

CEO REPORT

DECEMBER 2018



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | DECEMBER 2018

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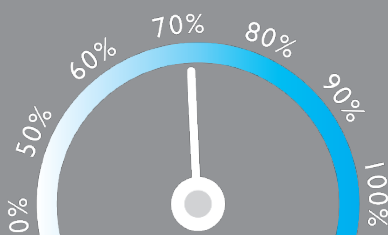


VIRGINIA RAILWAY EXPRESS
A better way. A better life.



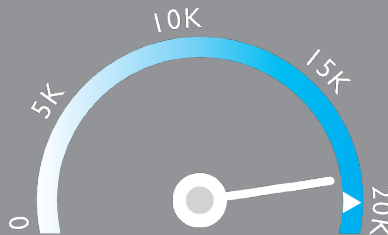
SUCCESS AT A GLANCE

S



**PARKING
UTILIZATION**

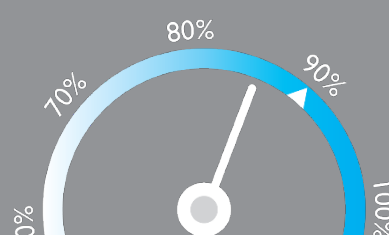
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



**AVERAGE DAILY
RIDERSHIP**

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

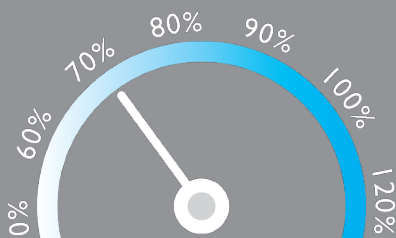
▲ Same month, previous year.



**ON-TIME
PERFORMANCE**

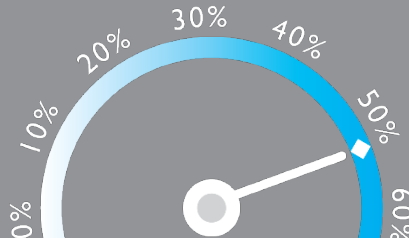
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.

◆ Board-established goal.

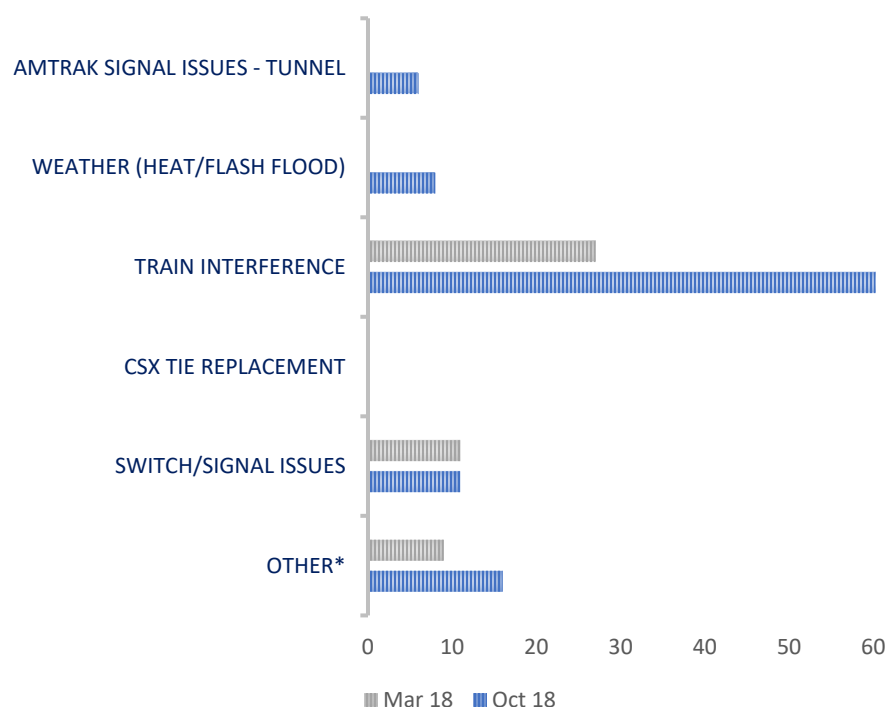
OCTOBER 2018

ON-TIME PERFORMANCE

OUR RECORD

	October 2018	September 2018	October 2017
Manassas Line	87%	84%	90%
Fredericksburg Line	84%	65%	91%
System Wide	86%	75%	90%

REASONS FOR DELAYS



VRE operated 704 trains in October.

Our on-time rate for October was 86%.

One hundred-two of the trains arrived more than five minutes late to their final destinations. Forty-seven of those late trains were on the Manassas Line (87%), and fifty-five of those late trains were on the Fredericksburg Line (84%).

For the month, we came up just short of our goal for On-Time Performance (OTP). As compared to March of this year, you can see that weather and signal problems in the tunnel had a smaller influence on the OTP, and that train interference was the primary factor in not meeting the goal.

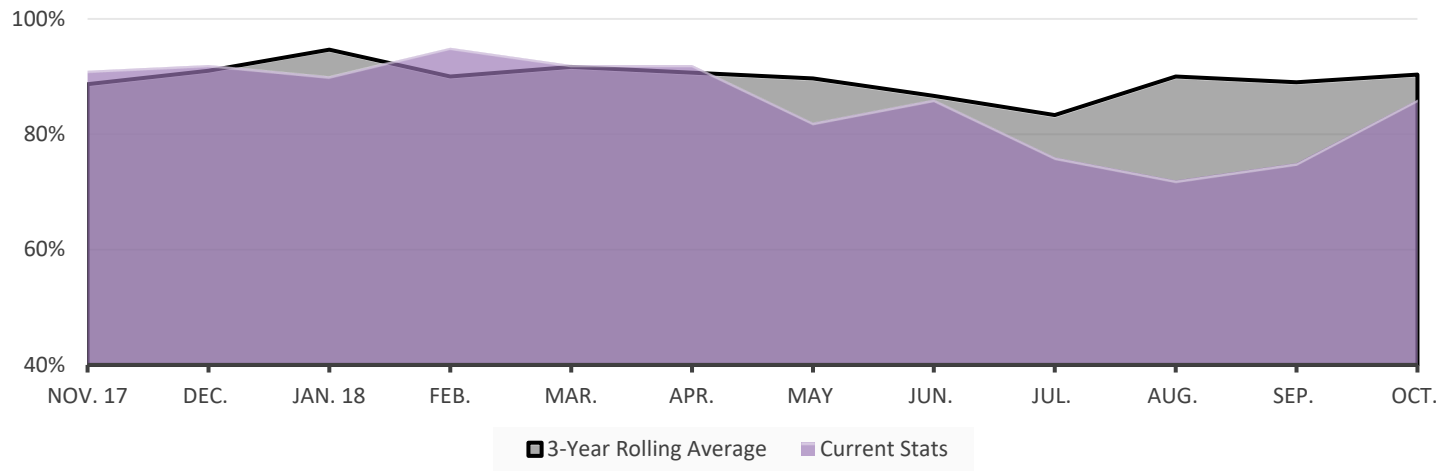
*Includes trains that were delayed due to operational testing and passenger handling.

