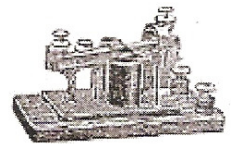


Tarheel Telegrapher



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QUEBEC DERAILMENT FALLOUT: EFFORTS TO IMPROVE RAIL SAFETY

Progressive Railroadng

Transport Canada has announced an emergency directive aimed at improving rail safety in the wake of the Montreal, Maine & Atlantic Railway derailment on 6 July in Lac-Mégantic, Quebec. Although the accident's cause remains unknown, Transport Canada is trying to build upon the safety advisories from the Transportation Safety Board of Canada (TSB) and further enhance existing rail safety and security measures.

Effective immediately, all Canadian railroads are required to ensure:

- No locomotive attached to one or more loaded tank cars transporting hazardous materials is operated with fewer than two qualified persons on a main track or siding,
- No locomotive attached to one or more loaded haz-mat tank cars is left unattended on a main track,
- All unattended controlling locomotives on a main track and sidings are protected from unauthorized entry into the cab,
- Directional controls are removed from any unattended locomotives, preventing them from moving forward or backward, on a main track or siding,
- Individual special instructions on hand brakes are applied to any locomotive attached to one or more cars that are left unattended for more than one hour on a main track or sidings, and
- The automatic brake is set in full-service position and the independent brake is fully applied for any locomotive attached to one or more cars left unattended for one hour or less on a main track or sidings.

Transport Canada officials have been in contact with rail industry stakeholders (particularly with CN, CP, and Railway Association of Canada executives) to promote the continued safety of Canada's rail system.

CN plans to adjust its safety practices, including train securing policies for unattended trains anchored on multiple safety defenses, to comply with the directive, said President and Chief Executive Officer Claude Mongeau. "The government's new safety rules will help to reduce the risk of unintended train movements that can lead to catastrophic accidents such as the one in Lac-Mégantic," he said.

Although CN was not involved in the movement of the train involved, company officials also are trying to learn about the accident firsthand and determine the safety implications for CN, Mongeau said. CN officials are reenacting "every aspect of what could have gone wrong in this highly unusual accident" and are reviewing the Class 1's policies accordingly, he said. "I think it's fair to assume that it will take a few months for the TSB to complete its investigation, but we are not waiting and have initiated a fact-based and rigorous risk assessment, with a view to further improve our solid safety record," said Mongeau.

The accident has prompted a call for improved rail safety in the United States, too. Sen. Charles Schumer (D-NY) announced he sent a letter to the US Department of Transportation urging the agency to require freight railroads to draft a plan to retrofit or phase-out "DOT-111" tank cars, the type involved in the Quebec derailment. The tank cars "have proven to be flawed, out of date and a factor in hazardous material spills during derailments," said Schumer. The Quebec derailment in combination with increased crude-oil shipments along New York railways to the Port of Albany creates an urgency for a corresponding increase in freight-rail safety measures in the state, to be implemented through the Federal Railroad Administration and Pipeline and Hazardous Materials Safety Administration regulatory processes later this year.

DOT-111 tank cars are not pressurized like DOT-105 or DOT-112 cars also having thicker shells and heads, and less prone to breaching during a derailment. "The DOT-111 tank car has proven particularly prone to spills, tears and fires in the event of a derailment, and it's simply unacceptable for New York's communities to face that risk when we know thicker, tougher cars could keep us safer," said Schumer. "This is not to demonize freight rail or the significant economic activity the increased shipments mean for the Port of Albany and New York rail, but we have to protect that investment by limiting the risk for major damage in the event of a derailment."

FOXX SWORN IN AS US TRANSPORTATION SECRETARY

Progressive Railroadng

Anthony Foxx has been sworn in as the nation's 17th Secretary of Transportation by Judge Nathaniel Jones in a private ceremony at USDOT Headquarters in Washington, DC. Foxx spent his first full day meeting department employees and holding meetings on issues facing the department, including transportation safety and hurricane and severe weather preparedness.

In his first post on the USDOT's "Fast Lane" blog, Foxx outlined his goals, saying, "I plan to focus on three key areas, the first of which should come as no surprise to anyone who knows this department: safety. As it has been for Secretary LaHood, the dedicated DOT workforce and DOT's many partners and stakeholders, ensuring that America's transportation system is the safest in the world will be my top priority." He also plans to focus on improving the efficiency and performance of the nation's existing transportation system, as well as developing innovative solutions for the future transportation system. As transportation secretary, Foxx will lead an agency with more than 55,000 employees and a \$70 billion budget. Prior to his confirmation, Foxx served as mayor of Charlotte, NC, from 2009 to 2013. During that time, he made transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. The investments included extending the city's LYNX light-rail system and starting the Charlotte Streetcar project.

