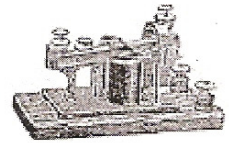
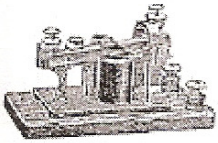


# Tarheel Telegrapher



Volume 50 — Issue 9

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

1 September 2012

## NCDOT ON PROPOSED RALEIGH STATION

*Progressive Railroading*

On 6 August 2012, NCDOT hosted an informational public meeting regarding a proposed train station in Raleigh. The proposed station, to be located at 510 West Martin Street, would replace the existing downtown station, which is not large enough to accommodate riders. Also, track will be upgraded in the area to improve freight- and passenger-rail operations. The city of Raleigh recently received a grant to begin designing and constructing the station. NCDOT, city and Triangle Transit Authority officials have worked together on the proposed station to accommodate intercity passenger-rail service in the near term and commuter-rail, bus, taxis, bicycles, and other transportation modes in the near future.

## NCRr INFRASTRUCTURE IMPROVEMENTS

*Progressive Railroading*

By year's end, the NCRr plans to begin a series of capital improvements on its corridor between Durham and Morehead City to enhance safety and speed, and create additional capacity. NCRr and NS will share the \$4.6 million cost to upgrade two bridges and three culverts. The projects include improvements to a bridge over the Little River in Goldsboro, a new bridge over the Newport River in Newport, and upgrades to culverts in Durham, Kinston, and Cove City. The Goldsboro bridge project involves replacing the approach to the span and the Newport bridge project calls for replacing the entire 200 foot structure, built in 1905.

NCRr also plans to add a two mile long passing siding near the Lenoir-Wayne County line. Currently, no long passing sidings exist along the 114 mile stretch between Selma and Morehead City. NCRr will cover the \$4 million cost and NS will maintain the track. The bridge/culvert and siding projects are slated for completion in 2013.

NCRr has a preliminary engineering feasibility study on a potential second main track along its corridor between Cabarrus Street and the Tryon Road Extension in South Raleigh. The railroad wants to determine how existing bridges between downtown Raleigh and the I-440 Beltline can accommodate a second track. "The added capacity would help grow freight business and allow for the future possibility of adding commuter rail in the Triangle."

## SAFETY DATA REVEALS TROUBLING TREND

*Progressive Railroading*

Preliminary Federal Railroad Administration (FRA) safety statistics covering 2012's first four months show grade crossing collisions dropped 1.4% to 629, but fatalities and injuries from crossing and trespassing incidents rose on a year-over-year basis, according to Operation Lifesaver Inc. (OLI). Crossings injuries climbed 24.4% to 269, crossing fatalities increased 7.5% to 93, trespassing injuries jumped 40.4% to 139 and trespassing fatalities rose 12.6% to 134. "The increase in deaths and injuries from crossing collisions and pedestrian-train trespass incidents is a very troubling trend," said OLI President Helen Sramek. "Based on news accounts of incidents, texting, headphones and other distractions appear to be part of the problem." OLI aims to increase public awareness of the need for caution near tracks. For example, recent public service advertising campaigns caution pedestrians to eliminate distractions around tracks, said Sramek. Since 1997, more people have been killed while trespassing on tracks than from vehicle-train collisions at crossings, according to FRA statistics.

## UP844 STEAMING THROUGH THE WEST

*Railway Age*

Union Pacific steam locomotive 844, in many ways the 150 year old railroad's flagship, is on the fifth leg of the UP 150 Express, a multi-segment tour celebrating the company's 150th anniversary, sharing UP's rich history with the communities it serves throughout the railroad's 32,000 mile, 23 state network. "Our 150th anniversary is a milestone that provides us with the opportunity to thank our communities for supporting Union Pacific," said Senior Vice President Corporate Relations Robert W. Turner. "We are happy to celebrate our past and look forward to continuing to meet America's freight transportation needs. The traveling exhibit takes visitors back in time using the latest interactive touch screen technology to illustrate how Union Pacific supported communities as they were established along the way as the transcontinental railroad was built. The interactive experience culminates with the modern Union Pacific Railroad"



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## SEEK DEVELOPER FOR GATEWAY STATION AREA

*Progressive Railroading*

NCDOT and City of Charlotte have issued a request for qualifications (RFQ) from developers with experience in urban mixed-use projects to partner on the Gateway Station district development. This is the next step in choosing a master developer for the project. The station will be a central hub for Amtrak, Greyhound Bus service, the Charlotte Area Transit System's streetcar and bus services, North Corridor commuter-rail service, and Mecklenburg County's greenway system. The facility also will aid in the surrounding area's redevelopment. Developers are being asked to submit responses to the RFQ no later than 21 September.

