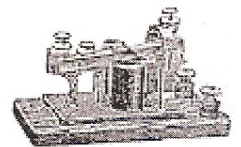


Tarheel Telegrapher



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

1 July 2012

NHVRV LOCOMOTIVE #17 IN ROANOKE

Last month we told you about the latest travels of our own Locomotive #17, and this month we have a follow-up to that story, in the form of the magazine cover shown below.

The Virginia Museum of Transportation, host of the event in Roanoke arranged for a special cover for the locally-distributed issues of Time magazine to feature our Locomotive #17 in the symbolic position as the primary steam locomotive among all the other exhibits of cars, Locomotives, engines, and railroadiana.

We think she looks great in the photo below by Robert W. Lyndall, still working hard in this modern age, as evidenced by the office building in the background, after many newer units, notably some diesels, have gone by the wayside.

The designers of this cover even managed to mention our Chief Steam Engineer Will Sadler right there on the cover.

Trips like this by Locomotive #17 help to publicize our railroad around the area, and are well worth the time and effort necessary to arrange them.

NS MARKS 30TH ANNIVERSARY

Progressive Railroading

On Friday, 1 June 2012, NS marked its 30th anniversary. NS was created June 1, 1982, by the consolidation of the Southern Railway and Norfolk and Western Railway. The new railroad developed a diversified traffic, and built a nascent intermodal program into a key business segment, NS officials said. On June 1, 1999, the line acquired a large portion of Conrail, increasing the railroad's market reach and returning rail competition to the Northeast for the first time since the 1970s.

A comparison of annual statistics from 1982 and 2011 shows the NS reported injury ratio per 200,000 man hours dropped from 9.18 to 0.75; trains operated per day climbed from 1,070 to 2,060; revenue ton miles rose from \$92.6 billion to \$191.7 billion; railway operating revenue jumped from \$3.4 billion to \$11.2 billion; value of owned assets soared from \$7.8 billion to \$28.5 billion; operating ratio declined from 80.4 to 71.2; and capital budget ballooned from \$180 million to \$2.4 billion.

"We have achieved a great deal in 30 years, but in many ways we have only just begun," said NS Chairman, President and Chief Executive Officer Wick Moorman. "The coming decades will see the economy's dependence on railroads grow dramatically. We are highly competitive, environmentally conscious and constantly seeking new opportunities, [and] the future of our business looks very bright."

ENGINEER SUSPENDED FOR READING NEWSPAPER WHILE OPERATING

New York Post Newspaper

A Metro-North engineer was suspended without pay for being too engrossed in reading a newspaper as he operated a commuter train heading to Grand Central Station in New York. John Bingham recorded a video of the incident then shared it with a local television station. The New York Post identified the engineer as John Cooper and indicate he was is the Post. Cooper's colleagues found the video gripping. Many stood watching it on iPads and smartphones between driving trains. Others have reacted somewhat less heroically, some having since covered the windows to their cabs to prevent further video recording. Transit officials say this is not illegal or against policy.

TIME
STEAM
RETURNS TO ROANOKE

Featuring
NEW HOPE VALLEY #17

Interviews With:
 Bev Fitzpatrick, Exec. Director
 Virginia Museum of Transportation
 Will Sadler, Chief Engineer
 New Hope Valley #17

Special Edition
 May 12, 2012

NEW ROLLING STOCK

We have talked, off and on, about acquiring a golf cart to move crews quickly around the Bonsal site for a number of years, but now that has been accomplished. Think of it as a sort of *trackless motorcar*.



NEW FLAGPOLE AT BONSAI

In keeping with the spirit of Independence Day, our crews have installed a new flagpole at Bonsal. Located right at the main gate used by visitors on operating days, it has *Old Glory* flying high for all.



TUMULT ON CHARLOTTE LRT EXTENSION

Railway Age

The North Carolina's state legislature approved restoring state funding contributions for Charlotte's *Lynx Blue Line* light rail extension to University City. Charlotte city officials have fought hard for the state fiscal aid, about 25% of the full project cost. Charlotte itself is contributing 25% of the total, with federal funding anticipated to cover 50%. The state Senate earlier had voted to provide no money for the project, but LRT proponents vocally asserted without a state contribution, federal funding for the extension would be forfeited.

THEFT AT BLUE RIDGE LIVE STEAMERS

By Kenneth Miller (BRLS)

The Blue Ridge Live Steamers track site at Burnt Chimney was badly damaged by floodwater near the end of May, and we are in the process of rebuilding a considerable portion of the track. Master Track Builder James Hughes has reported a sickening, more recent development in the theft of new track materials from the Burnt Chimney site. Items stolen were new cast switch frogs and machined switch points. Considering what was taken, the individuals knew what to take. The items were not headed to the scrap yard. This is shameful, especially after the recent flooding did so much damage. Please share this with our railroad friends and ask for help in preserving the Blue Ridge Live Steamers. Please pass along any information you may feel could be useful to us.

