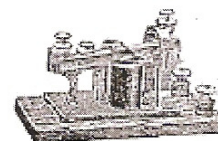


Tarheel Telegrapher



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1 September 2013

FRA ISSUES EMERGENCY ORDER

FRA Press Release

The USDOT FRA issued an emergency order and safety advisory on 2 August to help prevent trains operating on mainline tracks or sidings from moving unintentionally. The FRA's announcement was made in response to the 6 July 2013, derailment in Lac-Mégantic, Quebec, Canada, as it awaits additional data once the investigation into the crash is complete. The actions announced today build on the success of FRA's rigorous safety program, helping to reduce train accidents by 43% over the last decade and made 2012 the safest year in American rail history. The emergency order is a mandatory directive to the rail industry, and failure to comply will result in enforcement actions against violating railroads. "Safety is our top priority," said US Transportation Secretary Anthony Foxx. "While we wait for the full investigation to conclude, the department is taking steps today to help prevent a similar incident from occurring in the United States."

The emergency order outlines measures that all railroads must undertake within the next thirty days:

- No train or vehicles transporting specified hazardous materials can be left unattended on a mainline track or side track outside a yard or terminal, unless specifically authorized.
- In order to receive authorization to leave a train unattended, railroads must develop and submit to FRA a process for securing unattended trains transporting hazardous materials, including locking the locomotive or otherwise disabling it, and reporting among employees to ensure the correct number of hand brakes are applied.
- Employees who are responsible for securing trains and vehicles transporting such specified hazardous material must communicate with the train dispatchers the number of hand brakes applied, the tonnage and length of the train or vehicle, the grade and terrain features of the track, any relevant weather conditions, and the type of equipment being secured.
- Train dispatchers must record the information provided. The dispatcher or other qualified railroad employee must verify that the securement meets the railroad's requirements, and they must verify that the securement meets the railroad's re-

quirements.

- Railroads must implement rules ensuring that any employee involved in securing a train participate in daily job briefings prior to the work being performed.
- Railroads must develop procedures to ensure a qualified railroad employee inspects all equipment that an emergency responder has been on, under or between before the train can be left unattended.
- Railroads must provide this emergency order to all affected employees.

In addition to the emergency order, the FRA, together with the Pipeline and Hazardous Materials Safety Administration (PHMSA), issued a safety advisory detailing a list of recommendations railroads are expected to follow. DOT believes railroad safety is enhanced through the use of multiple crew members, and the safety advisory recommends railroads review their crew staffing requirements for transporting hazardous material and ensure that they are adequate. Other recommendations in the safety advisory include: conducting system-wide evaluations to identify particular hazards that may make it more difficult to secure a train or pose other safety risks and to develop procedures to mitigate those risks. A copy of the safety advisory can be viewed here (<http://www.fra.dot.gov/eLib/details/L04720>).

As FRA continues to evaluate safety procedures following the recent crash, it will convene an emergency meeting of its Railroad Safety Advisory Committee to consider what additional safety measures may be required. FRA plans to develop a website that will allow the public to track industry compliance with the emergency order and safety advisory issued today. FRA has developed a plan that outlines six major actions that have occurred or will occur to further ensure that our regulatory response to the Canadian rail accident remains transparent.

MMA FILES BANKRUPTCY

Reuters

The Montreal, Maine & Atlantic has filed for Chapter 11 bankruptcy, saying the move will preserve the value of its assets. The railway said it lost much of its freight business following the Quebec derailment and explosion on 6 July.

PASSENGER SERVICE TO ROANOKE

Progressive Railroading

Virginia, Amtrak, NS, and the City of Roanoke have agreed to return passenger service to Roanoke for the first time in thirty-four years. The new service between Lynchburg and Roanoke is the result of Virginia's passage of its first new major transportation funding plan in three decades. The administration of Virginia Governor McDonnell had "placed a high priority on extending Amtrak Virginia to Roanoke as a viable transportation option for travel to cities along the Northeast Corridor," said Virginia Transportation Secretary Sean Connaughton. Conceptual design work and a rail capacity analysis is under way. NS, Amtrak and the City of Roanoke will perform the necessary work to restart the passenger-rail service. NS supports the department's efforts to return service to Roanoke, said Chairman and Chief Executive Officer Wick Moorman. "While freight is at the core of Norfolk Southern's business, we understand the importance of passenger service to the Roanoke Valley," he said.

