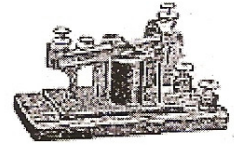


Tarheel Telegrapher



Volume 50 — Issue 3

Editor: R.T.Crowley - NCRM.NHVRY@GMAIL.COM

1 March 2012

BIG NEWS IN BONSAI

By Steve DeGaetano

There is big news happening in Bonsai, and it has nothing to do with trains!

Well, at least not directly. Last year saw some of the biggest operating days in our history, with several trains and events setting ridership records. Overnight, seemingly, the NHV became somewhat of a "destination" for families seeking a good time. Much of this was brought about because we tried something different last year: We offered a *Groupon* promotion, an online coupon for increased ridership. We discovered a vast, untapped market out there, people who never even knew we existed.

With that realization, late last year the Board decided that it might be in the Museum's best interest to look into hiring a professional marketing company, able to "brand" the railroad, increase ridership (to the extent we have such capacity) and bring in new members. Two companies presented proposals to the Board, and in the end, Communicopia, a PR firm operating out of downtown Wake Forest, was chosen.

For the past two months, Communicopia has been actively engaged in a number of endeavors to build community awareness of the NHV; you will be seeing some of these changes soon. They will include a new railroad herald to give families who may not know, some understanding of what we do since the initials "NHV" are not very descriptive; a "tag line" that might make it easier for people to remember us (*The Triangle's Train!*) and distinguish us from the "other" New Hope, the New Hope and Ivy-

land in Pennsylvania. Later, we will have a revamped website that will be easier to use, easier to update and which will be optimized for search engine results. Additionally, we will be targeting several "social media" outlets, such as Twitter and Facebook, as well as redesigning our brochure as a "rack card," examples of which you often see in hotel or airport lobbies.

We will be scaling back on print advertising significantly; instead, we will be relying on press releases and media coverage to let people know about us and generate excitement, and one of the very first opportunities where this will be implemented will be our participation in the *North Carolina Science Festival* on April 22nd. This will also be our season kick-off, and promises to be one of the New Hope Valley Railway's must-see events of the year. Communicopia will be working closely with media outlets and other avenues to get us the kind of coverage an event like this deserves, and the publicity, good-will and excitement we generate is hoped to result in increased ticket sales throughout the year.

One of the things we are NOT doing is changing the name of the railroad. We are still the New Hope Valley Railway operating under the corporate name North Carolina Railway Museum, Inc.

As head of the newly formed Marketing Committee, I hope these changes will assist us as we transition the railroad, and the way we market ourselves, into the 21st century. I am always happy to address any questions or comments.

WORK ON THE NEW GROUND

Remember the eight acres of land just southwest of Bonsai Yard the NCRM acquired a few years ago? Well, contrary to some comments heard around the yard occasionally, it is not just lying fallow. Work has begun on improving it so we will be able to use it soon.



Your *Facilities Planning Committee* has a basic plan for use of the land in discussion with the Board of Directors now, and as you may see from the photo above, some of the preliminary work for clearing the land has started.

This will not be a short project but is expected to continue for some years well into the future. We expect a number of new buildings and other facilities to be erected and the addition of storage and display tracks as well. Come on down to Bonsai once in a while and watch all the progress being made.

NCDOT UPGRADES SEVEN CROSSINGS

Progressive Railroading

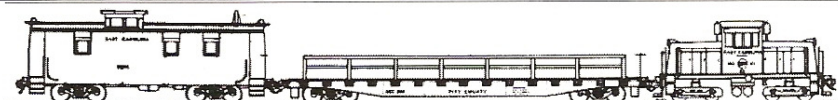
The NCDOT has completed safety improvements at seven grade crossings. Crossing signals were revised and gates installed at NS crossings in Asheville (\$445,469), Chapel Hill (\$212,519), Dunham (\$210,318), and Julian (\$199,668); a Laurinburg Southern crossing in East Laurinburg (\$224,293); Aberdeen Carolina & Western crossing near Mint Hill (\$198,148); and Aberdeen & Rockfish crossing near Dundarrach (\$171,032). Federal funds covered 80% or 90% of costs. Maintenance funding will be divided among state, municipality and/or railroad.

NS IS NATION'S FIRST RENEWABLE DIESEL USER

Progressive Railroading

NS has announced it obtained agreements from Dynamic Fuels and Mansfield Oil to supply renewable diesel to the Class I. Since early January, NS primarily has been using Dynamic Fuels' renewable diesel at its yard in Meridian, MS. A 50-50 venture owned by Tyson Foods and Syntroleum, Dynamic Fuels recently signed agreements with Mansfield Oil to market renewable diesel to fleet customers. Dy-

amic Fuels produces renewable and synthetic fuels from animal fats and greases designed to reduce emissions of carbons, particulates and nitrous oxides when combusted in existing diesel engines. The company's Geismar, LA, plant produces renewable diesel as "drop in" fuel to totally replace petroleum diesel without a diesel engine modification.



