



The Nickel City Dispatch

News From The Nickel City Line Railroad

JULY 2003

JULY 26, 2003 - The midnight shift arrived early in anticipation of a busy schedule. They obviously knew something because it would be a busier than a normal day on the railroad. Crews for trains 500 and 502 reported in and departed on their locomotives. Train 500 was reassigned to a Pennsy reserve locomotive Number 8815 which had just been repaired on contract when the regular, NCL number 224, experienced an electrical malfunction and had to be pulled to the shops for repair. The crew took a little bit of time to adjust to the new locomotive, but they had things running in short order and were soon moving cars in the yard for the morning trains.

Train 502 arrived in the yard and found their consist had been relocated to another track. In addition, there was a typo on their train orders which had



A mechanic looks at Train 502's coupler while it blocks 6th Avenue.

the crew looking through the yard for a "missing" car that wasn't there. A little late, the crews departed for the industrial area with consist in tow.

A short time later Train 502 radioed the tower that he had a fouled coupler which was delaying the train. To further complicate matters, he was blocking the 6th Avenue crossing. A mechanic was called out to

the scene and was able to get 502 on the move with a minimum of delay.



The day continued on but the delays kept coming. At mid day, the dispatch center at NCL Headquarters reported a strong electrical odor. This prompted a call to the fire department and an evacuation of the dispatch center and office building. Fortunately, the source was an overheated

Fire crews search the NCL Headquarters for a motor which was reported electrical odor. quickly cooled off by the firefighters. The dispatch center returned to full operation but the delay caused trains to stack up on the mainline. As a result, Amtrak ran 2 to 3 hours behind schedule which caused some discontent among passengers.

The train crews and dispatchers were put to the test to get back on schedule. Just when things were headed in the right direction, Chessie System Train 714 broke down in Tunnel 15 which tied up traffic for a few hours. Once Train 714 cleared from the tunnel, the crews worked tirelessly again to get back on schedule.

By the end of each shift, the crews blew off some steam in the crew lounge, kicked back, had some snacks and headed out for the next job of the day. Despite the delays, it was just another day on the railroad!



Train Crews get a little R&R in the Lounge