller KCSR and threatened the financial viability of the company. During this time, [Michael R. Haverty](#) joined KCSR as its president and chief executive officer. Garnering the support of the Board of Directors, Haverty pronounced that KCS was determined to remain independent and that, through a combination of acquisitions,

partnerships and strategic investments, it would grow its north-south rail franchise all the way into Mexico.

As it turned out, the core component of the overall plan to grow the railroad was the renewal of Stilwell's 19th century vision to expand into Mexico. But this time it made perfect sense. The North American Free Trade Agreement ([NAFTA](#)) was formed in 1994, which would significantly change North American shipping patterns.

To pursue expansion into Mexico, in 1995, KCS entered into an agreement with Grupo TMM, S.A. de C.V. (Grupo TMM), a

Mexican-based ocean shipping and logistics company, for the purpose of pursuing the concessions of one of Mexico's soon to be privatized rail lines. At the same time, KCS purchased 49 percent stock interest in MexRail, Inc., the owner of all of the stock of [Texas Mexican Railway Company](#) (Tex Mex). Tex Mex operated between Laredo and Corpus Christi, Texas, providing a link from the United States to Mexico via the International Bridge at Laredo. This was the link that KCS needed to expand. At the time, the investment was

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## KANSAS CITY SOUTHERN - (continued)

(Continued from page 14)

considered by some observers to be questionable, because the Tex Mex did not connect with KCSR. This situation was remedied in 1996 when the Surface Transportation Board, as part of its review of the [proposed UP-SP merger](#), provided the Tex Mex trackage rights to connect with KCSR at Beaumont, Texas.

With the U.S.-Mexico connection in place, attention was turned directly to the Mexican rail concession. After performing extensive market analysis, late in 1996, KCS and Grupo TMM submitted their bid for the Northeast Line rail concession, the premiere Mexican rail corridor. Shortly thereafter the partners were notified that they had won the concession. In June 1997, Transportacion Ferroviaria Mexicana, S.A. de C.V. (TFM) began commercial operation.

While TFM had been immediately successful, for the U.S.-Mexican rail corridor to achieve full value, it had to function as a single entity under common control. To that end, negotiations began between KCS and Grupo TMM to move toward single ownership. After years of intense discussions, the two parties agreed in late 2004 that KCS would acquire Grupo TMM's shares of TFM and become the majority owner. In 2005, KCS acquired full ownership of Mexrail, Inc. and Grupo TMM's

interest in TFM. In an agreement with the Mexican government later in 2005, KCS acquired the remaining 20 percent interest in TFM and TFM became a wholly-owned subsidiary of KCS. In December of that year, TFM was officially renamed Kansas City Southern de Mexico (KCSM).

While the expansion into Mexico was taking place, KCS also pursued other rail investments. The Gateway Western Railway Company, (GWWR) which operated between Kansas City and East St. Louis, Illinois, was acquired in 1996, with the full merger taking place in 2001.



In 1998, KCS also invested in the Panama Canal Railway Company, in which it now holds a 50 percent interest. The 47.6 mile line, originally constructed in 1855 and the first transcontinental railroad in the world, was fully restored in 2002 and today provides passenger and freight transportation along the isthmus from Panama City to Colon, Panama.

For more than a century, the visionaries, leaders and hard-working railroaders of KCS have shared and perpetuated a unique legacy of tenacious ingenuity, which began with the founder, Arthur E. Stilwell in 1887. While each generation has been criticized by its contemporaries for running against the grain, the people of KCS wear labels such as "scrappy," "ambitious,"

(Continued on page 16)