## AMTRAK ADDS MOTOR COACH CONNECTIONS

*Progressive Railroading*

Amtrak will expand its Thruway Motor Coach service to eastern North Carolina to provide more access and destination options to riders. The new service will establish two eastern North Carolina routes; one to serve the communities of Greenville, New Bern, Havelock, and Morehead; the second to serve Goldsboro, Kinston, Jacksonville and Wilmington. Both routes will connect with the Amtrak Palmetto service at a station in Wilson, NC.

## PRESTON JAMES WINSLOW

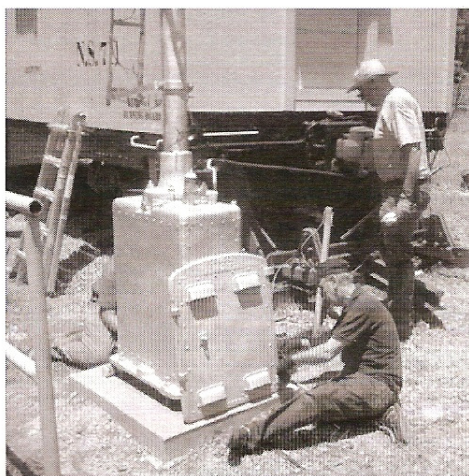
September 3, 2007 - May 19, 2012

Many of you remember the terminally ill young boy we hosted with a very special ride aboard the train at Bonsal a few months ago. Preston knew his time was short, although just how short only the deity would know. September 3, 2012 would have been his 5th birthday. We are deeply saddened by the death of Preston. He may not be here in body but, will remain in our hearts.

**THE WORK NEVER ENDS AT BONSAI**

We are fast approaching the busiest time of year at Bonsai, and frankly, we need your help.

If you are a regular at Bonsai on work crews each week, and even if you only show up on operating days, please make a personal commitment to continue that through the end of the year, and even "kick it up a notch," by the popular expression, to add a few more days with all of us to your busy schedule.



If you are not a regular, please consider becoming one. We always have something to do, regardless of your skills and/or talents.

The fact is we need you. Halloween and even Santa trains are not far in the future and every extra hand just makes those events better for all of us.

**NS TEARING DOWN FREIGHT DEPOT**

*The Salisbury Post*

NS began tearing down the old freight depot on North Lee Street on 29 August 2012. Brian Davis, executive director for Historic Salisbury Foundation, said despite his request, the railroad did not notify historic preservationists before demolition began so nothing was salvaged from the building. Davis estimated taking down the large depot, measuring 45x200 feet, will take about a week.

The railroad considered the depot a liability and could not allow it to remain in place, an official told the Salisbury Post in May. Vacant since 2007, the building was the site of increased amounts of trespassing and safety issues, said Matthew Jones, NS property manager for North Carolina. The depot stands alone in the "wye" formed by the tracks going north-south and west.

The foundation proposed a plan to take over ownership of the building and leave it where it is. The group would have installed a fence for security and used the facility as the new location for the Salisbury farmers market and an architectural salvage warehouse, he said. The railroad did not reply to the proposal.

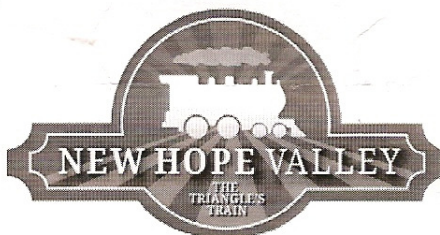
**NC PORTS PUMPED UP VOLUME**

*Progressive Railroading*

The North Carolina State Ports Authority recently announced its two ports posted cargo and revenue gains for fiscal-year 2012, ending June 30. Combined cargo volume at the ports of Wilmington and Morehead City jumped 37% and revenue climbed 7% compared with FY2011. "New business within our bulk division, our ability to diversify our cargo interests and our continued cost containment measures have placed North Carolina ports in our strongest financial position since 2008," said Jeff Strader, interim executive director of the North Carolina State Ports Authority. "We project this growth trend to continue into our next fiscal year."

