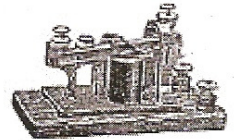


Tarheel Telegrapher



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WORK... WORK... WORK... IT'S ALWAYS SOMETHING.

We never seem to have a dull moment around Bonsal, and that goes for almost every day of the week. Most of us know we can find a work session there on any Saturday, Sunday, or Wednesday throughout the year, but stop by on almost any other day and you are likely to find some group hard

pretty examples. They are up to just shy of a century old in some cases, and some of the newest are still almost fifty or more years old. When something breaks, we cannot run down to the parts store for a new one like we could with an automobile. We either have to fix the broken part or fabricate a new part from scratch. The work is challenging, but our volunteers love it as shown by what they do.

Have a look at the photographs on this page and you will see what we mean. Some are putting up signs to direct our visitors and guests on operating days, some are painting to preserve what we have in good condition, some are working on equipment to

Think you could never be a part of all this? Think again! We have jobs for all regardless of what you think you can or cannot do. Besides, if you challenge yourself a bit, you might learn a new skill or find a new interest. You might surprise yourself.



NEW PARKING LOT SIGN

at work making something better or fixing things.

The buildings and equipment the *New Hope Valley Railway* and around



PAINTING BUILDINGS

the museum are not new clean and



WORKING ON THE #110

maintain it in good order, and others are out along the right-of-way to ensure our tracks are always as safe as possible.

Take a close look at some of the faces you may see in these and other photos in this issue and others. Notice you will see the same faces doing different jobs from photo to photo. Everyone gets to take a turn at the tasks they find most interesting or are best suited to their talents. Some specialize but all help in some way.



FIXING A CUT LEVER ON #17

The point here is look at what we are doing now, and read yourself into it. We are a friendly bunch, so you will find a good welcome when you arrive. Come out and join us at Bonsal. We



INSPECTING THE OLD LINE

are sure you will be glad you did.

NS DISPUTES OSHA RULING*Progressive Railroad*

The Occupational Safety and Health Administration (OSHA) has ordered Norfolk Southern Railway (NS) to pay three former workers \$1.12 million for violating whistleblower provisions of the federal Railroad Safety Act. Two OSHA investigations found a crane operator, thermite welder, and welder's helper were wrongfully fired for reporting workplace injuries. In addition to providing the monetary remedies, NS must expunge the workers' disciplinary records, post a notice regarding employees' whistleblower protection rights under the safety act, and train workers on the rights. "The Labor Department continues to find serious whistleblower violations at Norfolk Southern, and we will be steadfast in our defense of a worker's right to a safe job, including his or her right to report injuries," said acting Secretary of Labor Seth Harris.

However, NS officials disagree with OSHA's ruling and plan to appeal the decision to an administrative law judge. The decision is "the result of a flawed, one-sided procedure in which the railroad was not permitted to question the employees under oath or cross examine witnesses," NS officials said. NS officials also were "disappointed and surprised" by OSHA's findings since the agency had earlier encouraged the parties to reach voluntary resolutions. "OSHA was aware that the parties had exchanged settlement offers and demands, and were in the midst of discussing mediation," NS officials said.

**NCDOT HOLDS MEETINGS ON PROPOSED CROSSING PROJECTS***Progressive Railroad*

The NCDOT held a second round of public meetings concerning potential improvements to 18 grade crossings in Durham. The informal, open-house-style meetings were held on March 18, 19 and 21. A first series of meetings helped NCDOT officials develop preliminary alternatives for the crossings, such as new signs or signal equipment, grade separations, consolidations or closures. "The goal ... is to ensure the safety of passengers and train crews, motorists, bicyclists, pedestrians and the surrounding communities," NCDOT officials said.

UNION PACIFIC EARNS ACCOLADE*Progressive Railroad*

Fortune magazine named Union Pacific Railroad the "most admired" firm among trucking, transportation and logistics companies for the third consecutive year. In the magazine's annual "World's Most Admired" list, UP ranked Number 1 in seven of nine reputation attributes: people management; use of corporate assets; social responsibility; management quality; financial soundness; long-term investment; and quality of products/services. The Class 1 ranked fourth in innovation and global competitiveness. "We are absolutely focused on creating value for our customers," said UP President and CEO Jack Koraleski. "After 150 years in business, 2012 was a record financial year, employee safety performance was the best ever and our customer satisfaction score reached an all-time high."

RAIL TRESPASS INJURIES ON THE RISE*Progressive Railroad*

While the number of vehicle-train collisions and injuries at highway-rail grade crossings decreased in the United States last year, the number of crossing-related fatalities remained flat and rail trespass deaths and injuries increased, according to Operation Lifesaver Inc. (OLI). Citing the Federal Railroad Administration's preliminary 2012 statistics, OLI officials noted the rail trespass deaths and injuries were at the highest levels since 2008. Fatalities to people trespassing on railroad tracks and property rose 7.5% year over year to 442, while trespass injuries climbed 10.4% to 405 in 2012 compared with the previous year. However, US crossing collisions were down 5.1% to 1,953 in 2012 compared with 2011; crossing fatalities remain essentially unchanged at 270; and crossing injuries fell 11.4% to 917. "We are gratified with the continued improvement in highway-rail grade crossing collisions, but educating a distracted public in order to reduce trespassing injuries and fatalities continues to be a challenge," said OLI President and Chief Executive Officer Joyce Rose.

States with the most crossing collisions last year were Texas, California, Illinois, Indiana and Georgia. States with the most pedestrian-train casualties (deaths and injuries combined) were California, Texas, Pennsylvania, New York and Florida. "It's a sobering fact that the number of Americans killed while trespassing on train tracks continues to outpace fatalities from vehicle-train collisions," said Rose. In partnership with railroad systems and law enforcement agencies, OLI is expanding its efforts to encourage people to "make safe decisions around tracks and trains," she added.