G SCALE MAINTENANCE

That tent cover may not seem like much but in the current summer heat, it is a lot better than nothing at all. Work on our G Scale Division is just as important as the rest of the line, so Chris Siegl and his crew work hard at it.



AMTRAK TO ADD MOTORCOACH SERVICE

Progressive Railroading

Amtrak officials plan to expand *Thruway Motor Coach* service to eastern North Carolina. The proposed service will provide service from eastern North Carolina to the Amtrak station in Wilson. At the Wilson station, passengers can connect with the Palmetto, operating two trains daily between New York City and Savannah, and also access Amtrak's national system. The proposed Thruway routes will serve colleges and universities, major military installations, and a number of cities and communities with limited intercity public transportation options. Amtrak is working with the communities to secure service stops at each location and refine schedules, and anticipates launching the expansion later this year.

FULLER TO LEAD NCDOT RAIL DIVISION

Progressive Railroading

NCDOT has appointed Anthony Fuller director of the rail division, effective 25 June. He will supervise day-to-day operations for the division, overseeing more than 3,300 miles of track used by freight and passenger trains. Fuller most recently served Amtrak, where he oversaw rail operations in the Los Angeles transportation department. He has more than 22 years of experience in the public and private rail sectors, and has worked on projects involving the integration of freight and passenger movements, and revenue testing of high-speed rail equipment. Fuller also is certified in locomotive engineer management. "Anthony brings visionary leadership and broad-based management skills that will strengthen North Carolina's leadership position in multi-modal transportation," said NCDOT Deputy Secretary for Transit Paul Morris. The rail division is in the process of spending more than \$500 million in federal funds to improve and modernize the state's rail system. The division also governs grade crossing safety and operates two state-supported passenger trains.

FRA REGULATIONS REQUIRE TOLL-FREE TELEPHONE NUMBERS AT CROSSINGS

Progressive Railroading

FRA has announced regulations to require railroads to install signs at grade and pathway crossings with toll-free telephone numbers to report unsafe conditions. Railroads must establish an Emergency Notification System (ENS) by installing "clear and readable signs" with telephone numbers to respond to reports about malfunctioning signals, vehicles stalled on tracks, or other emergency situations. Calls can be received through a 24-hour call center, an automated answering system or third-party telephone service. If a call is received, the dispatching railroad is required to contact all trains authorized to operate through the crossing, inform local law enforcement to assist in directing traffic, investigate the report, or request the railroad with crossing maintenance responsibility investigate it. If a report is substantiated, the railroad is required to take certain actions to remedy the situation. Based on comments in response to the proposed rulemaking, railroads without an existing ENS will be required to establish one by July 2015. Railroads currently with an ENS might be able to retain existing signs or replace signs by July 2015 or July 2017, depending on several factors. A regulatory impact analysis shows the rules' cost to railroads will total about \$15.6 million. This is expected to be offset by estimated accident and casualty reduction benefits over a 15-year period.

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.

US CHAMBER CALLS ON CONGRESS TO PASS TRANSPORTATION BILL

Progressive Railroad

The US Chamber of Commerce has sent a letter to House and Senate Transportation Conference Committee members calling on them to resolve their differences over surface transportation legislation and pass a report out of the committee prior to the expiration of current surface transportation legislation on June 30. "Congress must build on the strong bicameral and bipartisan support for transportation reform and investment and enact thoughtful policies that will increase public trust and confidence in federal highway, transit and safety programs; help stabilize critical industries; and strengthen America's competitive edge," the letter states.

The letter notes, while there are differences between House Republicans' transportation legislation and the Senate Democrats' two-year transportation bill passed earlier this year, there also are many common elements in major policy categories. Among those common elements are consolidating and focusing programs; increasing state flexibility on transportation legislation; requiring accountability for transportation projects; accelerating project delivery by reducing federal bureaucracy; improving freight movement of goods throughout the United States by reducing traffic congestion and bottlenecks; improving highway safety; improving transit; enhancing research and technology; and expanding public-private partnerships and private participation.

The conference committee has been meeting since 8 May. An extension of SAFETEA-LU, the current law funding surface transportation programs, expired on 30 June. Congress has extended SAFETEA-LU nine times since it expired in 2009.

COLLECTIVE BARGAINING RIGHTS ARE UNDER ATTACK AGAIN

Brotherhood of Locomotive Engineers and Trainmen (BLET)

An anti-union bill currently making its way through Congress seeks to undermine the rights of workers to bargain collectively under the guise of higher wages. The cynically-named *Rewarding Achievement and Incentivizing Successful Employees Act*, or RAISE Act, would amend Section 9(a) of the National Labor Relations Act (NLRA) to allow employers to ignore what they agree to in collective bargaining agreements. Introduced by Senator Marco Rubio (R-FL) as S. 3221, the bill would take away employees' rights to negotiate contracts to create a uniform, fair process for granting wage increases. The dubious logic behind the bill is employers are benevolent and generous supporters of their workers, and should be allowed the freedom to reward favored employees with higher raises. In reality, the legislation would give employers the ability to discriminate against employees by arbitrarily showing favoritism to one worker over another. This legislation undermines the fairness collective bargaining agreements bring to the workplace, opening the door to favoritism or discrimination based on race or gender.