NEW PASSENGER DEAL IN VIRGINIA

Progressive Railroading

Virginia officials have agreed to assume greater control of passenger service in the state under a new agreement with Amtrak. Under the agreement, Virginia will take on more of the cost for the intercity passenger-rail service to cities between Washington and Lynchburg, Newport News, Norfolk, and Richmond. The new operating and capital cost-sharing agreement with Amtrak, as required under federal law, had to be in place no later than 1 October or Virginia regional rail service would have ended. "Stopping regional Amtrak service in the commonwealth was not an option," said Virginia Governor McDonnell. "With this agreement between Virginia and Amtrak, we can continue to provide for existing regional intercity passenger-rail service and work toward extending new service from Lynchburg into Roanoke and extend more service to Norfolk." The agreement between Virginia and Amtrak is part of Section 209 of the federal Passenger Rail Investment and Improvement Act of 2008, requiring Amtrak to work with the nineteen affected states to establish a cost-sharing methodology for the twenty-eight corridor routes of less than 750 miles to ensure equitable treatment of all states.

TRACKLESS MOTOR CAR?

Ummm... Guys...? We think that job would be easier if you put some rails under that unit. Just saying...



We have heard of trackless trolleys, but a trackless motor car seems new.

SENATE TO EXTEND PTC DEADLINE

Progressive Railroading

A bill has been introduced to extend the federally mandated deadline for positive train control (PTC) implementation by five years to 31 December 2020. Since legislation was enacted in 2008 requiring PTC implementation by 2015's end, dozens of US railroads have "devoted enormous human and financial resources" to develop a fully functioning system by the deadline, and progress to date "has been substantial," according to the Association of American Railroads (AAR), but due to technological and non-technological challenges in the implementation process, it has been determined it is not possible to have a fully interoperable nationwide by that date.

NEED A JOB?

ALASKA RAILROAD SEEKS CEO

Progressive Railroading

The Alaska Railroad (ARRC) announced it is now accepting applications for a new president and chief executive officer. Earlier this month, President and CEO Christopher Aadnesen informed the board he plans to step down when his contract expires in September. The president and CEO is responsible for ARRC's day-to-day management and operations, and reports directly to the seven-member board. "The Alaska Railroad is seeking a decisive leader with strong business experience," the Board of Directors said in a press release. "Applicants should have experience in the transportation industry or have an in-depth understanding of supply chain management, [as well as] experience working in the Alaska business community." A self-sustaining, state-owned corporation, ARRC provides freight and passenger services on more than 650 miles of track, and employs 700 full-time workers. Individuals interested in applying for the position are encouraged to send their resumes to the railroad by 27 September. More information regarding the position is available online at www.AlaskaRailroad.com/ceosearch

R. J. CORMAN DIES

WKYT-TV News

Kentucky-based R.J. Corman Railroad Group's founder and namesake lost his decade-long battle with cancer. He was 58 years old. He was at the helm of the railroad since its founding in 1973. "Richard Jay Corman is hardly a household name," wrote Forbes magazine in 2011, "but this entrepreneur, a son of Kentucky, has made himself a force in the railroad industry."