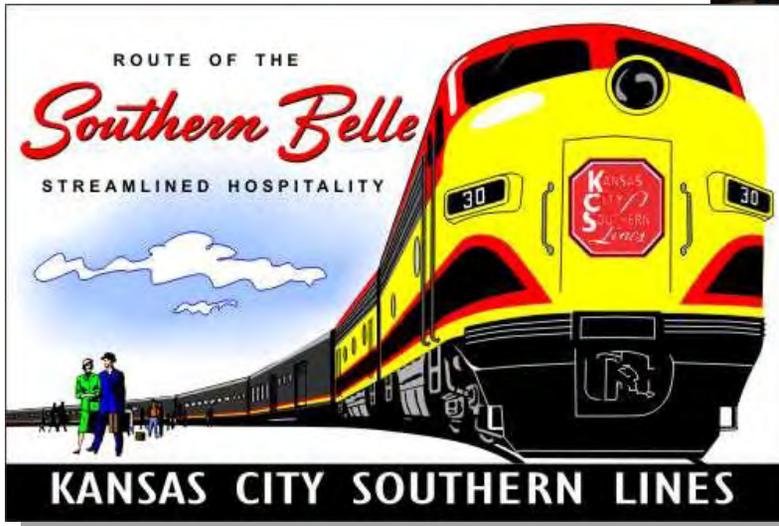
# KANSAS CITY SOUTHERN - (continued)

(Continued from page 15)

“entrepreneurial” and “independent” like badges of honor - so much so that the unique KCS legacy is incorporated into the company's vision and values statement in 2004.

Nothing better defines the strength and resiliency of KCS than the realization of Stilwell's vision to build a north-south railroad from the heart of the Midwestern United States to the Pacific Coast of Mexico. While not achieved in his time, Stilwell's vision created the tone for the company and set it on its fateful journey.

This legacy has helped KCS become what it is [today](#), and will help it to realize the many opportunities available for development and growth in the near future.



This article and images were provided by the Kansas City Southern [corporate web site](#)

## Railfan Gallery



Pat Benefield, Joe Minor and Dave Good catch California Northern GP15-1 #113 working the Anheuser Busch brewery in Fairfield on their day of railfanning. Being controlled remotely by a single crewman, the #113 switches a few cars in the yard then heads out to the main to continue with the day's duties.

Photo by Dave Good

This interior detail shot of Western Pacific F7A #918-D, residing at the Niles Canyon Railroad, was one of the more treasured moments of our journey. Being at the right place at the right time and getting a "go on up and have a look" from an employee really affords grand opportunities to step back in time.

Photo by Dave Good

## October 27, 2007



© David W. Good

## THE TALE OF THE RAIL ... train

Early in the morning, 1:30 in fact, my phone rings after I've been in bed for about three hours. I reach for my cell phone on the night stand but my arm is asleep due to laying on it funny. I therefore can't quite get a grip of the situation and drop the phone before I can answer it. Did I mention that it's 1:30 in the %\$#@ morning! Anyway, the phone rings again after I've regained the use of my limbs and I take the call from the railroad crew dispatcher's robotic caller, putting me on duty for a work train at 3 am.



**Mike Beard**  
Member &  
UP  
Conductor

Normally, work trains are called off the extra boards if they are to be worked. Meaning that somewhere along the way you will move the train to a spot to where the maintenance types that own the train will do their thing. Dump rock, drop off cars with cranes and so forth. In this case my train is a ribbon rail train that is supposed to go to Elko Nevada without working along the way. So I'm called off the regular pool to take it from Roseville to Sparks where another crew will pick it up from there.

I arrive at the yard office with coffee in hand to start getting my paperwork and warrants together before my engineer arrives. I talk with the Roseville dispatcher as to where we will pick up the train and if there is anything unusual I need to know about. The inbound crew reports that we need ice and crew packs (toilet paper). My engineer arrives and we start our job briefing going over our orders and what the plan of the day entails.

My engineer, we will call "Hog" to protect the guilty is younger than I but has many more years with the railroad



than yours truly. This will be the third time "Hog" and I have worked together over the last two years. He's a fine engineer and also happens to enjoy model railroading like myself. Hog has been called off the extra board this morning to fill in for the regular engineer that has laid off sick. So Hog is not real happy as he staggers in. Keep in mind that most "Hogheads" believe that their arrival at work should be accompanied by fanfare and trumpets announcing their arrival. Lowly switchman should carry them and their grips from the parking lot to the office on their shoulders and that fresh coffee be served to them on arrival. So Hog has a stern look on his face this morning.

