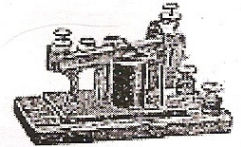


Tarheel Telegrapher



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NCRM ANNUAL DINNER AND A LOOK AT 2012

The North Carolina Railway Museum (NCRM) held its annual dinner on Saturday, 21 January 2012, although since it ran from 11:00am to about 3:00pm, it was not quite a "dinner" in the true definition of the word.

The event this year was held at *Anna's Restaurant Loft* in historic downtown Apex with at least thirty people in attendance to

One of the highlights of the event, as always, is the induction of members and friends into the *Order of the Rusty Spike* for services to the organization over and above normal expectations. This year the three inductees were:

David Chasco
David Dick
Blair Slaughter

The *Order of the Rusty Spike* is the highest honor the NCRM can bestow on anyone, and others inducted over the years have included both members and non-members for their service. The name of the award derives from the fact spikes are what holds any railroad together and if they are not rusty, they are not out there in the weather doing their job.

Our guest speaker for the event was Sergeant First Class Brian Hakey of the US Army Transportation Corps and just recently returned from a tour in Afghanistan helping to build railroads.

Most of the headlines and stories seen here involve the combat actions of our troops, but much more is happening there

world into a unified system of connections and interchanges.

Part of the far-reaching plan calls for the construction of a sixty (60) mile long railroad tunnel under the Bering Strait to connect Alaska with Siberia. The Russian government has funded this project at \$600 Billion, and has already begun construction of a line north from Vladivostok The USA



Dinner Guests Enjoying the Program



Guest Speaker SFC Brian Hakey

enjoy the wonderful Italian meal prepared by the *Anna's* staff. Restaurateur and Owner of *Anna's*, Yury Rojas stopped by for a visit to be sure we were all doing well, and make no mistake, we were! Not a single morsel of food was left by the end of the event.

The day was filled with announcements for the future and a recounting of the accomplishments of the previous year, and many of our older members were telling stories of the "old days" long before we had grown to our present size.

Even our own "*Santa Claus*," Al Martin, got into it, recounting some rather interesting tales of his contact with passengers on the train, from the little boy with the Christmas list all done in a computer spreadsheet complete with model numbers, prices, and suggestions of where to purchase his expected gifts to the mother whispering to Santa she wanted "*a stripper pole installed in her bedroom*" as her Christmas gift. We also learned most children no longer seem to know what coal is, indeed a sign of the times as we move forward into this twenty-first century.



Dave Chasco Induction

through the efforts of the Allied Forces and the United Nations. The country's infrastructure has been increased through the cooperation of the USA, UK, Poland, Netherlands, and other countries.

Particularly interesting was the description of the plan for the "*Silk Road Route*." This worldwide project will eventually connect virtually ALL railroads around the

and Canada are now developing plans for a line from Nome (AK) through Fairbanks, (AK) to Yellowknife (NWT) to connect to the eastern end of the tunnel. Within the next two decades shipping a carload of freight from Apex in North Carolina to Aberdeen in Scotland on an all-rail route may become a reality.

Everyone agreed this event was among the best NCRM Annual Dinner ever held, and many were already looking forward to what we will do next year. We can tell you plans are already afoot for that, for the planning of any event such as this takes quite a bit of time and talent.

Before that happens, however, we have a whole year of operations, work, and fun ahead of us, and we look forward to seeing each and every one of you out at Bonsal to participate in all of that during the year. As we always remind everyone, this is OUR railroad to operate, and how many railfans can say that?



NEW FENCE AND TRACK

Just because the winter season technically upon us, although one might question that with temperatures in the mid-60s as they are now, does not mean all is quiet at Bonsal. This is track season, and Roadmaster Jim Meade and his tireless crews are out there ensuring we have a place to operate trains come spring.



Another project going now is the replacement of the old fence between the NCRM and the Womble property behind the Yard Office and storage sheds on the north side of our property. We are assured those fence posts in the photo will be standing straight and tall when the project is complete, but if you care to help, then come to Bonsal. We can use all the hands we can get during any work session. You might even really enjoy it!

RECYCLING

Here at the NCRM we recycle everything we are able. What may look like an old rusty piece of steel fit only for the scrap heap to some can, with a bit of machining, become a new part for a locomotive or part of a museum exhibit. That scrap of wood may be just what is needed to shim up a construction project. (Even old members can sometimes be recycled into new jobs.)