AC&W CREATES REPAIR SUBSIDIARY

Progressive Railroading

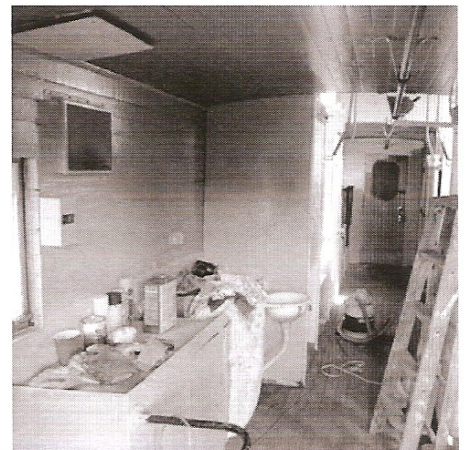
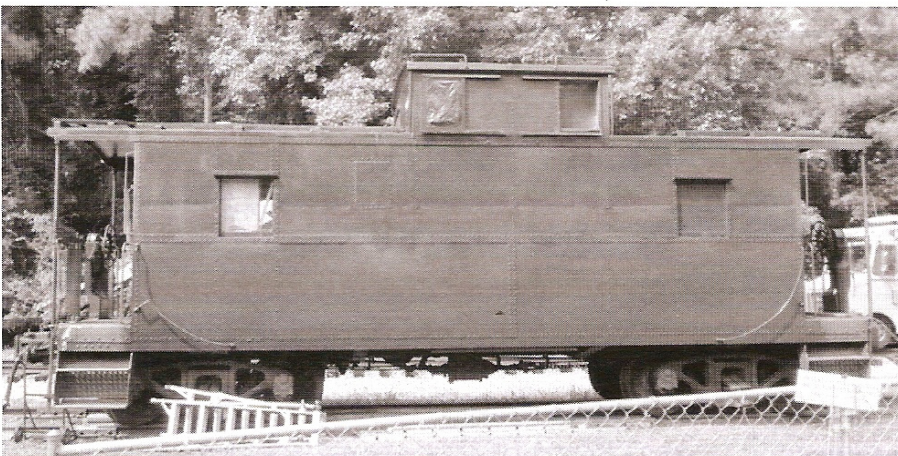
The Aberdeen Carolina & Western Railway (ACWR) announced it formed ACWR Shops, LLC, a new subsidiary to repair and retrofit locomotives, freight cars, and passenger cars. The short line has acquired and began retrofitting the former Commodore Homes Corporation building on Highway 220 in Candor, NC, to serve as the subsidiary's shop. ACWR has begun the first phase, retrofitting a 91,000 square-foot warehouse into a locomotive repair facility featuring 4,600 feet of track and a modern locomotive pit. The company plans to create twenty-five new jobs and invest \$3.3 million in the facility over the next five years. Over time, ACWR expects to develop the remainder of the seventy-eight acre industrial site. The Candor building primarily will be occupied by ACWR Shops, but also will house the line's corporate headquarters when the second phase of the project is completed.

"Our Vice President of Mechanical Dale Parks has been building the locomotive, freight rail-car and passenger-car repair part of our business for over five years," said ACWR President and Chief Executive Officer Rob Menzies. "We have exceeded capacity at our facility in Star, and we are already attracting interest from companies wanting to know when we will be ready to start to working on their locomotives."

The North Carolina Department of Transportation provided funding to be applied toward the cost to build the 4,600 feet of track, ACWR officials said. Other project partners include the Montgomery County Economic Development Corporation, Montgomery County, the Town of Candor, Duke Energy Progress, and the North Carolina Department of Commerce.

WORKING ON OUR NORFOLK & WESTERN CABOOSE

A while back we acquired the caboose to do some restoration work, and although shown below from a park here in North you cannot see the color here, it is now Carolina. The work crews have now gotten back to N&W blue, awaiting the application of its N&W "hamburger" logo. Look to the right and you will see the interior needs some work too. Care to volunteer?



The Call Board

NHVRy Crew Operating News

TRAINING CLASSES

All members of the train operating crew will be required to attend one day of training. Next training will be listed in the Schedule below.

RULES QUALIFICATION TESTS

Rules tests must be renewed every two years in order to remain current. If you have not taken a rules test in the last two years, see the dispatcher on duty as soon as possible.

BULLETIN BOOK

The Bulletin Book is in the Yard Office at Bonsal. All crew members are required to be aware of bulletins posted in the Book.

NCDOT CONTRACTS ROADBED WORK

Progressive Railroading

The NCDOT has awarded a \$24.9 million contract to Crowder Construction to construct railroad roadbed along a twelve mile segment of the North Carolina Railroad and Norfolk Southern corridor between Concord and Charlotte, a segment known as "Haydock to Junker." Slated to begin on 26 August 2013 and conclude in November 2016, the work is part of a \$103.6 million double-track project from Haydock to Junker including four grade separations and various safety improvements. A 12.2 mile section of second main track will be replaced on the old roadbed primarily on the west side of the existing track from south of Concord to Charlotte. New crossovers will be constructed and select curves will be realigned to improve passenger train speeds. The double-track section is designed to bolster rail corridor capacity, boost passenger train schedule reliability and improve freight traffic flow. The Haydock-to-Junker work is part of NCDOT's Piedmont Improvement Program (PIP), including a series of rail projects designed to improve safety and mobility on the corridor between Raleigh and Charlotte. PIP projects are primarily funded by the American Recovery and Reinvestment Act of 2009 and are scheduled for completion in September 2017.

CTA EXTENDS DEADLINE FOR MMA

SUSPENSION

Progressive Railroading

The Canadian Transportation Agency (CTA) has extended the deadline for the suspension of Montreal, Maine & Atlantic (MMA) operations in Canada. The railroad provided evidence it has adequate third-party insurance to operate 1 October. The agency was suspending MMA's "certificate of fitness" because it had not demonstrated its third-party liability insurance.