New and expanding bulk commodities business at both ports, including exports of wood chips, largely contributed to the net gains. The Port of Morehead City exported more than 208,000 tons of chips and the Port of Wilmington, about 320,000 tons. Wilmington also experienced growth in imports of UAN, a liquid fertilizer solution, and grains used primarily as pork and poultry feed. The Morehead City port registered an increase in metal products, such as rail and scrap metal, and a steady volume of imported raw rubber for tire manufacturing. However, following two years of unprecedented growth, container volume declined about 5% compared with FY2011. In addition, breakbulk volume decreased 7%.

The Port of Wilmington is served by the Wilmington Terminal Railroad, which is managed by Genesee & Wyoming Inc. subsidiary Rail Link Inc. and interchanges with CSX Transportation. The Port of Morehead City is served by Carolina Coastal Railway.



**THE BIG BANG THEORY**

If any of you are regular viewers of a TV show called "The Big Bang Theory," you know one of the principle characters, Dr Sheldon Cooper, PhD., is a self-professed railfan. In one episode, he mentions his favorite restaurant is Carney's on Sunset Boulevard because it is made from an ex-

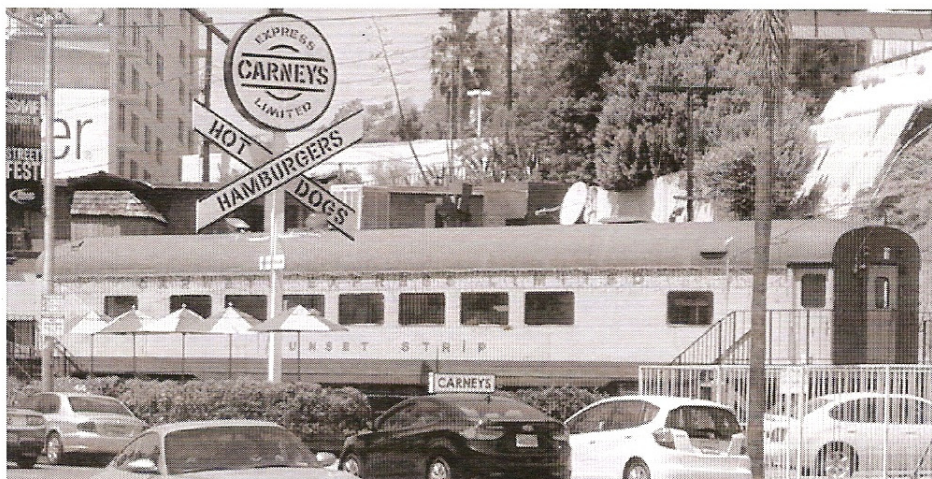
UP dining car. Your editor visited Los Angeles recently, and had lunch at the real Carney's Express Limited. The owner indicated the producers of the show came to the restaurant often and had asked for permission to mention it. Their publicity worked, and the hot dogs were good too!

**HALLOWEEN TRAINS ARE COMING!**

The first 2012 NHVRy Halloween Train is only about fifty (50) days from now and the planning is already underway. The rides this year will bring back old favorite scenes and add two new ones: a Haunted House and a Mummy March. Also, a bottomless mine shaft will be added to the area leading up to the rides.

We are always looking for people to assist with set up and tear down, plus assorted witches, grave robbers, vampires, monsters, etc. The goal, as always, is to give the public the best experience we can, keep them coming back for more, and bring new friends and neighbors with them. If you are willing to help in any manner, please contact:

**SHANNON CURTIN - CHIEF GHOUL**  
CELL - 919-671-1093  
EMAIL - MOUSEWARE7@AOL.COM



## 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.

## GOP CALLS FOR ENDING AMTRAK SUBSIDY AND HIGH-SPEED RAIL FUNDING

### Progressive Railroading

The Republican Party has approved a platform calling for ending federal funding for Amtrak and high-speed rail, and allocating more federal transportation dollars for highway projects instead of other transportation options, such as public transit, bicycling and pedestrian programs. The platform includes many measures Republicans on the House Transportation and Infrastructure Committee pushed for during negotiations on the new, two-year \$105 billion transportation bill enacted earlier this summer. In particular, the platform takes a tough stance on Amtrak, calling it an "extremely expensive railroad."