We finish our briefing and coffee and wait for a van to take us to the train that is sitting on the mainline under the Antelope

*(Continued on page 19)*



© Ronald Lehmer 2002 Photograph used with permission.

## THE TALE OF THE RAIL ... train - (continued)

*(Continued from page 18)*

St. Bridge. The incoming crew was kind enough to park it under cover so we can board out of the rain that has decided to cut loose as soon as we go on duty this morning. I gather up a bag of ice and the all important toilet paper along with two SCBA's (breathing apparatus - see picture) that are required on board whenever a train runs thru the "Big Hole" at Donner summit. At this point we've been on duty 45 min. and due to a shortage of "Yard vans" we wait another 45 min. before we get out to the train. While waiting, Hog and I discuss the fact that the two previous times we worked together it was on some sort of work train that was supposed to be a straight shot thru. On both occasions neither train made it to they're destinations due to problems with the train or management changed the assignment. On both we ended up back at Roseville after working the trains to nowhere. We can only hope that three times a charm since we are heading into a snowstorm.



We arrive at our train and the inbound crew informs us that it's "a good train" but the second unit has an axle cut-out. He doesn't know why. We only have two units but this should be plenty for a 36 car 1800 ton train over the hill. However, the lead unit is a junk SD70 that shouldn't be on the mountain. They slip and don't handle the wet conditions well at all. The second unit is a C-44 DC. This means that if you cut the dynamics out on one axle you lose dynamics on the entire unit. AC's allow single axles to be dropped or added without affecting the rest of the unit. So now we have a train

scheduled to travel over Donner in a snowstorm with a lead unit that slips on the rails like a greased pig and no dyno's on the second. We can pull to the top ok but the ride down the east side might get exciting.

Hog calls the roundhouse power desk in Roseville while I inform the dispatcher of our dilemma. The roundhouse says they will send someone out to look at the unit and I tell the dispatcher that they are sending out a tow truck and we'll keep him informed. Another 45 min. pass and the laziest mechanic in Roseville show's up with his helper. We've dealt with this waste of breathing air before so we know what to expect. He comes up to talk to us and then goes back to check the unit. He has his helper clean up the spilled fuel that was on the catwalk and informs us that the axle is cut out due to the computer fault "Axle Locked". This we already knew due to our inspection when we got on board. "Can you fix it" asks Hog. "I don't know" answers Mr. Mechanic. "I'll have to call the boss". They get in they're truck and leave. We pull out our model railroader magazines and continue to finish off our thermoses of coffee.

It's now about 5:45 am and we get a call from the dispatcher that a decision has been reached by the railroad god's. We are going to get more power as soon as they track some down. In the meantime he gives us a signal to get us to East Roseville RV106 to wait for the power. Once there he informs us that we will have to get the power ourselves. I tell the dispatcher that since I have to secure the train why don't we take the power we are on and use it to go into the yard and grab the two units out of the fuel/service track. This is faster than waiting for the yard van again and we don't have to change our orders for the new lead unit plus transfer our gear. Great idea says the dispatcher, "here's your signal, have a nice day".

*(Continued on page 20)*

## ***THE TALE OF THE RAIL ... train - (continued)***

*(Continued from page 19)*

The sun is up now; we've been on duty for about 5 hours. We have our two units at the service track hooked up to the two additional units they have given us. Another SD70 and an old SD60. I guess 4 half ass units' equals 2 whole ones so we won't complain. At least we have toilet paper! When we arrived at the service track Hog got on the ground to do a complete inspection of our power. Low and behold the original two units had less than 1,000 gal of fuel each. That's about enough for them to die in the Big Hole or just before depending on how much we slip on the rail. The roundhouse sends a fueller out to splash some gas in our tanks. This guy is a professional. He fills us up, checks the windows, cleans the head and gives us more toilet paper. JOY!