MAN SURVIVES HIT BY HIGH-SPEED TRAIN

19 August 2013 - ABC News

Authorities were amazed to find Darryle See conscious and able to sit up after being hit by an Amtrak train barreling down the tracks at 110 miles per hour. See, 22, of Michigan City, IN, told officials he was jogging alongside the train tracks near his home with his headphones on, listening to music when he was hit. Officials were alerted to the accident after someone heard screaming near the train tracks. When they arrived, they found See lying in the tall grass, wearing only one shoe. Major John Boyd, spokesman for the LaPorte County Sheriff's Office, told ABC News. See, who was bleeding and had minor contusions when deputies found him, was fully aware of his surroundings after he was hit. I was surprised that someone had survived the impact. I expected to find human remains somewhere, but was really surprised that he was sitting up, conscious and alert."

According to Boyd, when the train rounded a curve in the track, the train crew spotted See inside the two rails and sounded their horn, but the man did not react. See "bounced off the train" and was thrown approximately 50 feet. The train made an emergency stop and a conductor got off the train to look for the victim. He was shocked See lived after the impact. The train crew heard the sound of the train

strike the man's body and assumed the worst. The conductor contacted the dispatcher to report a fatal pedestrian strike.

See is in serious condition at Memorial Hospital of South Bend, IN where he underwent surgery. See's mother, Teresa Larson, of Larson of Buchanan, MI said her son is in recovery and "doing remarkably well" despite not remembering the ordeal. See had to have a plate put in his neck following the accident. He also sustained several shattered vertebrae, internal bleeding, a broken pelvis as well as broken ribs. Larson said her son does not remember what it felt to be propelled forward by the train; just what happened before and after he was struck. Both she and her mother are amazed he survived at all. "I would definitely call it a miracle. I couldn't believe it when they told us he was alive and talking," his grandmother, Helen Hugley told ABC South Bend affiliate WBND-LD. While Larson said it is unclear when her son will get out of the hospital, "he'll be going through a lot of physical therapy" on his road to recovery.

EDITOR'S NOTE:

Please forgive us if we find certain parts of this story dubious. First, the term "high speed train" is usually reserved for those able to operate at truly high speeds, like the TGV. Second, having recently ridden trains on multiple lines in Indiana, we doubt a stretch of 110 mph track exists in that state. We rather think Mr. See was attempting to get off the track at the last second and was struck a glancing blow by the train already in emergency and slowing down.

HAZARDOUS CHEMICAL DERAILMENT IN LOUISIANA

Associated Press

About one-hundred homes were evacuated during the cleanup of the site of a 26 car train derailment blocking US190 near the small community of Lawtell, LA about sixty miles west of Baton Rouge. A Union Pacific train derailed 4 August 2013. One of the cars leaked sodium hydroxide, able to cause injury or death if inhaled or touched. The other was leaking lube oil, and another was carrying vinyl chloride, and extremely flammable material. There crew of two, engineer and conductor, were not hurt. One bystander was taken to hospital complaining of eye irritation. Fourteen of the derailed cars contained potentially hazardous materials. Crews dug ditches to contain the chemicals. Leaks were contained and the amounts were so small air pollution detectors have not picked up anything, but homes within about one mile were evacuated as a precaution. "We have the hazmat team from Union Pacific, and state police hazmat are on location right now, assessing the damage," said Master Trooper Daniel Moreau. UP does not know the cause. Ties on that section of track were renewed in 2011 and inspected about three hours before the accident.

WHERE ARE YOU?

Please ensure we have your correct address, telephone number, and EMAIL address, at all times. Send a note to the email address on the first page of this publication.

NCRM 2013 SCHEDULE

- 1 September - NHVRy Operating Day
- 19 September - NCRM Board Meeting
- 20 September - NHVRy Group Day
- 6 October - NHVRy Operating Day
- 12 October - NCRM Member Meeting
- 17 October - NCRM Board Meeting
- 18 October - NHVRy Group Day
- 19 October - NHVRy Halloween Trains
- 26 October - NHVRy Halloween Trains
- 15 November - NHVRy Group Day
- 21 November - NCRM Board Meeting
- 7 December - NHVRy Santa Trains
- 8 December - NHVRy Santa Trains
- 14 December - NHVRy Santa Trains
- 15 December - NHVRy Santa Trains
- 19 December - NCRM Board Meeting

All events listed here are held at the NHVRy in Bonsal, NC unless otherwise noted.

NORTH CAROLINA RAILWAY MUSEUM, INC.

NHV

New Hope Valley Railway

Tarheel Telegrapher

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