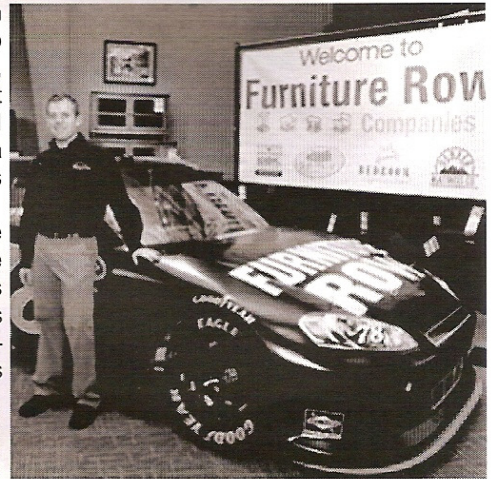
In this spirit of "save everything" we have an old and portable building we have moved around the property over the years to use in various roles. Its last use was as the paint storage locker, but with new storage facilities now being installed, it has



been moved out of the way until its next use can be determined. Take a good look at the little building above. Can you guess what it was originally?

CSX AND NASCAR PLAY IT SAFE

Railway Age



CSX Transportation has partnered with Furniture Row Racing and the No. 78 Chevrolet Impala driven by Regan Smith in NASCAR's top-tier Sprint Cup Series as an associate sponsor for the 2012 season. The sponsorship program is built around CSX's *Play it Safe* highway/railroad grade crossing and pedestrian safety campaign to urge pedestrians and motorists to exercise caution around railroad tracks. CSX joins Chevrolet and Agro-Culture Liquid Fertilizers in the associate sponsorship role with all three companies complementing the team's primary sponsors; Furniture Row and Denver Mattress.

"Having a new associate sponsorship arrangement with CSX Transportation along with a renewed agreement with Agro-Culture Liquid Fertilizers and an ongoing relationship with Chevrolet brings a new level of enthusiasm to our race team," said Joe Garone, general manager of Furniture Row Racing. "The three corporations are leaders in their industry and we are both humbled and proud that they have chosen Furniture Row Racing as a means to enhance their branding and educational initiatives."

"We are pleased to join with Furniture Row Racing and driver Regan Smith to deliver our important safety message that railroad crossings and tracks can be dangerous if you don't obey the law," said Cliff Stayton, Director-Community Affairs and Safety for CSX Transportation. "We are working together to make sure that everyone knows how to play it safe around railroad tracks."

The Denver-based Furniture Row Racing single-car team and driver Regan Smith enjoyed a breakthrough Sprint Cup season in 2011. Smith and Furniture Row Racing captured their first career NASCAR victory in May 2011, winning the famed Southern 500 at Darlington (S.C.) Raceway.

BLET RATIFIES AMTRAK CONTRACT

Progressive Railroading

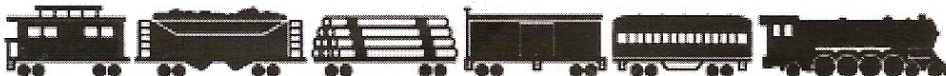
Members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) have ratified a new collective bargaining agreement with Amtrak. The final ballot tally indicated 77.5% voted in favor of the pact. The five year agreement includes ten general wage increases totaling 14% compounding to 15% over the life of the contract. The contract runs through January 1, 2015, with retroactive pay to July 1, 2010. Also under the contract, employee cost-sharing amounts for health and welfare coverage is capped at \$181.62 per month as of July 1, 2011, \$201 as of July 1, 2012, and \$230 as of July 1, 2013. In addition, vision care and medical coverage is extended up to age 26 for eligible dependents. The contract covers more than 1,400 locomotive engineers who operate Amtrak passenger and commuter trains.

CHANGES... CHANGES...

By: Bob Crowley, Editor

An old friend of mine once told me, "To be involved with anything worthwhile is to be *passionately* in love with change!" He was absolutely correct and those words have remained with me ever since.

This aphorism is no less true here at the NCRM. You may see a host of changes around Bonsal during the coming year, but all are of a positive nature and for the good of the organization. A number of our personnel are changing their roles and responsibilities and that will bring a fresh look to what we do. You may notice some minor changes to the schedule of events for this year, so we encourage you to check for updates on Page 3 of this newsletter. Let us know what you think when you see one of these changes. This is indeed **YOUR** railroad, so talk to your Board often.



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.

CHANGES TO PASSENGER EMERGENCY SYSTEMS

Progressive Railroading

The US DOT and FRA have announced proposed improvements to existing passenger train emergency system regulations to protect riders during emergencies. The proposed rule would address such passenger trains systems as vestibule doors, emergency lighting, signage and markings for emergency entrances and exits, and rescue access. It also would address the application of photo luminescent materials to highlight emergency exit path markings, instructions for emergency system operations, and debriefing requirements after emergencies. "Adoption of these safety measures will help rail passengers locate and operate emergency exits," Transportation Secretary Ray LaHood said. The proposed requirements are based on recommendations of the FRA's Railroad Safety Advisory Committee, and were developed by its Passenger Safety Working Group, Emergency Preparedness Task Force. The proposed regulation would also incorporate three industry standards developed by the American Public Transportation Association.