LATE TRAINS

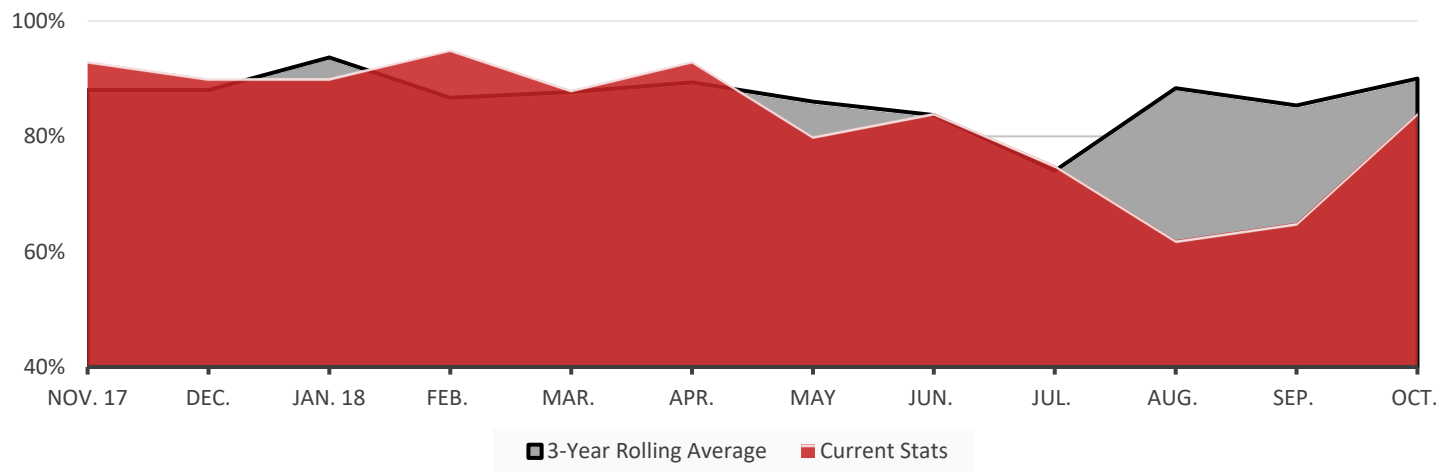
	System Wide			Fredericksburg Line			Manassas Line		
	Aug.	Sep.	Oct.	Aug.	Sep.	Oct.	Aug.	Sep.	Oct.
Total late trains	210	154	102	138	105	55	72	49	47
Average minutes late	21	15	20	21	15	27	21	16	13
Number over 30 minutes	31	13	22	22	6	18	9	7	4
Heat restriction days / total days	7/23	0/19	0/22						