In the meantime the yard has started a new day. Shift change...new yard crews, managers, we already have a new dispatcher and most importantly "THE" dayshift Yard Master. As we made our way into the service track I had to operate the east electric switch that runs us into the service area from the yard 116 lead track. As we have heard nothing from the yardmaster as to when he needs this switch back and the yard has been pretty quiet. I leave the switch open in anticipation of getting right back out. Of course the yardmaster calls to see if we're in the clear. I said we're in but I have the switch. "HOW LONG ARE YOU GOING TO BE" says the god of Roseville? And keep in mind that this old head talks on the radio at a million words per second. So it comes out as "how--be"? I say "HUH" on my pack-set out on the ground in the rain. He slows down enough so that I get his drift. When I inform him that it's going to be at least 15 min. he informs me that he needs to get the MRVRO out of town ASAP! Everything is ASAP with this guy. If they don't get they're Roseville trains out in time the managers don't get they're bonus money.

Hog and I communicate to each other without a word being spoken that we're now going to half speed because we're out of coffee, we're wet, tired and this guy just pissed us off. I make my way out to the switch that is about a 200 yd. walk, being careful not to disturb any ballast of course. I carefully inspect the switch points before throwing the switch. I then make my way back the locomotive where I have a better radio and I inform "God" that the lead and switch is his, and to have a nice day, jerk! Within a few min. the MRVRO goes roaring past us. This crew was behind us on the crew call list and was called on duty at 6am. Now that they have gone by we will be making a "runaround" claim for a half days pay. Take that, jerk!

Ok back to the task at hand. We got our fuel, all four units are good to go and we have to put the extra toilet paper in the third unit since we're full. As we travel out of the yard back to our train we are actually passing it on the left. Hog says "hey we have a caboose on this thing". Sure enough there on the rear of our green rail train sits an old bay window transfer caboose painted to match. *(see image on next page)* "My first caboose" I tell him. I wonder if it needs toilet paper. We get back to the train, hook on and I release the hand brakes. I get on the phone to the Roseville dispatcher to ask him what the plan is. We are 7 ½ hours into the shift and normally if you don't leave within 6 hrs. they are supposed to re-crew and you either go back home or in the case of a pool crew we have the option of taking a carry-all van to the intended final destination, Sparks in this case.

Our dispatcher this morning has just walked into this and knows nothing about it and wants us to just leave. Ok, green signal and off we go with our caboose and toilet paper. We

*(Continued on page 21)*

## THE TALE OF THE RAIL ... train - (continued)



Photo by Mike Beard

(Continued from page 20)

get her up to 40 mph right away which is max speed allowed for this train. As we are moving thru Rocklin I look back at our train and notice that about three cars back there is smoke pouring from the wheels. Stop the train I tell Hog and he brings her down nicely after we get over the bridge and the high wide scanner. I call the dispatcher and inform him of our plight. I walk back and discover that the brakes won't release on the hopper car full of ballast. On a rail train like this it is required that you have a buffer car between the loaded flats of ribbon rail on the racks and the locomotives and in this case the caboose. This is to protect the crew incase a rail gets loose and decides to shoot out of the racks. A box car or in this case a loaded hopper full of rock at each end of the train is providing this. So this car can't be set out, it's our protection.

I called the dispatcher who then contacted the car dept. in Roseville to send someone to evaluate the problem. Out come the magazines again plus my laptop. Our intrepid Carman arrives about an hour later, gets out his pry bar and breaks it loose. Good to go, Have a nice day! At least the rain stopped and the sun is out. As we pick it back up to 40 I get on my phone to call the corridor manager in charge of this territory. I get his machine which I inform him of who we are and what's going on. He calls me back and for once I get the guy that's on the ball. I've dealt with him before and he's a good egg. He says no one bothered to tell him of our problems and that he just ordered a patch crew to get us off this thing. He still needed us to continue to Sparks by van but he might be able to get us home the next day by deadhead if things panned out.

