

NHV

New Hope Valley Railway

Tarheel Telegrapher

Published by the North Carolina Railway Museum, Inc.
operating the historic *New Hope Valley Railway*.

Post Office Box 40, New Hill, NC 27562

Phone: 1-919-362-5416

Email: NHVRY@MINDSPRING.COM

Web: WWW.NHVRY.ORG

Published twelve times per year. Subscription is included with membership.

Copyright © 2012 - North Carolina Railway Museum, Inc.

The opinions expressed herein are not necessarily those of the North Carolina Railway Museum, Inc. Submissions are always welcomed, along with accompanying photographs. Articles appearing in the *Tarheel Telegrapher* may be reprinted in whole or in part under fair use with proper credit given to the source.

The East Carolina Chapter, NRHS, a division of the North Carolina Railway Museum, Inc., is a separate and distinct entity from the National Railway Historical Society, Inc., a Maryland not-for-profit corporation.

OFFICERS:

President: Michael S. MacLean
Vice President: William L. Brooks
Treasurer: John F. Morck
Secretary: John Horn

BOARD OF DIRECTORS:

Chris Boli
William L. Brooks
R.T.Crowley
Roger Koss
Michael S. MacLean
Robert Middour
John F. Morck
Will Sadler
Scott Smith

ECC-NRHS NATIONAL DIRECTOR:

Open

MARKETING:

Steve DeGaetano

MEMBERSHIP:

Robert Middour
Luke Sullivan

SUPERINTENDENT, G SCALE:

Chris Siegl

NRHS CHAPTER HISTORIAN:

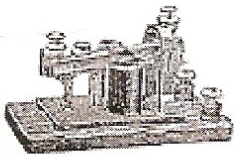
Mary J. Barham

ARTIST EMERITUS:

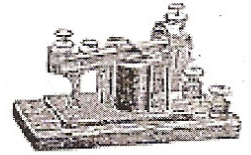
Deborah Senchak

ARTIST IN-RESIDENCE:

Brenda Priest



Tarheel Telegrapher



Volume 50 — Issue 6

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

1 June 2012

CHARLOTTE TRANSIT SIGNS BLUE LINE EXTENSION AGREEMENTS

Progressive Railroading

The North Carolina Railroad (NCRR), Charlotte Area Transit System (CATS), and NS have announced the signing of lease, construction, and operating agreements for a LYNX Blue Line extension. The 9.4-mile light-rail extension will operate along a 2.7-mile segment of NCRR's corridor. Scheduled to open in 2017, the line will operate between Center City and the University of North Carolina-Charlotte. The 50-year lease agreement can be renewed for an additional 50 years. It outlines the operating and construction parameters along the 2.7-mile NCRR segment, such as fair rental value of the property, construction plan review, lease negotiation and other expenses, and an adjustment for anticipated future appreciation of the leased property. As part of the agreement, CATS will build a bridge over the railroad tracks at 36th Street to accommodate vehicle and pedestrian traffic. CATS and NCRR trains will not share tracks, but will share the corridor. The operational and construction agreements with NS enable CATS to build, operate and maintain the Blue Line extension through North Charlotte. The contract also includes an option for CATS to acquire an intermodal yard north of Uptown Charlotte when NS moves its intermodal operations to a new facility.

NS CREATES *PROTECT THE LINE* SECURITY PROGRAM

Railway Age - By Luther S. Miller, Senior Consulting Editor

Norfolk Southern is inviting "everyone with a stake in rail operations (communities, businesses, and informed observers such as railfans)" to join its new online security program, Protect the Line. "By becoming a Protect the Line member at the new WWW.PROTECTTHELINE.COM website, observers can report immediately to NS Police any suspicious activity relating to equipment maintenance, track obstructions, trespassing, vandalism, suspicious items and vehicles, and terrorism," said Norfolk Southern in an announcement late Friday 11 May. NS called its program "a significant expansion" of the community-based rail security initiative started by BNSF Railway, in which around 10,000 people participate. Interested people can access the Protect the Line website a number of different ways: directly at WWW.PROTECTTHELINE.COM, through the Norfolk Southern website at WWW.NSCORP.COM, and through BNSF's *Citizens for Rail Security* website at WWW.CITIZENSFORRAILSECURITY.COM," according to David Julian, NS vice president safety and environmental.