WHAT'S HAPPENIN'
by Paul Baschon

This column might be more appropriately titled "What Has Happened" since it describes the founding activities of the *East Carolina Chapter of the National Railway Historical Society*. Several years ago that organization morphed into the *North Carolina Railway Museum* with its *New Hope Valley Railway*.

The story of the founding of our original organization, the ECAR, is told by Robert Morrison, former editor of the *Tarheel Telegrapher*, who was there. As a founding member, he relates the story as he remembers it.

--*--*--

While I was teaching at East Carolina University, a student named Bill Morris came to my office, sat down, and said, "I hear you like trains." We quickly became friends, and would occasionally drive to Rocky Mount and watch the passing parade. One weekend another railfan joined us and we rode SAL Raleigh-Norfolk, N&W Norfolk-Petersburg, and SAL (*Silver Star*) back to Raleigh.

Bill's fixation was on the dismantling of the PCC routes in DC, and the way Capital Transit was selling those well-maintained cars for as little as \$250. He envisioned a trolley line to connect the classroom buildings of the campus to the new dormitories popping up across 10th Street, a good hike away. (The college grew from 2,800 students to 10,000 during my years there, fall 1958 to summer 1967). We gathered details, put articles in the student paper, and soon had a local club. Members included college librarian Fitz Dade (Chapter treasurer for several years), Frank Adams of the English Dept., Charles Price of History, David Jefferies of Voice of America (at Winterville), and others.

We soon found acquiring a 501(c)(3)

tax-exempt status would help; we wrote to Old Dominion Chapter, and the late Jack Stith offered many and frequent counsels as we accomplished that goal. Now we could accept donations, and I think the RPO was our first significant acquisition. It was stored on a short spur near the SW quadrant of the then ACL-NS diamond, with the switch on the NS. The area had brush almost shoulder high, so work was hard and hot.

I do want to credit the administrators of the college for taking our campaign seriously and devoting thought to it; but they decided that laying that much track and stringing that much wire would be too much financially and esthetically.

Small though our membership was, we tried to plan acceptable programs. Fairly often, we would use a film from NRHS. Occasionally, a guest speaker would give us a talk. We took pains to publish these events in advance. I suppose our most memorable efforts were putting out ads and organizing the two *Tangerine Bowl* specials-Greenville to Orlando. Jack Wilkes of ACL in Rocky Mount was admirably helpful in this, and I think both trains were sold out. On the second trip, Bill Morris and I were allowed to take turns in the leading diesel, between Rocky Mount and Greenville. These two ACL specials were in December of 1964 and 1965.

--*--*--

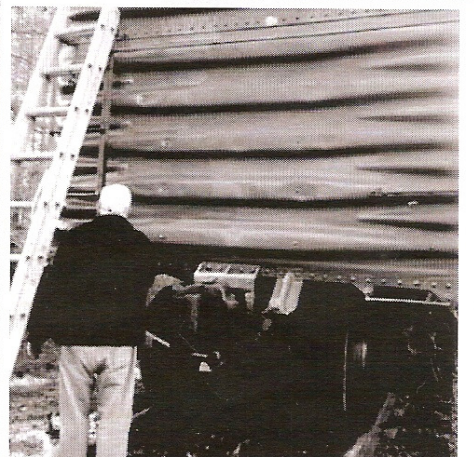
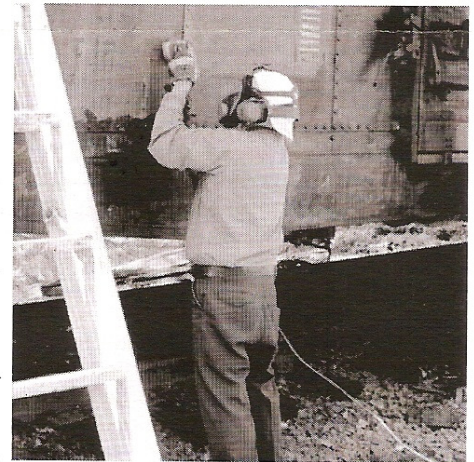
Thanks, Bob, for telling us how it all began, down at East Carolina in Greenville. Now, if any of the "Old Heads" have more information of happenings in the early days, please get it to us. Our historian, Mary Barham, looks forward to receiving additional information regarding the birth of our continually growing railway museum.

PAINTING SEASON?

Is one season of the year better for painting than the others? Ask any of the folks on our painting crews for the answer to that. They know!



However, if we had to make an educated guess about it, we say that particular season is just about upon us. From the look of these pictures, preparations and preliminary work for this painting season definitely seem to have begun in earnest. Here is something else you can do at Bonsal. Just wear old clothes.