ON-TIME PERFORMANCE

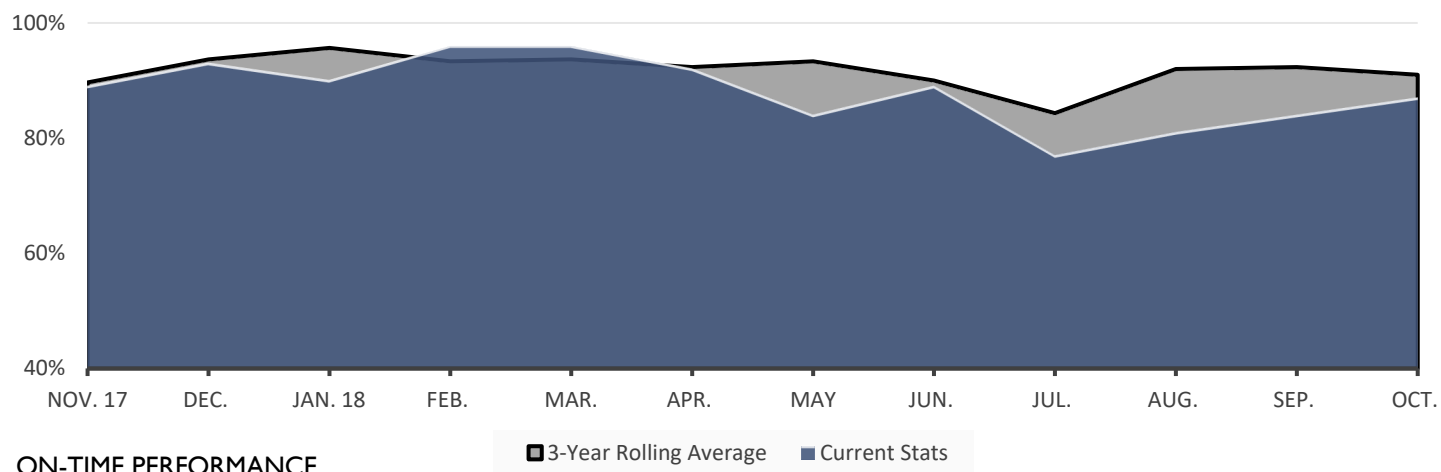
VRE SYSTEM



FREDERICKSBURG LINE

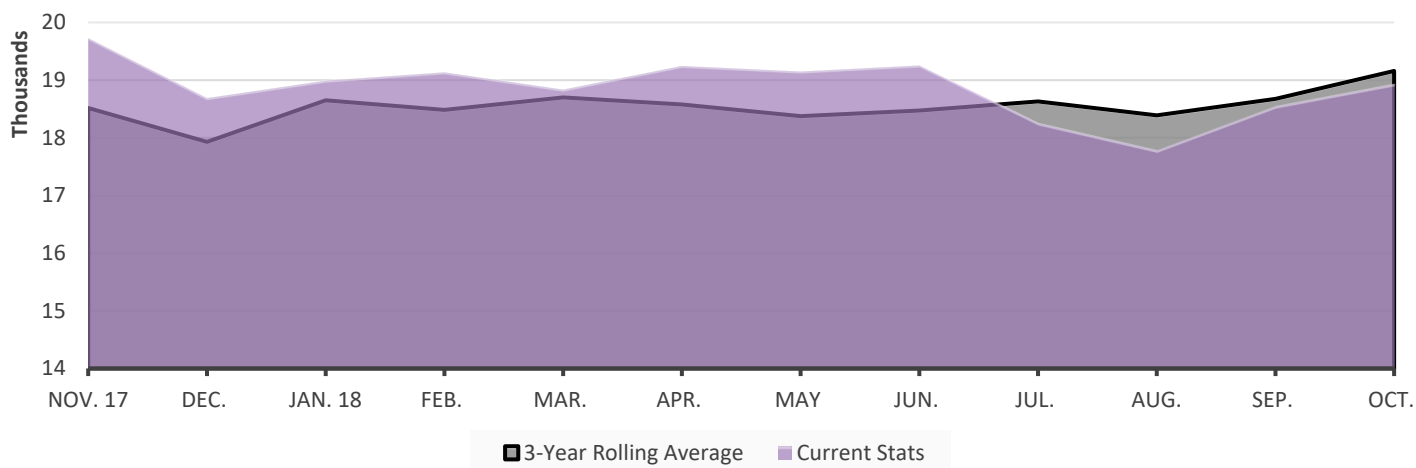


MANASSAS LINE

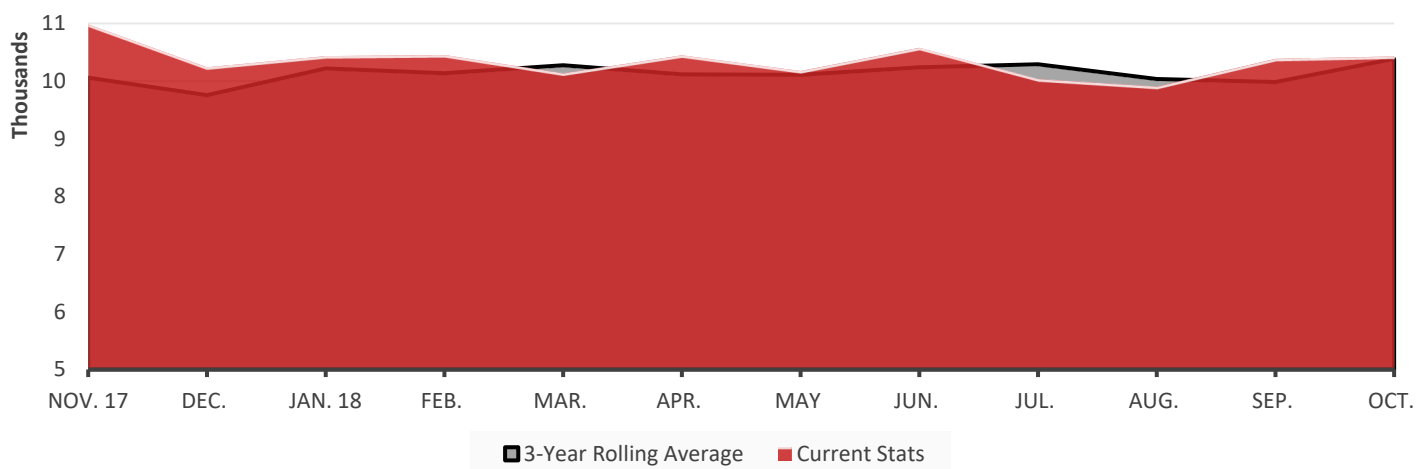


AVERAGE DAILY RIDERSHIP

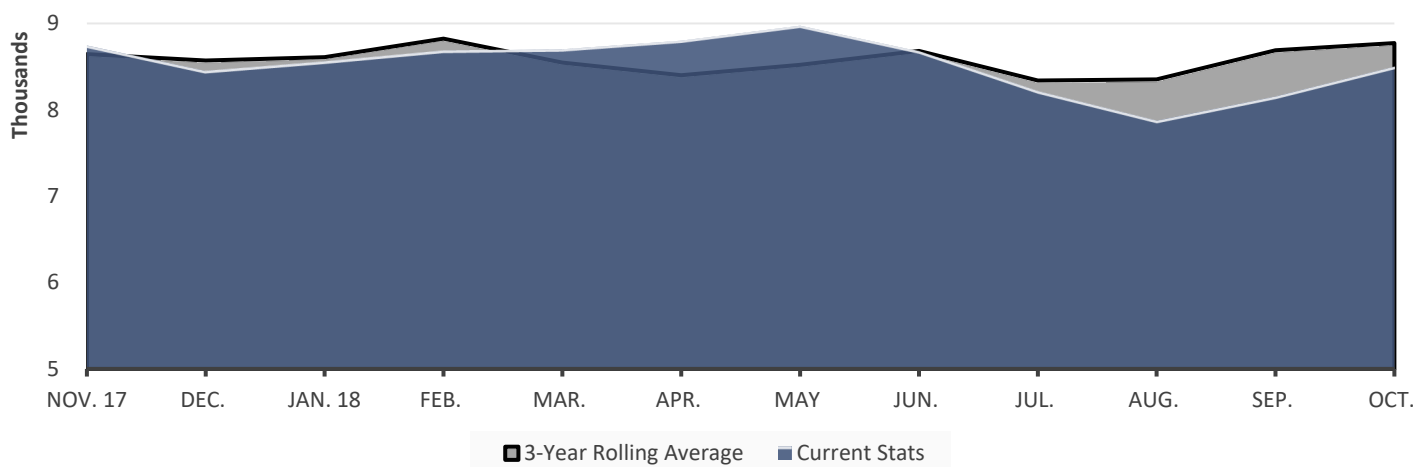
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