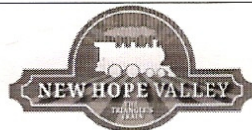
OPERATION LIFESAVER WARNS PHOTOGRAPHERS ON SAFETY

Railway Age - By Douglas John Bowen

Operation Lifesaver has cautioned professional photographers to be aware of the risks of taking photos of high school seniors and wedding parties on train tracks or trestles. OLI President Helen M. Sramek participated in a webinar with Professional Photographers of America to educate photographers and others about the importance of safety around tracks and trains. Sramek said there were six "must-know" tips for photographers operating near railroad right-of-way. The six items identified were: (1) Trains cannot stop quickly to avoid people or vehicles on the tracks; (2) an optical illusion makes it hard to determine a train's distance from a person and its speed; (3) the average train overhangs the track by at least three feet; (4) railroad tracks, trestles, yards and rights-of-way are private property; (5) no tracks should be assumed to be abandoned or inactive; and (6) people in a given community mimic the behavior of others, including photographers.

"We understand the passion that photographers have for their work; however, they may not realize that using train tracks as a backdrop for portraits of high school seniors, wedding parties, and families is not only dangerous, it is illegal trespassing," said Sramek. "As part of Operation Lifesaver's mission to reduce deaths and injuries around trains, we urge professional and amateur photographers alike to set the right example for others."

PPA Director of Member Value & Experience Kristen Hartman said, "PPA is pleased to work with Operation Lifesaver to educate our members about these important safety issues."



NHVRV LOCOMOTIVE #17 IN ROANOKE

Our steam locomotive #17 has been off on another trip, this time for a visit to the Virginia Museum of Transportation in Roanoke for a special celebration. Below we can see some of our regular steam crew handling what appears to be some switching duties in the yard. (Photo by Robert W. Lyndall)



NARP GOLDEN SPIKE AWARD

Progressive Railroading

The National Association of Railroad Passengers (NARP) honored US Senator Daniel Inouye (D-HI) with its Golden Spike Award for his "unflagging support for passenger trains." Inouye has been a staunch supporter of Amtrak, even though the national intercity passenger railroad does not operate in his home state, NARP officials noted while presenting the award. NARP PNARP presents its Golden Spike Awards to honor individuals for supporting a fully developed train network.

PAINTING A CABOOSE

Still another of our now five cabooses has its turn for a new coat of paint. The ex-N&W hack shown below has become the next project for our painters. This all-steel unit has so many layers of paint, including a lot of graffiti, on it, it was almost in danger of exceeding width restrictions. That means we have to strip things down to as close to bare metal as possible before we restore it to its former glory. The artistry of our Bob Hartig is hard at work on this project with a good bit of the stripping already done. Care to come down to give him a hand?



AAR ENDS HARRIMAN AWARDS

Progressive Railroading

The AAR plans to retire the E.H. Harriman Awards after this year's presentation and create a new program designed to encourage the sharing of best rail-safety practices across the industry. Founded in 1913 by the late Mary W. Harriman in memory of her husband, railroad pioneer Edward H. Harriman, the awards recognize railroads achieving the lowest casualty rates per 200,000 working-hours. The awards are administered by the E.H. Harriman Memorial Awards Institute with support from the Mary W. Harriman Foundation. All data for the awards is documented by the Federal Railroad Administration.

LIRR PROHIBITS ALCOHOL ON WEEKENDS

Progressive Railroading

The Long Island Rail Road (LIRR) has banned alcoholic beverages on overnight weekend trains and station platforms. The new rule states the beverages, including those open or in closed containers, are not allowed on all trains and stations between midnight and 5:00am on Fridays and Saturdays as part of an effort to maintain "orderly travel" on the railroad. Metropolitan Transportation Authority police will have an increased presence at Penn Station.

