



## **NAPA VALLEY WINE TRAIN, INC.**

### **Chief Mechanical Officer / Trainmaster**

#### **Description:**

THE SAFETY OF OUR PASSENGERS, OUR EMPLOYEES, THE PUBLIC, AND OUR OPERATING ENVIRONMENT IS OUR HIGHEST PRIORITY!

#### **Summary of Duties:**

This position provides hands on engine and train mechanical service, manages engine service crews, and also supervises train service employees to ensure safe and efficient operation of locomotives and trains.

#### **Primary Responsibilities:**

Leadership, mentoring and guidance to train service crew, right of way maintenance crew, signal maintenance contractor, locomotive engineers, conductors and on-board staff through knowledge and experience in, but not limited to, the following areas of responsibilities:

- Maintenance of Locomotives and Train Cars
- Compliance with Railroad Safety and Operating Procedures
- FRA Compliance Audits, Reviews and Quality Control
- FRA Program Development, Review and Training
- Hazardous Material Handling
- Roadway Worker Safety
- Operating Rules Training and Operational Testing
- Blue Signal Protection
- Alcohol and Drug Part 219
- Horn use at Grade Crossings Part 222
- Accident/Incident Reporting Part 225
- Hours of Service for Railroad Employees Part 228
- Locomotive Inspection Part 229
- Locomotive engineer certification Part 240
- Power Brake Part 232

#### **Physical Requirements:**

Occasional: Sitting, Lifting 25 to 50 lbs, Twisting, Bending, Squatting, Kneeling, Crawling, Climbing, Pushing and Pulling.

Frequent: Standing, Lifting 1 to 24 pounds, Manual Dexterity/Strength Use-both Fine and Gross Motor.

#### **Working Conditions:**

Occasional: Crawl Space/Cramped Position, Hazardous Chemical Exposure, Driving, Non-Ionized Radiation (Welding Flash, Microwaves, Sun, Etc.), Noise (Loud/Repetitive <85 Decibels), Personal Protective Equipment.

Frequent: Exposure to outdoor weather, Temperatures between 30 and 95+ degrees.

#### **Compensation:**

Rate based on Experience and Skills. Payroll is not subject to Railroad Retirement benefits or reporting.

# **OUR ENGINES**

## **FPA-4 DIESEL LOCOMOTIVES**

**FPA-4** — **F**=Freight **P**=Steam Generator **A**=Cab Unit

**DIESEL LOCOMOTIVE** = Diesel engine drives an electric generator which provides electricity to the traction motors that turn all four sets of wheels on the locomotives

The **ALCO FA** was a family of B-B (two identical trucks, or wheel assemblies under the locomotive) diesel locomotives designed to haul freight trains. Our locomotives were built in Montreal Canada at Montreal Locomotive works, the Canadian equivalent to the American Locomotive Company (ALCO). NVR70 was built in 1958 and 71, 72 & 73 were built in 1959. Our engines were geared to operate at over 90 mph. They are a Cab Unit design and are a dual passenger-freight version. They were originally equipped with a steam generator for heating passenger cars. This has been replaced by our Head End Power (HEP) units that provides electricity for the passenger cars.

Newer mechanical design and models manufactured by General Motors Electro-Motive Division (EMD) and General Electric (GE) that ultimately led to the retirement of the locomotive model from service. Several FA's still exist in a preserved state in railroad museums. In addition to our operating FA's, a few are in operational status for the Grand Canyon Railroad. Two of our Locomotives are 100% diesel, one of our Locomotives is 60% compressed natural gas and 40% diesel, one is 100% Compressed Natural Gas.

## **A HISTORY OF OUR CARS**

**1018 Chardonnay—1014 Zinfandel—1013 Silverado Trail 1015 le Petit Gourmet—1011 Cabernet Sauvignon  
1017 Merlot—1016 The 49'er (in Process) and 1012 (Part of 'Mothball Fleet' South of the Commissary)**

In 1915 the Northern Pacific Railway (NP), bought 33 new First Class Coaches from the Pullman Company. These cars, Nos. 1200 through 1232, were put into service on the Northern Pacific's top trains, the North Coast Limited and the Northern Pacific Express/Atlantic Express.

The new cars were just under 80 feet long and of all-steel construction. All-steel construction was a relatively recent innovation in railroad passenger cars but the traveling public was demanding them. The primary reason was safety. Wood cars were more likely to break up, burn, or be telescoped in an accident.

These cars were heavy, weighing about 141,100 pounds each and rode on six-wheel trucks. The cars had electric lights and steam heat. Each car had arch windows and could seat 84 passengers.

After twenty years service that included the heavy traffic loads of World War I, these cars needed a major overhaul. In 1935 the railroad began rebuilding the cars in its own Shops in St. Paul. This was during the years of the Great Depression of the 1930s and passenger traffic was down significantly from twenty years earlier. Competition among the railroads was great and each one tried to outdo the others to attract customers. In this environment, the NP decided to install better seats, to give the passengers more room, and more significantly, to add air conditioning equipment.

In 1960 the Denver and Rio Grande Western purchased eight for its Ski Train service from Denver to Winter Park. NP 1214, 1217, 1225, 1227, 1216, 1213, 1210, and 1218 became D&RGW 1011-1018. Then in 1987 they were traded to the Napa Valley Wine Train and most are in service today.

### **“CHAMPAGNE” VISTA DOME CAR**

10 Dome Cars were built in 1952 by Pullman Standard. They were numbered 50 through 59. Our Dome car was number 52 and it went in service on the Olympian Hiawatha.

These were the first "full domes" built, seated 68 above and 28 in a cafe downstairs, and were the first Pullman Standard domes with curved glass. 16 tons of air was needed to cool the cars and a 70hp diesel generator was included.

It went to Columbia National and was numbered CN 2405 and was named Columbia.

It was then part of the Princess/Tour Alaska and was named Mount McKinley.

Our Dome Car was part of the Princess California Sun Express.

It also spent time on the Amtrak Auto Train as number 9311.