After about ten minutes I call the mountain dispatcher on the radio to see if he knows about the patch crew for us. He's just been handed that info and that they would be on duty at "noon 05". "Where would you like us to stop", I ask. "How about Truckee" he says (we're going thru Auburn at this point). Again Hog and I communicate with our eyes and I inform our intrepid dispatcher that that won't due. He asks us how far we think we can go. Immigrant Gap is about the furthest good relief point for us before we are dead on the law at 3pm. "OVER". There's a pregnant pause at this point and then he asks if we know where the patch crew is coming from. Now remember we're just the lowly train crew. We're not the people making the plans and running the railroad. We just try to do as we're told. The dispatcher is supposed to know this not us. I tell him "Roseville", because we do know what's going on and we do manage to keep the railroad running in spite of the people that are supposed to or think they do. Jeez! He comes back with, "can you go into the siding at Colfax, over". You bet we can and I'll line behind

## THE TALE OF THE RAIL ... train - (continued)

and get to ride on my caboose. Hog is needling me about the caboose, he's jealous.

We pull up next to the Trackside Tavern & Grill in Colfax before the patch crew is even on duty in Roseville so we have at least a couple of hours before the relief gets here. I go to the grill and have a nice meal while Hog sleeps on the train. We while away the time with a movie on the laptop and napping. The new crew arrives at about 3pm. And I line the switches for them as they leave. Hog and I bid them farewell and vowed to never get called together on a work train again.

When we arrived in Sparks in our van there was a Roseville crew called on duty to take our train east. We only go west out of Sparks. They later busted the call and sent them home on a deadhead. I believe the powers that run the railroad were still thinking we were taking the train to Truckee where the crew out of Sparks would jump on and take it to Sparks then go home by van. They didn't know that they had already relieved us. They don't talk to their right and left hands because they only operate with two left feet. We did get to deadhead home the next morning but without toilet paper.

Bummer....



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### Did You Know?

Brain waves  
can be used  
to run an  
electric train.

## Society Photo Gallery



Photo by Mike Knoles



Photo by Joe Minor

*Clockwise from Top:*

**Making a triumphant return** to the Society after a long spell away, we find Daryl Muck helping the ladies of the SMRHS Auxiliary at our November 2007 Open House.

**Nighttime at James** produces a Christmas-like light display as a train splits the signals. Patches of moonlit snow holding onto the crevasses in the cliffs behind the train are the only signs that it is in fact winter in the canyon.

**Attendance** at our November Open House was wonderful. Here we see a glimpse of the crowd that crossed our threshold.



Photo by Mike Knoles

# DISPATCHING ON A MODEL RAILROAD



Dave  
Good  
Editor

There have been numerous books and countless articles written about how to “operate” a model railroad. A common thread in all methods is the way with which one governs the movement of trains over the rails. In the real world, many factors play into this. Where are the trains going, where the individual cars headed to and who gets the right-of-way are but some of them.

In a small home layout with only one or two trains moving at one time, you may not need to go to great lengths to figure out who goes where and when. However, when you plan to operate a large, club-sized railroad with several trains moving simultaneously in various directions, someone must be the traffic cop. That person is known as the Dispatcher.

A dispatcher, by basic definition, is in charge of giving trains permission to move from point A to point B at certain times. He also must decide which train gets to go first or which ones can wait a while. This is governed a lot by what the train is hauling and if it’s a scheduled train or an extra manifest. Ultimately though, the dispatcher’s word is law.

On the Sierra Central railroad, we are building a CTC panel which when operable, will be manned by a dispatcher. Much of our future dispatcher’s duties will echo that of the prototype. He will control signals and throw switches. He will communicate with the trains to give special instructions to and to find out when trains arrive at their destination. He will also grant permission to enter or exit the main line to all trains through the signals along the line or by radio communications. But what thought process goes into a

successful dispatching job? What does the person behind the CTC board need to know in order to perform the duties assigned to him? After all, governing the movement of nearly every train on an entire railroad sounds like a daunting task. It is and it isn’t. Can anyone play dispatcher? Read on and find out just what it takes to be the “Ruler of the Rails”.