"It is long past time for the federal government to get out of the way and allow private ventures to provide passenger service to the Northeast Corridor," *The Hill* newspaper quoted from the platform. "The same holds true with regard to high-speed and intercity rail across the country."

Earlier this month, Mitt Romney, the Republican nominee for president, said in a *Fortune* magazine interview his deficit-cutting plans included eliminating Amtrak's federal subsidy.

### BLET Reaction:

"Adopting a policy that calls for the outright demise of Amtrak is an eye-opener for all railroad workers in the United States," BLET National President Dennis R. Pierce said. "The fate of our Railroad Retirement system is tied to steady employment levels in the railroad industry over a long period of time. The sudden elimination of 20,000 Amtrak jobs could likely sound the death knell for Railroad Retirement as we know it."



## NC TRANSPORTATION BOARD ADOPTS LONG-RANGE PLAN

### Progressive Railroading

The NC Board of Transportation has adopted a 30 year transportation blueprint for the state including implications for freight and passenger-rail service. While not project specific, the "2040 Plan" is designed to ensure safety, preserve existing transportation systems, focus on services and facilities with statewide significance, and invest in initiatives promoting economic opportunities and increased flexibility at the local level. The plan identifies initiatives leading to stronger links between land use and transportation, increase opportunities to connect all forms of transportation, use technology to become more efficient, and explore new or expanded funding sources, recognizing current funding sources will not provide enough revenue to fund transportation in the future.

In terms of passenger rail, the 2040 Plan notes 14 intercity passenger trains operated by Amtrak serve North Carolina communities. NCDOT operates and independently funds two passenger-rail routes; the Piedmont between Raleigh and Charlotte, and the Carolinian between New York City, Richmond, Raleigh, and Charlotte.

## GE LOCO PROTOTYPE

### Erie Times-News

GE Transportation has revealed its locomotive of the future, more fuel efficient and better for the environment. The prototype of the latest version of the Evolution Locomotive was shown at the Lawrence Park Township plant, just outside Erie. The locomotive meets tougher US EPA standards. The second of six locomotive test units is nearly complete. The 12-cylinder,



4,400-horsepower locomotive reduces pollution of particulate matter by 70% and production of nitrogen oxide by 76%. It also will save customers more than \$1.5 billion in infrastructure and operational costs.

NCDOT's Rail Division is upgrading the corridor between Raleigh and Charlotte to increase train speeds, reduce travel time, increase train frequency, and improve safety and reliability.

In 2012, intercity passenger-rail service was rated "LOS D," showing service frequency, communities receiving service and service-hour convenience are "significantly below expectations and below levels needed to capture the market demand for such service," the report states. The low level of service reflects the scarce service outside the Charlotte-to-Raleigh Piedmont Crescent, according to the report, estimating the cost of the passenger-rail sector's 30 year needs at \$2.7 billion. "Growth of ridership in that corridor as highway congestion grows and train frequency is improved suggests the presence of underserved (Raleigh-to-Washington, DC, Southeast High Speed Rail) and untapped western and southeastern part of the state markets," the report states. "The continued public investment in the state's intercity passenger-rail services, as well as long-term investment of high-speed rail, will improve mobility across the state."

With respect to freight rail, NCDOT has increased attention to corridors with shared freight and passenger-rail usage and statewide freight logistics, the report states. The cost of the freight-rail sector's 30 year needs are estimated at \$806 million, with the single-largest expenditure identified as improvements to short lines. NCDOT "envisions strategy investments in private Class I and short-line railroads to enhance publicly sponsored rail operations that address targeted safety priorities."

## 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

- 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.

NORTH CAROLINA RAILWAY MUSEUM, INC.

# NHV

## *New Hope Valley Railway*

### *Tarheel Telegrapher*

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