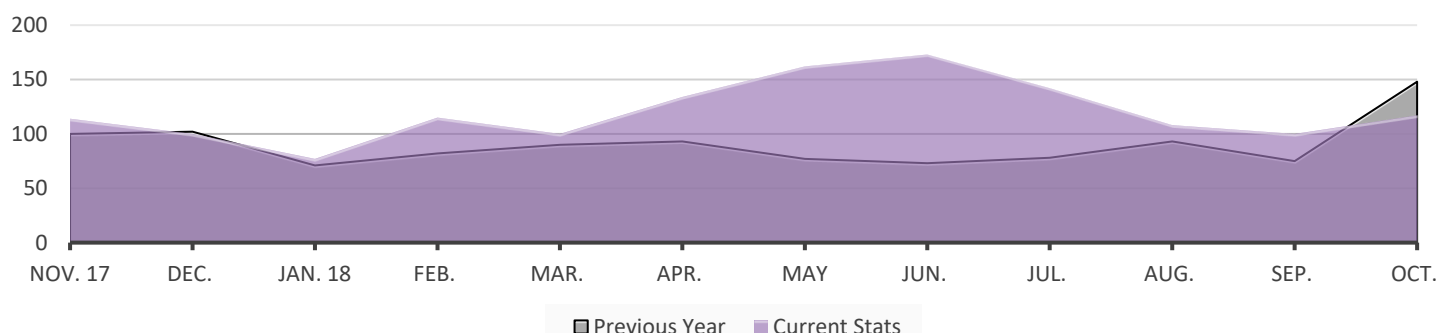
RIDERSHIP UPDATES

Average daily ridership (ADR) in October was approximately 18,900.

	October 2018	September 2018	October 2017
Monthly Ridership	416,414	352,274	414,506
Average Daily Ridership	18,928	18,541	19,738
Full Service Days	22	19	21
"S" Service Days	0	0	0

SUMMONSES ISSUED

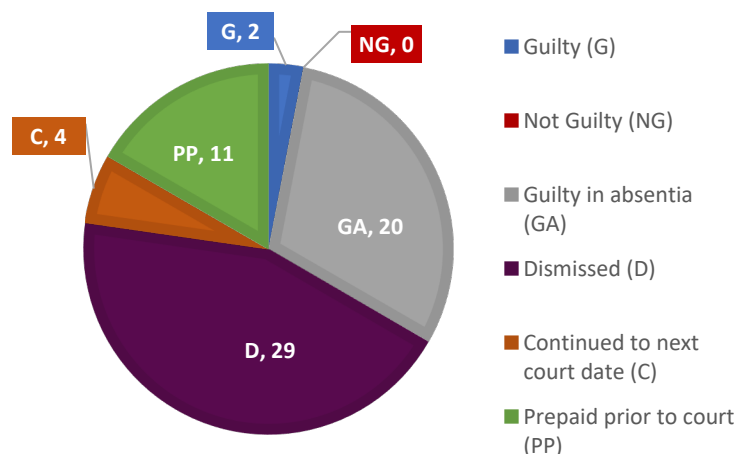
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

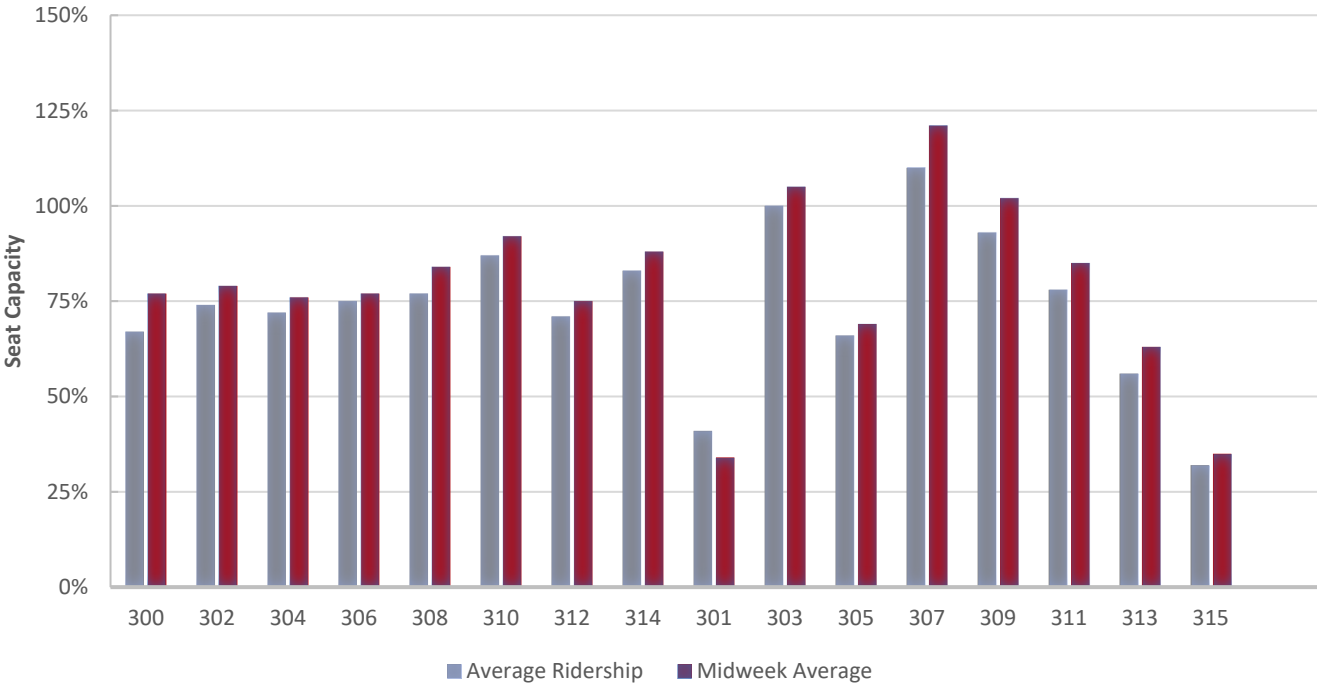
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	18
One-time courtesy	8
Per the request of the conductor	13
Defective ticket	0
Per Ops Manager	1
Unique circumstances	0
Insufficient information	1
Lost and found ticket	0
Other	1
Total Waived	42