In a letter to all members of the Senate, Teamsters General President James P. Hoffa wrote, "Make no mistake. The goal and purpose of this legislation is to end col-

lective bargaining.... Nothing in the bill ties pay or benefit improvements in any way to individual achievement or success. The RAISE Act does nothing to guarantee an improvement of pay or benefits for workers. Rather it eliminates current built-in protections against favoritism and arbitrary action by companies. The RAISE is a green light for employers to violate contracts and ignore agreed upon wages and benefits for any reason. It is a ploy to divide workers. Let me be clear. This bill is not about giving American workers a raise. The RAISE Act should be recognized for what it is — another in a long line of devices, thinly veiled and sophisticated, to pit workers against each other, to weaken unions, and to destroy collective bargaining."

BLET National President Dennis R. Pierce blasted the proposal. "This is just the latest act of aggression in the War on Workers and the unions that represent them, and it is shameful that it comes from a man openly running to be his party's nominee for the Vice Presidency of the United States," Pierce said. "While S. 3221 in its current form would not apply to railroad workers, who are not subject to the NRLA, it would require only an amendment to expose BLET members to the bill's 'bosses' pet' provision."

General President Hoffa's letter can be read/downloaded/printed at:

[HTTP://WWW.BLE-T.ORG/PR/PDF/HOFFA_RAISE_ACT.PDF](http://www.BLE-T.ORG/PR/PDF/HOFFA_RAISE_ACT.PDF)

WEBSITE ADDRESSES RAIL WORKER FATIGUE

Progressive Railroad

The FRA, rail labor unions, and educational institutions have teamed up to create a website titled "Railroaders' Guide to Healthy Sleep," aimed at helping railroaders combat fatigue. Located at:

WWW.RAILROADERSLEEP.ORG,

the site offers insight and information on railroad worker fatigue management, sleep and sleep disorders, and advises railroaders how to obtain better sleep so they can improve their quality of life and job performance. It also features videos and other tools to help railroaders stay safe on the job, as well as an interactive feature enabling workers to test their reaction time. The website's creation stemmed from a project in 2010 by the Brotherhood of Locomotive Engineers and Trainmen (BLET), United Transportation Union, Harvard Medical School and the WGBH Educational Foundation. Data was compiled through anonymous survey results from numerous BLET and UTU members. The website is sponsored by the FRA and produced in partnership with the WGBH Educational Foundation and John A. Volpe National Transportation Systems Center.

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

- 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.



Membership Ballot

Ballot

Secretary - NHVRY@MINDSPRING.COM

1 July 2012

NEW MEMBERS:

	FOR	AGAINST	ABSTAIN
John Bentler	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fred DeBuhr III	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vincent Ferreri	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rich Opaluch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Tredway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R. Victor Varney	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brandt Wilkus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YOUR NAME: _____
PLEASE PRINT

SIGNATURE: _____

DIRECTIONS

PLEASE INDICATE YOUR VOTE FOR EACH CANDIDATE BY PLACING A MARK IN THE APPROPRIATE BOX ABOVE. PRINT YOUR NAME AND SIGN THE FORM ON THE APPROPRIATE LINES ABOVE. FOLD THIS FORM OVER, APPROXIMATELY ALONG THE LINE SHOWN ON THE BACK, AND SEAL WITH A **SMALL BIT** OF TAPE. YOU MAY THEN BRING THE FORM WITH YOU TO THE MEMBERSHIP MEETING AT BONSAI ON THE DATE SHOWN ABOVE RIGHT, OR PLACE THE APPROPRIATE FIRST CLASS POSTAGE WHERE INDICATED, AND RETURN BY MAIL TO THE ADDRESS PRE-PRINTED ON THE FORM. THANK YOU FOR PARTICIPATING.

QUARTERLY MEMBERSHIP MEETING - SATURDAY - 21 JULY 2012

The next Quarterly Membership Meeting shall be held at Bonsai, NC on Saturday, 21 July 2012. Please ensure your ballot reaches the Secretary no later than that date or bring it with you. All members are urged to attend this meeting to remain current on organization plans and events. We have a few more new members here than usual due to an administrative error causing some of the names above to miss being placed on an earlier membership ballot. This ballot brings us up to date.



June 2012

The first steam-powered train of the day pulls out of the Bonsai Depot on Sunday, 3 June 2012, making some lovely smoke for us. We hope many of you were aboard or will join us for a ride and/or work on **YOUR** railroad this year!