Meanwhile, in one of his final acts as secretary, LaHood addressed participants of the WTS International's Transportation YOU program for girls thirteen to eighteen years old interested in future careers in transportation. LaHood helped establish the program during his tenure. He spoke to a group of fifteen young women visiting USDOT administrators to learn more about the transportation industry. "While [LaHood] has been leading the charge to keep America's transportation structure operating, he's also been working and partnering with organizations like WTS with an eye on the future," said WTS President and Chief Executive Officer Marcia Ferranto.

RAIL SAFETY GRANTS

Operation Lifesaver (OLI) has awarded \$200,000 in grants to twelve Operation Lifesaver state programs



OUR NEWEST ENGINEER

If you are up to it and able to pass the rigorous qualifications mandated by federal law and NHVRy rules, you too could become an engineer. Getting to this lofty position is not easy, but it is possible with some dedication and training on your part.



Just ask Joe Mills. That is him smiling down at us from behind the beard in the cab of one of our locomotives. He took the time and made the effort of going through the proper procedures, and now reaps his reward.

OTHER JOBS ON OPERATING DAYS

While you are working your way towards an engineer license, you get the fun of helping to run the NHVRy trains, first as a brakeman and later as a conductor.



Here we see two members of the regular train crew taking a break between runs on an operating day. Running a railroad is a lot of hard work, but when it is YOUR railroad, the satisfaction of a job well done makes the work is just a bit easier and a lot more fun!

NOT ALL JOBS ARE ABOARD

If you are not particularly interested in working aboard the trains, or have a condition preventing you from doing so, we still have lots of other jobs needing to be done at Bonsal and all help is warmly welcomed by the regular crews.



Not all of that work is quite as strenuous as the preparations for an operating day shown in the picture above, so do not let that deter you. We have lots of work for anyone interested so come out and help run YOUR railroad!

NS AND BASF EMERGENCY PREPAREDNESS TRAINING

Progressive Railroading

Almost 150 emergency responders received hands-on training in Greensboro as part of an emergency preparedness course sponsored by NS and BASF. Conducted at the NS Pomona Yard, the course was attended by responders from various rural fire departments and emergency services organizations. Training was provided

through the TRANSCAER (Transportation Community Awareness and Emergency Response) program, involving a consortium of companies from the rail and chemical industries voluntarily helping communities prepare for and respond to potential hazardous material transportation incidents. BASF provided instructors and a training

NCDOT IMPROVEMENT PROJECTS

Progressive Railroading

The NCDOT has begun construction on rail improvement projects along the North Carolina Railroad (NCRR) Piedmont Corridor between Raleigh and Charlotte. NCDOT recently broke ground at Klumac Road near Salisbury for a double-track railroad bridge to eliminate an existing grade crossing. Later this month, the department also will begin construction on a new roadway bridge to eliminate four crossings south of Salisbury at Peeler Road. The projects are part of the Piedmont Improvement Program (PIP), supported by a \$520 million American Recovery and Reinvestment Act grant. Program partners include CSX Transportation, Norfolk Southern Railway, NCRR, NCDOT, and the FRA.

PIP includes twelve projects aimed at separating freight-rail, passenger-rail and highway traffic, and builds on NCDOT's sealed corridor program launched in 1992 to improve or consolidate crossings along the Southeast high-speed rail corridor. The Piedmont Corridor is part of the Southeast HSR corridor running from Washington, DC to Charlotte, and will include a proposed future extension to Atlanta. PIP projects, including grade separations and crossing closures and enhancements, will enhance safety for travelers, motorists, and pedestrians, reduce congestion, and build a higher-performing rail network.

BONSAL GETS MANY TYPES OF VISITORS

Not all visitors to the *North Carolina Railway Museum* at Bonsal are there to ride our trains. Our close proximity to the CSX mainline attracts other types as well. Here we see UP #1966 drifting by the parking lot a few weeks ago.



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 Bonsel. All crew members are required to be aware of bulletins posted in the Book.