MONTHLY SUMMONSES COURT ACTION

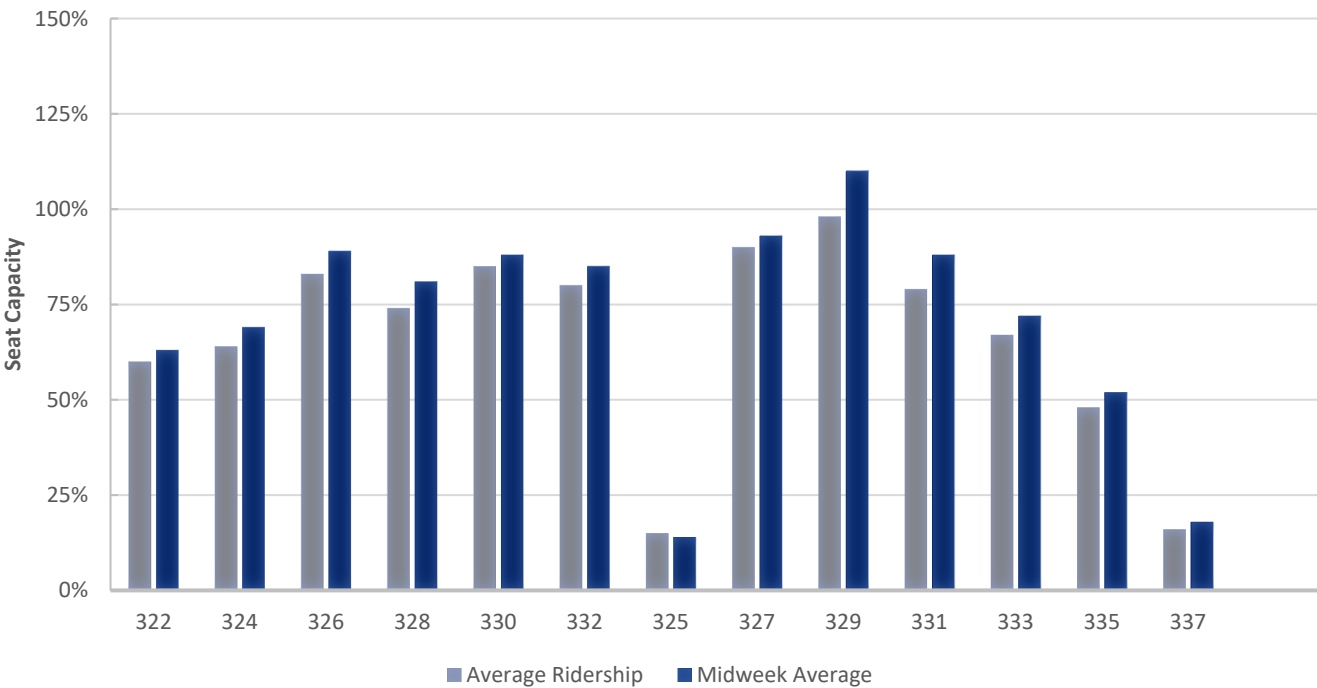


TRAIN UTILIZATION

FREDERICKSBURG LINE

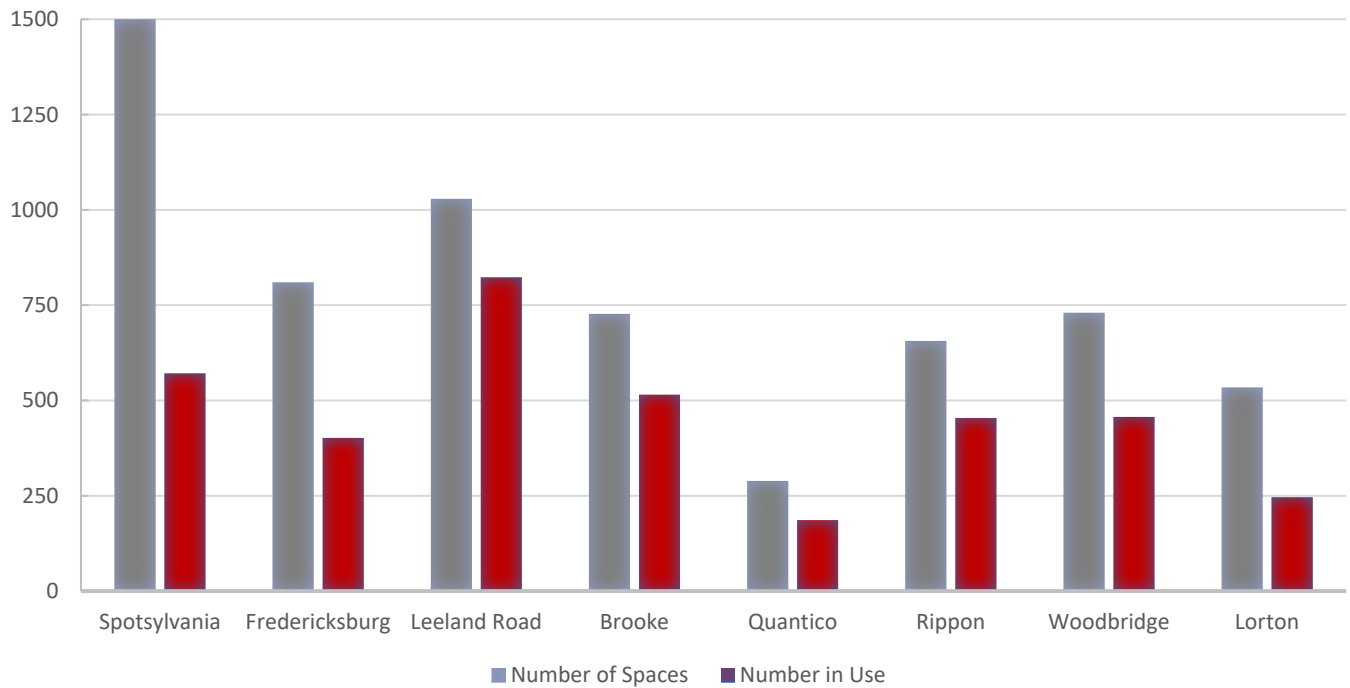


MANASSAS LINE

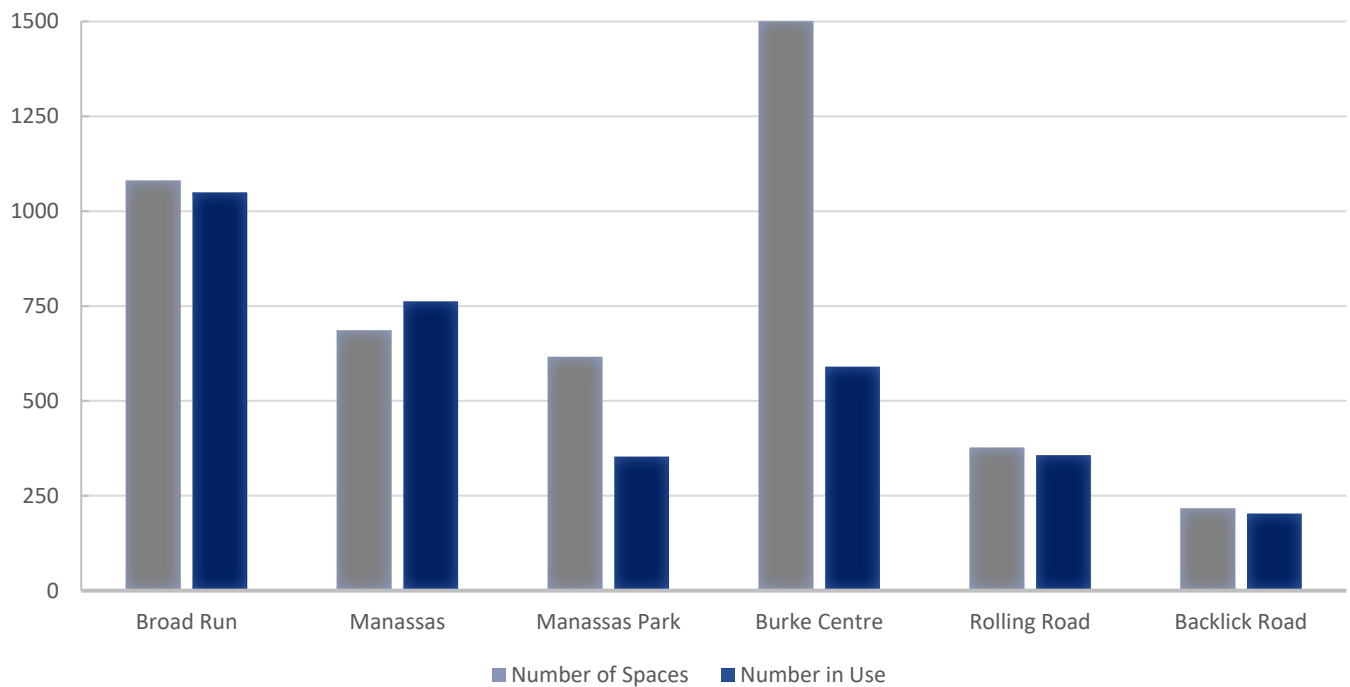


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the fourth month of FY 2019 is approximately \$200,000 below budget (an unfavorable variance of -1.4%) and is 0.3% below the same period in FY 2018.

The operating ratio through October is 52%, which is equal to VRE's budgeted operating ratio for the full twelve months of FY 2019. VRE is required to budget a minimum operating ratio of 50%.

A summary of the FY 2019 financial results through October follows, including information on major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report Month Ended October 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,607,329	3,731,200	14,216,049	14,416,000	(199,951)	-1.4%	42,400,000
Other Operating Revenue	600	19,800	9,774	76,500	(66,727)	-87.2%	225,000
Subtotal Operating Revenue	3,607,929	3,751,000	14,225,822	14,492,500	(266,678)	-1.8%	42,625,000
Jurisdictional Subsidy (1)	-	-	9,119,260	9,062,209	57,051	0.6%	13,336,628
Federal/State/Other Jurisdictional Subsidy	2,363,502	2,606,224	10,315,058	10,386,499	(71,441)	-0.7%	31,371,051
Appropriation from Reserve/Other Income	-	87,120	-	336,600	(336,600)	0.0%	990,000
Interest Income	93,194	17,600	364,763	68,000	296,763	436.4%	200,000
Total Operating Revenue	6,064,625	6,461,944	34,024,903	34,345,808	(320,905)	-0.9%	88,522,679
Operating Expenses							
Departmental Operating Expenses	6,038,999	6,506,086	27,572,547	29,746,602	2,174,055	7.3%	81,761,809
Debt Service	518,529	559,573	2,074,500	2,238,290	163,790	7.3%	6,714,870
Other Non-Departmental Expenses	(97,020)	4,048	11,737	15,640	3,903	0.0%	46,000
Total Operating Expenses	6,460,508	7,069,706	29,658,784	32,000,532	2,341,748	7.3%	88,522,679
Net income (loss) from Operations	(395,882)	(607,762)	4,366,119	2,345,276	2,020,844		0
Operating Ratio							
			52%	49%	Budgeted	52%	
					Goal	50%	

(1) Total jurisdictional subsidy is \$17,767,748. Portion shown as budgeted is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Cleaning of elevator/stair tower glass at Woodbridge Station
2. Replacement of station entrance sign at Woodbridge Station
3. Striping of additional ADA parking space at Leeland Road Station
4. Repairs to potholes at Manassas Park Station