CIRCUS TRAIN AT ACADEMY STREET IN CARY - 6 FEBRUARY 2012
Corey Hodge Photo



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 SEEKS PUBLIC INPUT *Progressive Railroading*

The NCDOT has held a summit to educate the public and members of local area metropolitan and rural planning organizations about the constraints of limited funding for long-term transportation projects. "We will have \$63 billion in needs from 2018 to 2022 and only \$10 billion to pay for them," said NCDOT Secretary Gene Conti. "Getting feedback from local leaders and the public is critical to helping us determine how to spend every dollar to better serve North Carolinians." Summit participants used an interactive tool to show how they would distribute the \$10 billion projected to be available over the next five years. NCDOT officials plan to use the feedback to help develop the state's next transportation improvement program for the period between 2018 and 2022. A draft transportation improvement program is expected to be released in June. NCDOT officials then plan to seek further public comments on the plan. The department then would make any necessary changes and recommend a final plan to the North Carolina Board of Transportation for adoption in June 2013.

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.

PATRIOT RAIL OPERATES FIRST TRAIN ON P&N CORRIDOR *Progressive Railroading*

For the first time in more than 20 years, a train has traversed the NCDOT Piedmont & Northern Railroad (P&N) corridor from Gastonia to Mount Holly. On 20 February 2012, a train operated by Patriot Rail used the route, marking the milestone event. After a joint track inspection by representatives of NCDOT and Patriot Rail, retaining a lease to operate trains on the line, the corridor was turned over to Patriot Rail for future inspection, maintenance, marketing, and operating functions. Patriot Rail, owner of 13 regionals and short lines, will operate the line as the Piedmont & Northern Railway. Under terms of the lease, Patriot Rail also will provide property rental, revenue sharing and return-on-upgrade-investment payments to NCDOT. Patriot Rail has secured one customer on the line and is holding discussions with several other shippers about locating along the corridor. The operation of the first train on the P&N route follows a number of track upgrades, new track construction, bridge repairs, and grade crossing improvements funded by federal, state and local sources.

TEXAS A&M RAIL RESEARCH CENTER *Progressive Railroading*

Texas A&M University's Board of Regents recently approved a plan to establish the Center for Railway Research (CRR) at the Texas Transportation Institute (TTI) in College Station, Texas. The CRR will be dedicated to education and information sharing through formal initiatives, and will recruit students to enter rail transportation fields. The center will focus research activities on rail infrastructure, including the mechanical systems of trains, tracks and bridges, and safety and performance through innovation, such as creating longer lasting and more efficient components and systems.

"Having this center is a very positive step in our plans to increase the breadth and volume of initiatives that we pursue with our partners and sponsors in railway research," said TTI Gary Fry, an associate research engineer and associate professor in Texas A&M's Zachry Department of Civil Engineering, who will serve as CCR's director. "It will certainly position the university and TTI to become a more impactful leader in railway research."

Since 1995, the Association of American Railroads (AAR) has provided TTI \$200,000 annually in seed money to operate Texas A&M's Affiliated Laboratory for Railway Research, which is one of three college-based railway research programs in the nation. The AAR will continue to provide support.

AMTRAK REQUESTS LOWER OPERATING, HIGHER CAPITAL FUNDING

Amtrak officials have requested \$2.17 billion in federal funding as part of the national intercity passenger railroad's fiscal-year 2013 grant and legislative request to support its operating and capital needs. The funding request consists of four major parts: \$450 million for operations to support the national network of corridor, state-supported and long-distance trains; \$1.43 billion for capital and infrastructure projects nationally; \$212 million for debt service; and \$60 million for Northeast Corridor development projects, the Gateway Program to add track, station and tunnel capacity into the heart of Manhattan, and the 220 mph next-generation high-speed rail system from Washington to Boston. The \$450 million in requested federal operating support is less than the \$466 million appropriated by Congress in FY2012.

"Amtrak's request for less federal operating support is a strong statement on just how much this railroad has improved its management and financial health," Amtrak President and Chief Executive Officer Joe Boardman. "The fact is, Amtrak now covers 85 percent of its operating costs with non-federal dollars and we will further improve on that number without cutting service." The railroad is investing in projects critical for enhancing the passenger experience, and essential for supporting its national network and future.

NCRM 2012 SCHEDULE

- 15 March - NCRM Board Meeting
- 19 April - NCRM Board Meeting
- 22 April - NC Science Day Trains
- 6 May - NHVRy Operating Day
- 18 May - NHVRy Group Day
- 17 May - NCRM Board Meeting
- 3 June - NHVRy Operating Day
- 15 June - NHVRy Group Day
- 21 June - NCRM Board Meeting
- 1 July - NHVRy Operating Day
- 20 July - NHVRy Group Day
- 19 July - NCRM Board Meeting
- 5 August - NHVRy Operating Day
- 16 August - NCRM Board Meeting
- 17 August - NHVRy Group Day
- 2 September - NHVRy Operating Day
- 20 September - NCRM Board Meeting
- 21 September - NHVRy Group Day
- 7 October - NHVRy Operating Day
- 18 October - NCRM Board Meeting
- 19 October - NHVRy Group Day
- 20 October - NHVRy Halloween Trains
- 27 October - NHVRy Halloween Trains
- 15 November - NCRM Board Meeting
- 16 November - NHVRy Group Day
- 1 December - NHVRy Santa Trains
- 2 December - NHVRy Santa Trains
- 8 December - NHVRy Santa Trains
- 9 December - NHVRy Santa Trains
- 20 December - NCRM Board Meeting

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