RESEARCH TRIANGLE PLANNERS EYE LRT

Railway Age - By Douglas John Bowen

Light rail transit's success in Charlotte is being eyed as a model for LRT in the Tar Heel State's Research Triangle, encompassing Wake, Durham, and Orange counties. Planners are advancing a 30-mile LRT system, beginning with a line linking UNC Hospitals in Chapel Hill, and running to North Carolina Central University in Durham, spanning Orange and Durham counties. The Durham-Chapel Hill-Carboro metropolitan planning organization selected a locally preferred alternative, the Durham-Orange Light Rail Transit Project, on February 8.

Additions including Wake County would be made later. "Wake is moving right along. They've got more options to consider, so they're still weighing options," said Damien Graham, a spokesman for the Triangle Regional Transit Program.

Durham already has passed a half-cent sales tax increase to pay for its portion of the project, estimated to cost \$1.4 billion. Orange and Wake counties have yet to hold their referendum to pay for the local portion. Construction could begin as early as 2020, with revenue service envisioned by 2025.

MAIL CRANE INSTALLED AT BONSAI

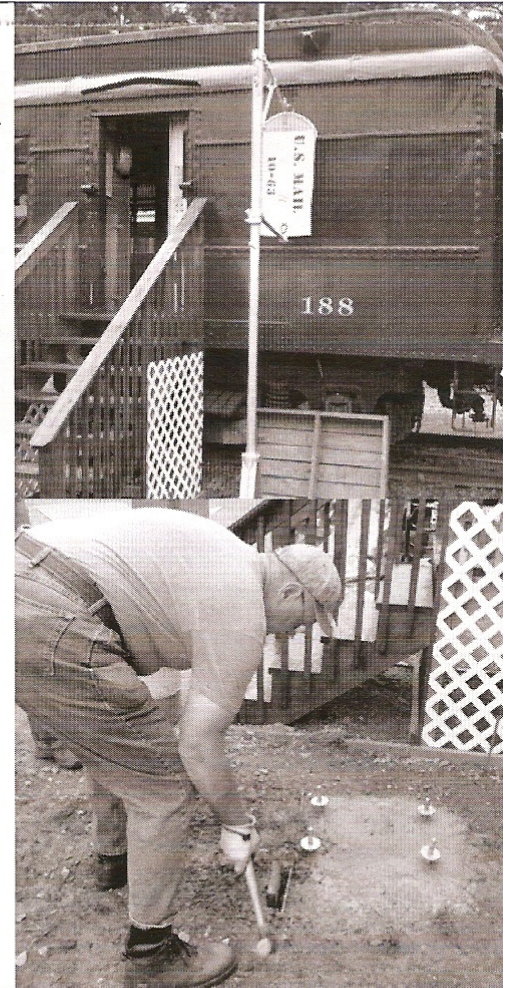
With our vintage Baggage-RPO car (ex-Southern Rwy. #188) now fully restored, the time came to complete the display by adding the mail crane we have had in storage awaiting this day.

As shown at the bottom right, a solid base for the structure was installed to allow for use should the NHVRy ever obtain a mail contract, or at least to be authentic when we show it off to visitors.

Mail cranes were an integral part of RPO operations by the Railway Mail Service. Stations along the line would collect outgoing mail from the town they served

into a mail sack, and hang the sack from the mail crane as shown in the display. A hook would be swung out from the side of the RPO to grab the sack as the train roared by, distaining to slacken its speed for the sleepy little town.

This is just one of the many new exhibits now installed and planned for Bonsai as we continue to develop the museum. These educational opportunities make us more than just a train ride to amuse the children on a summer or fall weekend. Come out to see what we are doing and join in to help as a working 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.