5. Replacement of electrical and communications conduits and electrical panel at Manassas Park Station
6. Fire lane striping at Broad Run station



Replacement of Station Entrance Sign at Woodbridge Station

Projects scheduled to be completed this quarter:

1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to platform concrete at L'Enfant Station
3. Repairs to fascia and soffit at Woodbridge Station east building
4. Replacement of gutters and downspouts at Rippon Station
5. Repairs to platform concrete at Manassas Station
6. Installation of automated parking count system at stations with parking lots



Renovations to Alexandria Headquarters Suite 201

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at additional stations (locations TBD)

Ongoing projects:

1. Renovations to Alexandria Headquarters Suite 201
2. Development of specifications for modernization of east elevator at Woodbridge Station
3. Development of IFB for canopy roof replacement at Backlick Road Station
4. Replacement of station posters throughout VRE system

5. Replacement of parking lot entrance signs at various stations
6. Replacement of waste and recycling receptacles at various stations

UPCOMING PROCUREMENTS

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension
- Purchase of LED Light Fixtures
- Construction of L'Enfant South Storage Track Wayside Power
- Variable Messaging System Replacement

CAPITAL PROJECTS UPDATES

AS OF November 7, 2018

Broad Run Expansion Study (BRX)

- Preliminary engineering (PE) design and NEPA for maintenance and storage facility (MSF) expansion, platform modifications, 3rd track and tunnel underway
- NS design review agreement under development; NS comments pending
- Draft agreements between VRE and Prince William County, City of Manassas regarding Broad Run parking expansion funding and other responsibilities under development
- Bi-weekly Project Management Team (PMT) meetings with BRX consultant

Manassas Park Station Parking Expansion

- Final design underway
- Value Engineering recommendations being vetted with City
- Safety Plan received from Consultant for Final Design
- Study underway to avoid water line relocation by adjusting garage location
- Coordinating with NS for access to railroad ROW for survey and geotechnical work

Rolling Road Platform Extension

- Final plans for platform extension complete
- Invitation for Bids (IFB) for platform extension and rehabilitation pending 2019 construction season start

