



RAHWAY VALLEY RAILROAD

RAHWAY VALLEY COMPANY, LESSEE

OFFICE OF

PRESIDENT AND GENERAL MANAGER

GEO. A. CLARK
PRESIDENT AND GENERAL MANAGER

REFER TO
FILE NO. B-18909

KENILWORTH, N. J., March 31st, 1951

Mr. George Davis, Shop Foreman
Rahway Valley Railroad
Kenilworth, N. J.

Dear Sir:

I am thoroughly disgusted and entirely dissatisfied with our diesel operation as when considering the very light volume of traffic we are now handling we are breaking all records for overtime.

I happen to know that our diesel will out-pull and out perform any steamer we ever had with the proper man behind the throttle but we are securing no efficiency from it whatever and I am just about ready to make a change as operating results are going from bad to worse. In addition our diesel is being abused while accomplishing practically nothing.

In addition to showing no interest in the power which he operates I am now firmly convinced that our engineer knows just as much about operating a diesel as what he knows about operating a steamer and that is practically nothing. In other words he knows how to open and close the throttle and that is about all.

I notice that our engineer likes to operate our diesel with the throttle open to a point where it will not make full transition and as a result of this it is continually kicking in and out. Just two months of this and we will have a pile of junk on our hands. In order to eliminate this continual kicking from one series parallel to the other all one has to do is either open or close the throttle just one notch.

A set of brake shoes are supposed to last one full year but the way we are going they will be worn out in two months. I do not know how many times I have spoken to our engineer about utilizing his train air and I have warned him that if I ever caught him with the engine brakes smoking he would be discharged. It would appear as though I might just as well talk to a stone wall as on Tuesday, March 27th, our diesel pulled into Springfield from Summit with all brakes smoking.

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Mr. George Davis

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It is common knowledge that any diesel will use four times as much sand as a steamer but we are actually using about one quarter as much sand on our diesel as what we normally use on our steamers. On March 29th our diesel had a train of four cars, at least one of which was empty, and I heard the wheel slip buzzer every foot of the way from the Stephens Miller yard to our Morris Avenue Bridge. It just made the grade and as it passed me I noticed that no sand was coming out of either front sander. Just as a matter of curiosity I walked down our rails from Morris Avenue to Russell Place and I could not observe one particle of sand on the rails. If the sanders are not working I want to know why and if they are working I want to know why they are not used when the engine is slipping.

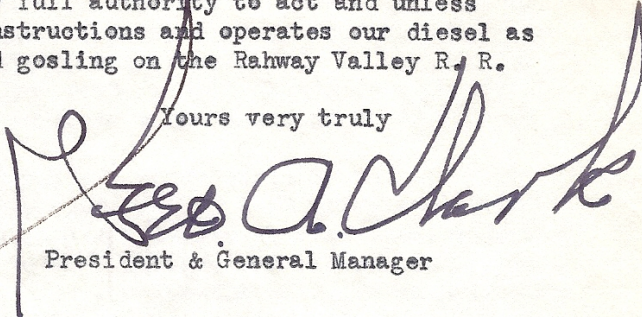
On March 30th we had to cut our train at Baltusrol in order to make the mountain account of no traction due to slipping.

I am holding you entirely responsible for this diesel and I want you to tell me just exactly why it is not giving us the anticipated efficiency. I want you to ride this diesel with the understanding that your word is law and I demand and insist that you correct any and all handling, maintenance and operating evils which exist as there is no reason under the sun for our diesel being reduced to just so much junk through abuse, neglect and mishandling which is nothing short of a damn shame. I want you to see to it that this diesel is handled properly with all slipping and sliding eliminated through the use of more sand and less engine brake. I want a full report from you by April 5th, based upon your actual findings as if you cannot correct our engineers failings or if you cannot induce him to show more interest in the power which he operates then I intend to take him out of service.

This is your baby and I order you to take corrective action immediately as I want results and I demand such results damn fast with no more horsing around and no excuses as the manner in which our diesel is being handled is nothing short of disgraceful.

In other words you have my full authority to act and unless Engineer Froat carries out your instructions and operates our diesel as it should be operated he is a dead gosling on the Rahway Valley R. R.

Yours very truly


President & General Manager

GAC:mr