USDOT REVISES PTC REGULATIONS

Progressive Railroading

The USDOT has announced changes to regulations governing Positive Train Control (PTC) installation aimed at providing railroads additional flexibility and reducing their implementation costs. The revisions stipulate railroads no longer will be required to conduct risk analyses to obtain FRA approval to not install PTC on certain lines. In addition, railroads will not need to complete other costly risk mitigation measures on an estimated 10,000 miles of track not used to transport passengers or poison inhalation hazard (PIH) commodities after December 2015. Railroads impacted by the federal mandate are expected to save about \$335 million over the first five years and up to \$775 million over the next 20 years by implementing safety measures other than PTC, where appropriate.

"These changes will provide significant regulatory relief, while ensuring that safety remains our highest priority," said US Transportation Secretary Ray LaHood. Earlier this year, President Obama called for a government review of regulations to identify those needing to be changed or removed because they were deemed unnecessary, out of date, excessively burdensome or overly costly.

"As a result of this review, the revised regulations will provide greater flexibility to railroads and save hundreds of millions of dollars even as they improve rail safety," said FRA Administrator Joseph Szabo. The Rail Safety Improvement Act of 2008 mandates that dozens of US freight and intercity or commuter railroads install PTC systems by 2015's end on lines used to transport PIH materials and passengers. A few federal surface transportation bills proposed earlier this year included provisions to extend the PTC deadline by two or five years.

VOLATILE GAS PRICES DRIVE AMERICANS TO TRAINS

Progressive Railroading

Record numbers of Americans will use public transportation to save money in response to volatile gas prices, according to a new study by the American Public Transportation Association (APTA) and Building America's Future (BAF). During a news media conference call, APTA officials and BAF Co-Chairman and former Pennsylvania Governor Ed Rendell cited the study while calling on Congress to pass a long-term surface transportation reauthorization bill to ensure public transit systems will have the necessary resources to meet the demand for services. The study analyzed historical trends and independent research to predict the impact gas prices would continue having on transit ridership nationwide. The analysis showed that, on average, public transportation systems will collectively add about 200 million new trips this year, even as gas prices fluctuate by as much as 50 cents per gallon. APTA and BAF officials also noted commuters initially are drawn to transit when gas prices spike, but continue to ride transit even after gas prices drop.

"Whether it is by bus or train, millions of Americans rely on public transportation every day and mobility in our nation's most populated areas depend on effective transportation options," said Rendell. Therefore, it's crucial for Congress to provide adequate funding to transit systems so that they can serve an increasing ridership.

Many transit agencies have reported record ridership in recent months and their systems are reaching capacity as a result, said Michael Melaniphy, APTA president and chief executive officer. "Americans are looking for alternatives to driving," Melaniphy said.

In response to a reporter's question, Rendell said he does not believe Congress will pass a five- or six-year surface transportation reauthorization bill this year. "The best we can hope for" is Congress will pass legislation to fund transportation programs into 2013 and the bill will "do no harm" to public transit agencies' funding. Then, in 2013, Congress and the president should come to grips with the problems facing the country's entire infrastructure: transportation, waterways, dams and electrical grid systems, Rendell said. "We need a 10-year, long-term infrastructure revitalization program," he said. "It's not a question of whether we can afford it. We've got to do it and bite the bullet."

AMTRAK PLANS FOR FLEET REPLACEMENT

Progressive Railroading

Amtrak has released an updated version of its fleet plan, outlining the railroad's approach to replace aging locomotives and cars to meet future high-speed and intercity passenger-rail service needs. Developed to align with Amtrak's broader strategy, the plan calls for replacing and supplementing the fleet with tiered procurements through 2023. Amtrak officials created the strategy with a conservative view of growth and a vision of a significantly expanded US intercity passenger-rail network. Amtrak has awarded two major equipment contracts during the past two years. The railroad purchased 70 electric locomotives to replace the fleet currently operating on the Northeast and Keystone corridors. The \$466 million contract was awarded to Siemens, scheduled to begin delivering units in 2014. Amtrak also ordered 130 single-level long-distance diner, sleeper, baggage and dormitory cars under a \$298 million contract with CAF USA, scheduled to begin delivering units in fall 2013. The new equipment will improve reliability, enhance financial and on-time performance, and "foster a more positive and modern image of Amtrak," officials said.

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 2012 SCHEDULE

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.