Crossroads Real Estate Acquisition

- Revised appraisal required

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Property negotiations continue to acquire property needed to the east and south of existing Crossroads Yard
- Design 100% complete

Leeland Road Station Improvements

- DRPT LONP received; execution of REF grant pending
- 30% design underway
- CSXT design review agreement pending

Brooke Station Improvements

- DRPT LONP received; execution of REF grant pending
- 30% design underway
- CSXT design review agreement pending

Quantico Station Improvements

- Completion of FD & construction pending execution of IPROC grant by DRPT

Rippon Station Improvements

- 30% design plans complete
- CSXT design review agreement pending

Lorton Station Improvements (Second Platform)

- Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT

Franconia-Springfield Station Improvements

- Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT

Alexandria Station Improvements

- Investigating proposal for accomplishing tunnel and related improvements at lower cost
- Coordinating with FRA, CSXT and DRPT

Slaters Lane/Alexandria Track 1 Access

- CSX forces have begun construction but are on hold until after Jan. 1, 2019

Crystal City Station Improvements

- RFP for preliminary engineering design and NEPA under development
- PE/NEPA completion pending execution of REF grant by DRPT
- REF application for construction under development
- Coordination with CC2DCA and DC2RVA projects is ongoing
- CSXT Design Review agreement is under development

L'Enfant (South) Storage Track Wayside Power

- Coordinating with PEPCO for power supply

L'Enfant Track and Station Improvement

- Phase 1: Background Information technical memorandum is complete
- Initiation of additional work pending execution of REF grant by DRPT
- CSXT Design Review agreement is under development

Midday Storage Replacement Facility

- Draft Categorical Exclusion (CE) being revised based on FTA comments
- Framework/agreement pending for real estate acquisition, design and construction activities
- Amtrak site survey completed and being verified; owner permission for site access pending for privately-owned parcels

VRE Transit Development Plan Update

- Draft TDP document under development
- Bi-weekly progress meetings continue with TDP consultant

Long Bridge Expansion Environmental Impact Statement (EIS)

- Public information meeting held November 29, 2018

- Draft Environmental Impact Statement (EIS) scheduled completion Summer 2019
- Record of Decision (ROD) scheduled completion Spring 2020

Washington Union Station Improvements Environmental Impact Statement (EIS)

- Subbasement, concourse and lower level design continues as well as coordination activities
- Section 106 meeting postponed until 2019

NOTES

[illegible]

Projects Progress Report to Follow

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Alexandria Station Improvements	Eliminate at-grade track crossing and pedestrian tunnel to Metro.	◆	◆	◆	N/A	●	
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●	
	Extend and widen East Platform and elevate West Platform.	◆	◆	◆	N/A	●	
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track. ◆	◆	●	●	N/A		
Lorton Station Improvements	Construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	●	◆	N/A		
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Manassas Park Parking Expansion	Parking garage to increase parking capacity to 1,100 spaces.	◆	●	●	N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	◆	◆	N/A	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		
L'Enfant Track and Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A		

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold ◆ part of the "Penta-Platform" program

¹Total project cost estimate in adopted FY2018 CIP Budget

² Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across five "Penta-Platform" program stations

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
26,674,365	26,674,365	-	1,814,559	1,714,242	60%	4th QTR 2020	60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	2nd QTR 2019	CSX forces have begun work but are on hold until after Jan. 1, 2019.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	337,165	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,150,000	16,150,000	-	*	414,788	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,632,716	16,632,716	-	*	328,521	20%	4th QTR 2022	30% design underway; CSXT design review agreement pending. Preliminary engineering anticipated complete 2nd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
18,350,745	18,350,745	0	-	-	30%	TBD	Completion of FD & construction pending excution of IPROC grant by DRPT.
23,390,976	23,390,976	-	*	259,910	20%	4th QTR 2022	DRPT LONP received; execution of REF grant pending. 30% design underway.
15,527,090	15,527,090	-	*	273,761	20%	4th QTR 2022	DRPT LONP received; execution of REF grant pending. 30% design underway.
25,983,000	25,983,000	0	2,238,144	466,841	30%	4th QTR 2022	Final design initiated.
2,000,000	2,000,000	-	442,900	321,444	50%	3rd QTR 2020	Invitation for Bids (IFB) for platform extension and rehabilitation pending 2019 construction season start.
41,810,000	5,410,000	36,400,000	399,121	393,642	10%	2nd QTR 2023	DRPT LONP received; completion of PD & EC pending excution of REF grant by DRPT.
70,650,000	3,226,000	67,424,000	2,980,000	58,793	10%	2nd QTR 2023	DRPT LONP received; completion of PD & EC pending excution of REF grant by DRPT.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	◆

MAINTENANCE AND STORAGE FACILITIES

L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	N/A	N/A	N/A	◆	◆
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●