RESEARCH REPORT LINKS TRANSIT TO IMPROVED PUBLIC HEALTH

Progressive Railroading

Research by the University of British Columbia's Health and Community Design Lab recently found investments in transit systems and other transportation modes can help improve public health. As a result, such outcomes should be taken into consideration when communities make transportation planning decisions, according to the research report, funded by TransLink and Vancouver Coastal Health (VCH). Titled, "Integrating Health into Transportation Planning in the Metro Vancouver Region," the report was prepared to update Transport 2040, the current regional transportation strategy. "Taking transit encourages commuters to walk or cycle to a station or a stop, helping them fulfill more than 25% of their daily required physical requirements," said TransLink Executive Vice President Robert Paddon.

Research shows a sedentary lifestyle is a major factor in many chronic diseases and conditions, such as obesity and heart disease. Active transportation choices and treatment through increased physical activity can help prevent certain chronic conditions, VCH officials said. "This study documents how transit, bike and pedestrian infrastructure will positively impact health, looking at both encouraging active transportation, such as walking, cycling and transit, and reducing air pollution and traffic collision risk," said Dr. Lawrence Frank, professor and director of the Health and Community Design lab at UBC, leader of the research team and author of the report. "TransLink's consideration of the health impact of transportation systems could help offset the rising costs of health care in the Vancouver area and promote an active lifestyle that will benefit all Canadians," Frank said.

CHARLOTTE TRANSIT BREAKS GROUND ON BLUE LINE EXTENSION

Progressive Railroading

The Charlotte Area Transit System (CATS) kicked off construction of the LYNX Blue Line extension on 18 July, adding light rail service from downtown Charlotte to the city's University of North Carolina campus. Federal Transit Administrator Peter Rogoff joined North Carolina Governor Patrick McCrory, Charlotte Mayor Patsy Kinsey, and other local officials to celebrate the start of the new project, doubling the length of the existing light-rail system, creating new development opportunities, and expanding transit options. The FTA is providing CATS with a \$580 million Full Funding Grant Agreement through the New Starts program for the \$1.16 billion project. The remaining cost will be covered by state and local dollars.

"This project will create thousands of jobs during construction, create economic opportunity by connecting the city's financial, high-tech and cultural centers with the thriving UNC-Charlotte campus, and give commuters an alternative to sitting in traffic

on Interstate 85 and U.S. 29," said Rogoff. Since the initial light-rail line opened in 2007, more than twenty-four million riders have used the service. The line averages sixteen-thousand riders on week days. When the 9.3 mile LYNX Blue Line extension opens in 2017, CATS officials estimate it will more than double the system's total light-rail ridership.

The LYNX Blue Line extension is the latest USDOT investment in Charlotte. In addition to the Blue Line extension funding, the department will provide \$18 million under the Transportation Investment Generating Economic Recovery grant program to expand capacity on the existing Blue Line by building additional power substations and extending platforms at three stations. USDOT also is providing \$25 million to help the city build an initial 1.5 mile section of the Charlotte Streetcar line to connect riders to local bus and light-rail service. Construction on that line is under way and scheduled for completion in March 2015.

AMTRAK GAINS DISABLED RIDERS

Progressive Railroading

Amtrak's ridership among passengers with disabilities increased 20% in the fiscal year through June compared with the same FY2012 period. Since the Americans with Disabilities Act (ADA) became law in July 1990, Amtrak has taken "significant steps" to improve the travel experience for riders with disabilities, from trip planning to purchasing tickets to stations to equipment and onboard services. In addition, over the past four years, Amtrak has improved accessibility at more than two-hundred stations, including repairs and upgrades to platforms, ramps and sidewalks, and renovated entrance ways and restrooms. Other Amtrak accommodations for passengers with disabilities include accessible seating and restrooms, and bedrooms in all long-distance trains. Also, Amtrak is the only mode of intercity transportation providing a discount to passengers with disabilities and their companions.

While recognizing those efforts, Amtrak officials acknowledge the railroad still has a ways to go before it is fully ADA compliant. "Passengers with disabilities represent a large and growing share of Amtrak ridership and we are proud of our role as an important means of transportation providing for independent and dignified travel," said President and Chief Executive Officer Joseph Boardman. Amtrak is taking action to advance a station accessibility improvement program, such as conducting surveys and compliance assessments, and negotiating agreements with station owners.

CUTE?

Well, how would you describe the new umbrella added to the loading ramp to keep visitors cool?



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

- 4 August - NHVRy Operating Day
- 15 August - NCRM Board Meeting
- 16 August - NHVRy Group Day
- 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 Bonsel, NC unless otherwise noted.



NORTH CAROLINA RAILWAY MUSEUM, INC.

NHV

New Hope Valley Railway

Tarheel Telegrapher

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