The most important thing a person wishing to be dispatcher must know is the geographical layout of the railroad. The dispatcher must know where the towns are and WHAT are their names? Where passing sidings are located, how far is it between them and how long of a train can each hold. This, more than anything else, is crucial information as dispatching is like a chess game: you have to think several steps ahead and plan your train movements to ensure timely and effective usage of your railroad.

Keeping trains waiting in a siding for an extended period of time might be somewhat commonplace these days, but in the era that we are modeling, every effort was made to keep trains moving on schedule. It’s easy to park a diesel and let it idle for hours on end, but a steam locomotive is a living, breathing creature and must have airflow. So parking a cab-forward on a siding for 3 or more hours just wasn’t done. Also, a parked train is a costly train both in manpower and loss of revenue for every hour it’s late arriving to its destination. In some cases the railroads were fined when they didn’t keep their promised schedule and the shipper’s merchandise was late.

Care must be put into planning your movements. For example: The dispatcher must know that train X4830 is a heavy manifest heading uphill out of Sacramento towards Oroville on the Western Pacific. It will take quite some time for

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## DISPATCHING ON A MODEL RAILROAD - (continued)

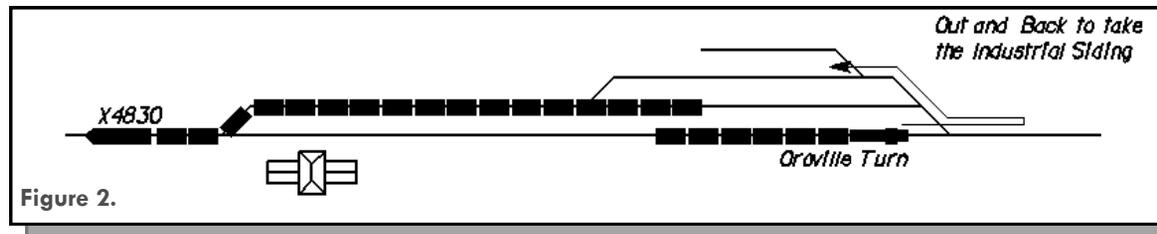
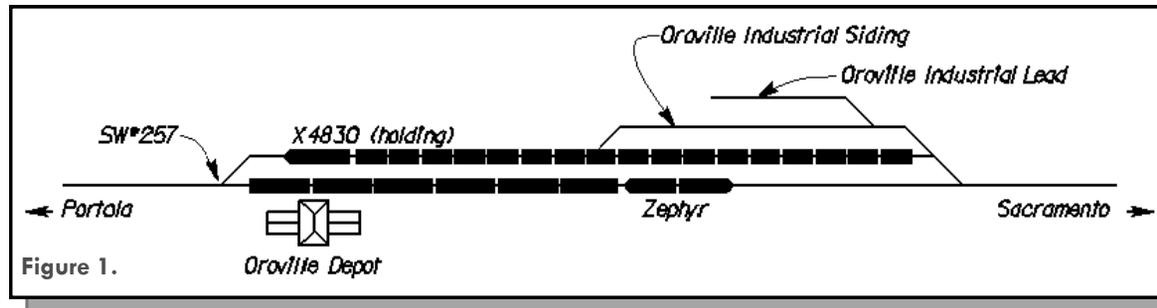
(Continued from page 24)

it to get there. In the mean time, the California Zephyr is charging at speed through the Feather River and must make a stop at the Oroville depot to pick up passengers. Sending the Zephyr to the track directly in front of the depot is crucial for public safety so while both trains are in route, the dispatcher aligns the switches so that the passenger train takes the main and the heavy freight stays on the siding away from the depot. In this case, the X4830 arrives 15 minutes ahead of the Zephyr and must wait. As he rests on the main, the Zephyr pulls in and does its business. (Figure 1) With a toot of the horn, she departs 8 minutes later and heads down grade to Sacramento.