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 DOCENTS WANTED

We are always looking for volunteers as museum docents (tour guides) for the facility on weekends throughout the year. We get museum visitors all the time, and want to keep them safe. All it takes is a basic knowledge of railroad history and a willingness to talk to people. If you are interested, please contact Bob Crowley.

OBAMA CALLS ON CONGRESS TO FUND INFRASTRUCTURE PROJECTS

Progressive Railroading

In his State of the Union Address President Obama called on Congress to fund efforts to rebuild the country's infrastructure. Although the President did not mention rail as he has in previous State of the Union addresses, he did note the decline in the nation's infrastructure. "We've got crumbling roads and bridges; a power grid that wastes too much energy; and an incomplete high-speed broadband network that prevents a small business owner in rural America from selling her products all over the world," he said.

He recalled the country's success in building major infrastructure projects during the Great Depression as well as the interstate highway system after World War II. "Democratic and Republican administrations invested in great projects that benefited everybody, from the workers who built them to the businesses that still use them today," Obama said.

In the next few weeks, he plans to sign an executive order to clear "the red tape that slows down too many construction projects," he said. "But you need to fund these projects. Take the money we're no longer

spending at war, use half of it to pay down our debt, and use the rest to do some nation-building right here at home."

After the speech, both leaders of the House and Senate committees that oversee congressional action on infrastructure and transportation addressed Obama's comments.

Representative John Mica (R-FL), Chairs of the House Transportation and Infrastructure Committee, agreed the country needs to rebuild infrastructure, but he does not support "what appears to be the president's plan to finance that effort by downsizing the military. Next week Republicans will introduce a long-stalled major transportation measure, killed two years ago by the President, that will be financed in part by increased American energy production, creating jobs and lowering energy costs."

Meanwhile, Senator Barbara Boxer (D-CA.), Chairs of the Senate Committee on Environment and Public Works, said she welcomes the President's call to rebuild the nation's infrastructure. "I will do everything I can to bridge the partisan divide and we can start right away by passing a bipartisan surface transportation bill that saves or creates millions of jobs," said Boxer. In November her committee passed a two year surface transportation funding measure.

P&N CORRIDOR WORK TO END

Progressive Railroading

The NCDOT has announced reconstruction work on its Piedmont & Northern (P&N) rail corridor in Gaston County will be significantly completed by February 20, at which time trains will traverse the route for the first time in more than 20 years. Patriot Rail Corporation will provide freight-rail service on the line via the Piedmont & Northern Railway. Built in 1911 and located about 20 miles west of Charlotte, the P&N corridor extends about 12 miles from Mount Holly to Gastonia and includes a three-mile spur to Belmont. Restoration of the corridor, excluding four miles of the western end completed in early 2010, began in August 2011 and is being funded through a partnership among federal, state, and county governments. The reconstruction work includes installation of new wood ties and timber bridge ties, bridge repairs, new track construction, replacement of grade crossing surfaces, and the addition of safety devices at several crossings. The corridor connects with a Norfolk Southern Railway line in Gastonia and CSX Transportation line in Mount Holly. In addition to freight-rail service, Patriot Rail will be responsible for marketing, maintenance, inspection and revenue sharing per its lease agreement with NCDOT.

NCRM 2012 SCHEDULE

- 18 February - NCRM Board Meeting
 - 17 March - NCRM Board Meeting
 - 21 April - NCRM Board Meeting
 - 22 April - NC Science Day Trains
 - 6 May - NHVRy Operating Day
 - 18 May - NHVRy Group Day
 - 19 May - NCRM Board Meeting
 - 3 June - NHVRy Operating Day
 - 15 June - NHVRy Group Day
 - 16 June - NCRM Board Meeting
 - 1 July - NHVRy Operating Day
 - 20 July - NHVRy Group Day
 - 21 July - NCRM Board Meeting
 - 5 August - NHVRy Operating Day
 - 17 August - NHVRy Group Day
 - 18 August - NCRM Board Meeting
 - 2 September - NHVRy Operating Day
 - 21 September - NHVRy Group Day
 - 22 September - NCRM Board Meeting
 - 7 October - NHVRy Operating Day
 - 19 October - NHVRy Group Day
 - 20 October - NCRM Board Meeting
 - 20 October - NHVRy Halloween Trains
 - 27 October - NHVRy Halloween Trains
 - 16 November - NHVRy Group Day
 - 17 November - NCRM Board Meeting
 - 1 December - NHVRy Santa Trains
 - 2 December - NHVRy Santa Trains
 - 8 December - NHVRy Santa Trains
 - 9 December - NHVRy Santa Trains
 - 15 December - NCRM Board Meeting
- All events listed here are held at the NHVRy in Bonsal, NC unless otherwise noted.