GRAND CENTRAL TERMINAL AND TOKYO STATION SISTER STATIONS*Progressive Railroad*

Representatives of MTA Metro-North Railroad and East Japan Railway Company in Tokyo signed a commemorative agreement that recognizes Grand Central Terminal in New York City and Tokyo Station as sister stations, Metro-North President Howard Permut announced. The agreement also honors Grand Central's centennial year in 2013 and Tokyo Station's upcoming centennial in 2014. "Both Grand Central Terminal and Tokyo Station are important icons in worldwide transportation," Permut said. "I believe our honorary collaboration today will bring significant awareness to the vibrant contributions we both bring to our local communities and to the international history that we all share."

**MOTOR CAR HOUSE - OIL HOUSE**

Recently, someone asked us what where we store lubricants and other the building next to the tracks on the north side of Daisey Street was. That is the combination Motor Car House for storage of our small fleet of track speeders (motor cars) and Oil House

such items. Buildings like this were common on railroads across the country at one time and modern versions are still found at yards and division points. Amble over for a look.



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.

CORONATION STREET?

We are sure a good story lies behind this photo, but since we did not watch the television show, we do not know it.



Perhaps someone can fill us in on the details sometime. All we can say for now is it looks to be the oddest track gang we have ever seen. We also wonder if Roadmaster Jim Meade would have them as volunteers on our gang (*The Bonsal Athletic Club*) during tie season.

Actually, tie season is on right now, although it will soon close. If you have not yet had your minimum dose of creosote for this year, you should hurry to Bonsal before it is too late.

NCRM MEMBERSHIP MEETING

Remember, we have an NCRM Membership meeting at Bonsal on Saturday, 20 July 2013. This is always a good time to pay a visit and find out more of what is happening.

BROOKINGS REPORT EXAMINES AMTRAK STRENGTHS AND WEAKNESSES RECOMMENDS IMPROVEMENTS *Progressive Railroadng*

Amtrak's ridership grew by 55% since 1997, faster than any other US travel mode, with the one-hundred largest metropolitan areas generating nearly 90% of Amtrak ridership, according to a new report by the Brookings Institution's Metropolitan Policy Program. Ten major metropolitan areas are responsible for about two-thirds of Amtrak's ridership, according to the report, *A New Alignment: Strengthening America's Commitment to Passenger Rail*. "American passenger rail is in the midst of a renaissance," Brookings Institution officials said. "Ridership on Amtrak, the primary US carrier, is now at record levels and growing fast." The report is the first analysis to focus on metropolitan area statistics for passenger rail rather than individual stations or cities. It was prepared to help policymakers and state leaders better understand Amtrak, including where it works well and the areas posed to benefit from new and expanded service.

Short-distance corridors, or routes that are less than four-hundred miles, carry 83% of Amtrak passengers and captured nearly all of Amtrak's recent growth. The railroad now carries a total thirty-one million riders, an all-time high.

Combined, the short-distance corridors generated a positive operating balance in 2011, while corridors longer than four-hundred miles returned a negative operating balance.

The ten largest metro areas by Amtrak ridership from fiscal years 1997 through 2012 were:

- New York-Northern New Jersey-Long Island, NY-NJ-PA;
- Washington, DC-Arlington-Alexandria, DC-VA-MD,-WV;
- Philadelphia-Camden-Wilmington, PA-NJ-DE-MD;
- Chicago-Naperville-Joliet, IL.-IN-WI;
- Los Angeles-Long Beach-Santa Ana, CA.;
- Boston-Cambridge-Quincy, MA-NH;
- San Francisco-Oakland-Fremont, CA;
- Baltimore-Towson, MD;
- Sacramento-Arden-Arcade-Roseville, CA.; and
- San Diego-Carlsbad-San Marcos, CA

The report noted many states now have formalized relationships with Amtrak to up-

grade infrastructure, operate routes and redevelop stations. "The result is a new federalist partnership where Amtrak, the federal government and states share responsibility for the network's successes and failures," the report stated. To continue that passenger-rail "reinvention," the report recommended that Amtrak, the federal government and states should:

- broker a new agreement between Amtrak and the states to share operating costs and other responsibilities for corridors longer than seven-hundred fifty miles;
- embrace broader flexibility from the federal government and a create a dedicated funding source for future rail investments; and
- complete a national rail plan, promote multi-state rail compacts and foster a stronger relationship between public agencies and private capital management.

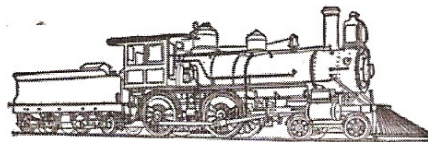
WHERE ARE YOU?

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

- 7 April - NC Science Festival
- 18 April - NCRM Board Meeting
- 19 April - NHVRy Group Day
- 20 April - NCRM Member Meeting
- 5 May - NHVRy Operating Day
- 16 May - NCRM Board Meeting
- 17 May - NHVRy Group Day
- 2 June - NHVRy Operating Day
- 20 June - NCRM Board Meeting
- 21 June - NHVRy Group Day
- 7 July - NHVRy Operating Day
- 18 July - NCRM Board Meeting
- 19 July - NHVRy Group Day
- 20 July - NCRM Member Meeting
- 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 Bonsal, NC unless otherwise noted.



NORTH CAROLINA RAILWAY MUSEUM, INC.

NHV

New Hope Valley Railway

Tarheel Telegrapher

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