Meanwhile, a train that had been setting out cars at James, to be picked up later by another train, had taken the hole to allow the Zephyr to pass on its way to Oroville. The train is the Oroville Turn out of Portola. Its job is to swap out cars at various points in Oroville then head back east to Portola. As it is a short train and heading downgrade – not to mention running very late with an important shipment, the dispatcher decides to hold the X4830 at Oroville a while longer and gave the Oroville Turn a green light where it sat at James shortly

after the Zephyr departed the Oroville depot.

Arriving a few minutes later, the Oroville Turn takes the main and comes to a halt at the far end of town (west end). The dispatcher sees on his CTC board that the Oroville Turn has cleared switch #257 at the east end of town, throwing the switch, the dispatcher gives a green light to the X4830 and allows it get on its way.



As the heavy freight starts to pull out the slack in the couplers and inch up hill out of Oroville, the Turn is able to begin its switching duties. As the industry track leads off the siding near the west end of town he will have to coordinate with the dispatcher in order to pull ahead and reverse

his direction into the Oroville Industrial siding. Once in the clear, the Turn will be able to go about its duties with minimal effect on the main line. (Figure 2)

Now the fun really begins. As the X4830 gets its footing and begins to move, the dispatcher clears a thru freight out of Portola heading west to Sacramento. This train is the 187

(Continued on page 26)

## DISPATCHING ON A MODEL RAILROAD - (continued)

(Continued from page 25)

Merchandiser from Salt Lake City heading to the San Francisco bay area. It's a scheduled freight running on-time and must stay that way or there will be heavy penalties to be paid. It will arrive at James siding about the same time the X4830 will. This is where the dispatcher gets to play some of his tactical strategy games.

He knows there is no way the X4830 would be able to start from a dead stop in James siding as the grade is just horrific heading eastbound. He also knows that the train is 5 cars too long to clear each end. How can he keep the X4830 moving and allow the trains to pass without sacrificing the 187's time-sensitive schedule?

He instructs the 187, pulled by an ABA set of F7s, to slow to a crawl and take the siding at James. The X4830 is already riding the main through James at the 4-8-8-2's best speed – a snail's pace. (Figure 3) The short 187 has now cleared switch #261 at the East end. (Figure 4) Lights on the CTC panel alerts the dispatcher to this fact. Immediately, the dispatcher throws switch #261 for the main and gives the X4830 a green light to proceed just as it approaches the signals.

Maintaining its speed, slow as it is, the X4830 continues through switch #261 and as his caboose clears switch #259 at the west end of James, the dispatcher seeing more indicator lights telling him such, goes to work throwing turnout and signal switches on his board. Still crawling, the 187 Merchandiser sees his signal go from red to green as he

passes the halfway point of the siding and with a blast of his horn, throttles up his 4500 horses and returns to track speed once he re-enters the main. (Figure 5)

A flying pass! This is one of the more risky yet very effective maneuvers that helps keep trains moving on the railroad. With it, the dispatcher kept a very heavy freight from stalling on a hill and kept a hot shot scheduled freight from being delayed too extensively.

Another option would have been to keep the X4830 parked on the siding in Oroville until the 187 Merchandiser passed, but that would have delayed the X4830 even longer and thus kept him further away from his destination (not to mention that it's no fun for the modeler to sit around with a throttle in his hand

(Continued on page 27)

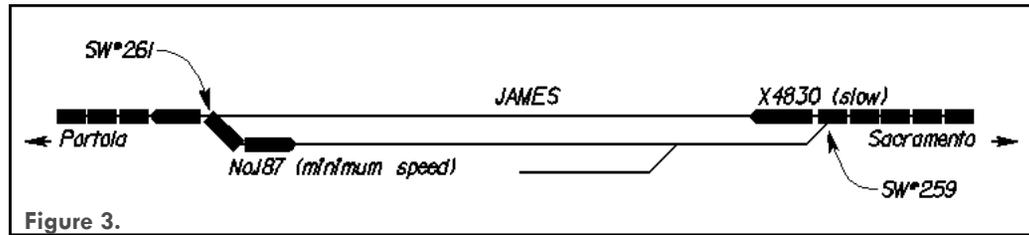


Figure 3.

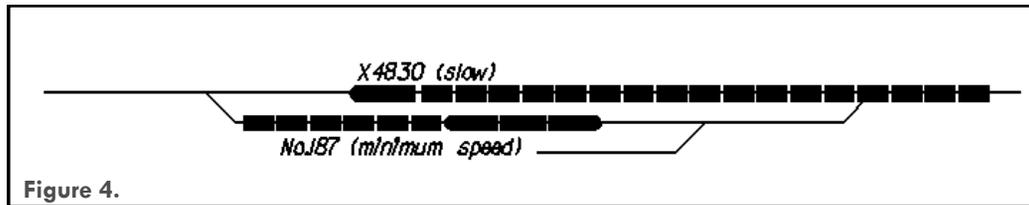


Figure 4.

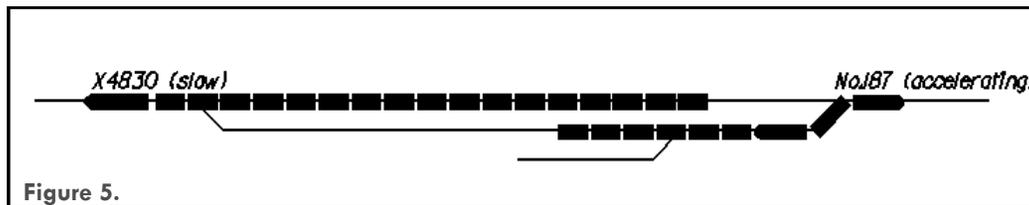


Figure 5.

(Continued from page 26)

and not be allowed to use it – keep this in mind too).

This is just one of the tricks that a qualified dispatcher knows how to use to his advantage effectively. Knowing your railroad is very important. You need to know where the steep grades are that will slow trains down. You need to know each point where you can pass trains and what capacity they are. You also need to know the class of each train in order to properly move them around to keep their schedule as best you can.

As mentioned earlier, playing dispatcher is like being in a chess game. The need to be able to think several steps ahead while keeping track of the here and now is a crucial skill needed to make a reliable dispatcher. You must also be able to cope with surprises and adversity. We'll discuss one such situation in a future installment of this column. In the next issue of The Herald, however, we will unveil the origins of Dispatching.



### RAIL TRIVIA

#### Where Did the UP Get Wood for the Railroad Across Nebraska?

When building the Transcontinental Railroad across the barren Nebraska plains, the Union Pacific Railroad had endless aggravation obtaining railroad ties. The only timber available was the pulpy cottonwood tree, which grew along the edges of Nebraska's rivers and streams. The UP made due with this poor choice by preserving the cottonwood tie with a solution of zinc chloride. These treated ties were interspersed with freighted-in oak and cedar ties on a ratio of four "junk" cottonwood ties to one good cedar or oak tie.

Getting lumber for the trestles was an even bigger problem. There was no room for junk lumber in a railroad trestle! Therefore, trees were felled in Minnesota, floated down the Mississippi to the confluence with the Missouri, then barged to Omaha, where they were milled cut to specific size for the specific trestle. They were then transported as far as possible by rail, then by horse drawn wagons to the location of the trestle, which was usually many miles ahead of the track laying crew. One historian claims that the wood for one specific trestle was cut and milled to fit in Michigan, then shipped to Omaha. Good wood just wasn't available in Nebraska!

## The “Crummy” Gallery



Southern Pacific Narrow Gauge No.1, the “Little Giant” at her welcoming ceremony at Owneyo, CA. on the Keeler Branch. October 1954

Photographer: Unknown: Dave Good Collection.