PLANNING, COMMUNICATIONS AND IT

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●










PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance

RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget

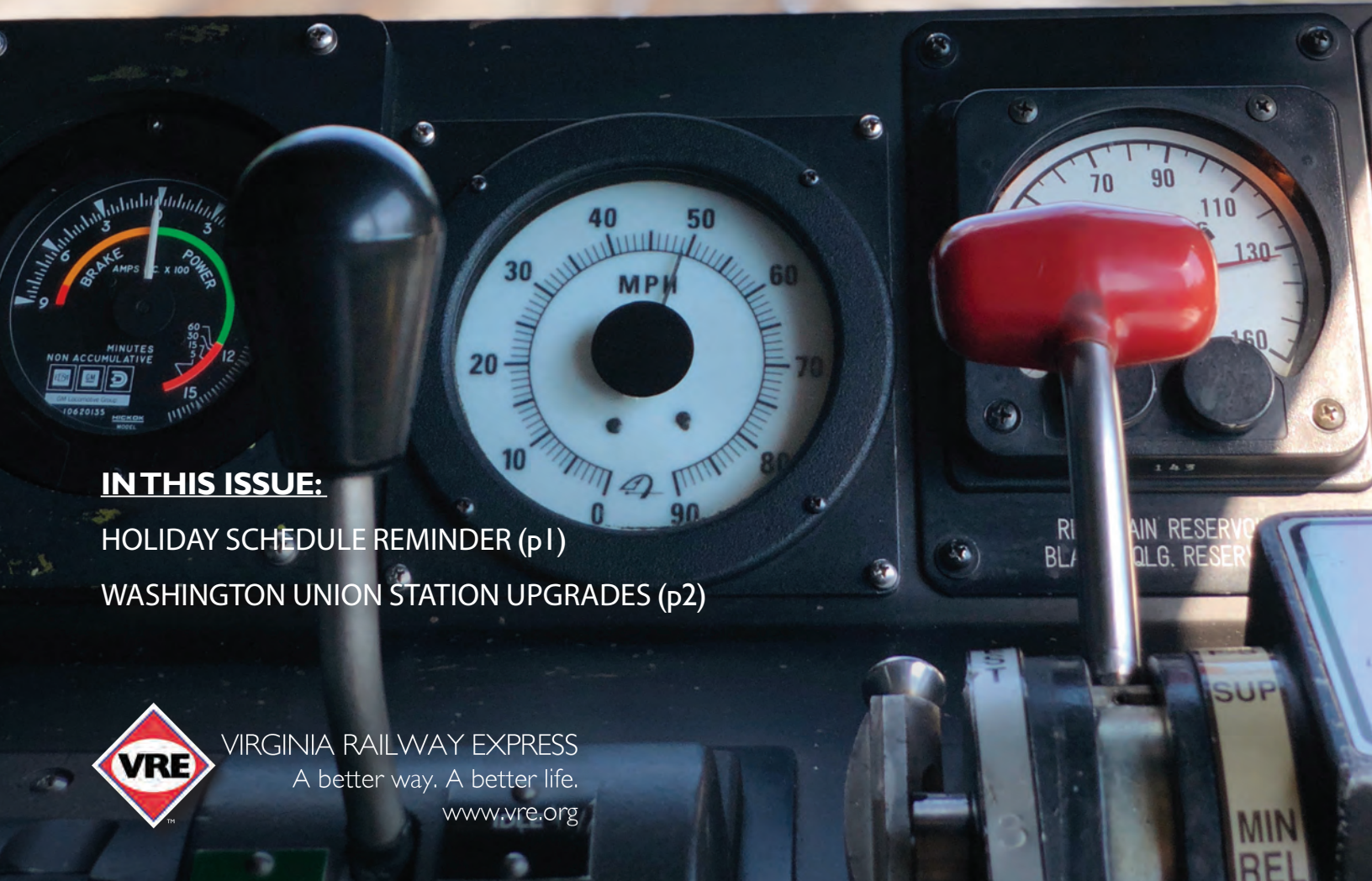
² Does not include minor (< \$50,000) operating expenditures

Total ¹	ESTIMATED COSTS (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	3rd QTR 2018		Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,672,293	50%	2nd QTR 2019		Coordination with PEPCO for power supply underway.
38,183,632	38,183,632	-	3,176,039	2,129,476	90%	TBD		Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	95%	TBD		Revised appraisal required.
89,666,508	89,666,508	-	3,588,305	1,358,298	35%	4th QTR 2019		Site survey completed and being verified; finalizing NEPA documentation; owner permission pending to survey private parcels.
75,264,693	75,264,693	-	69,457,809	47,915,644	95%	4th QTR 2020		All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,984,451	80%	4th QTR 2018		Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,208,845	4,437,003	22%	4th QTR 2022		Completion of preliminary engineering and NEPA review pending NS design review agreement and comments.
3,510,307	3,510,307	-	3,510,627	2,168,462	65%	2nd QTR 2019		Rate My Ride is live in app. Big Commerce/Moovel collaboration underway for web based ticketing portal.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

DECEMBER 2018



IN THIS ISSUE:

HOLIDAY SCHEDULE REMINDER (p1)

WASHINGTON UNION STATION UPGRADES (p2)



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FUTURE ON-SITE VRE STATION



FEATURES AND PRODUCTS VARY BY COMMUNITY. PRICE, OFFERS, FINANCING AND AVAILABILITY ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Brookfield
Residential

NVHomes

Pulte
Homes

Ryan
Homes

SunCal

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- 09 | PUZZLES & CARTOON



BE AWARE OF NOISE LEVELS

Please be aware and respectful of noise levels when riding, particularly in the morning. You of course are more than allowed to hold conversations in all cars but the quiet car. However, as a courtesy to your fellow riders, we ask that you lower your speaking volume if the rest of the car is quiet.



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PLEASE RECYCLE THIS MAGAZINE



Editor in Chief: Cindy King

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Access RIDE online at VRE.org/RIDE



FROM THE CEO

RIDE E-NEWSLETTER



DOUG ALLEN
Chief Executive Officer

Riders often share with us how much they enjoy reading our RIDE magazine. Conversely, other riders encourage us to consider moving away from a monthly printed piece.

We currently see the value in both printed and digital mediums to deliver our messages to riders, and as such, we will begin sending a monthly RIDE E-Newsletter through our Train Talk system in addition to printing the hard copy magazine for distribution on the train.

Some may ask, "What about the cost?" We have a great answer to this great question. The e-newsletter will not have any additional associated cost. The cost of producing the printed version of RIDE magazine will continue to be covered by the magazine's ad revenue. So be assured, the information in both formats is delivered at no cost to riders.

The RIDE E-Newsletter will offer abbreviated versions of the VRE system news articles. Additionally, the e-newsletter will link to the full issue online.

Our first RIDE E-Newsletter will be sent soon to complement this issue. Please be on the lookout for the e-newsletter as a Train Talk VRE News item.

Sincerely,

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express

HOLIDAY SCHEDULE REMINDER

Dec 24th: "S" Schedule
Christmas, Dec 25th: No VRE Service
Dec 26-28th: "S" Schedule
Dec 31st: "S" Schedule

Please note Amtrak will honor Step-Up tickets for designated trains with available seats on days Amtrak runs but VRE trains do not.

Cover image: Inside the cab car

WASHINGTON UNION STATION PASSENGER AREA UPGRADES

Work continues on upgrades to passenger areas of Washington Union Station. The improvements will accommodate Amtrak and Virginia Railway Express passengers who access the lower platforms via Gate L, Tracks 23 to 28. Once the project has been completed, customers will access new escalators, an elevator, and refreshed platforms. The project is expected to be completed by the end of 2018.

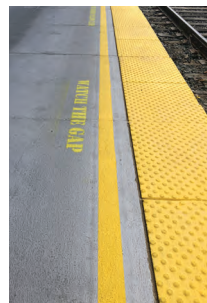
New elevator leading to platform



Recently completed refreshed platform



Second platform yet to be refreshed



A closer look at the completed refreshed platform



UNIVERSITY OF MARY WASHINGTON
Philharmonic
ORCHESTRA
Dr. Kevin P. Bartram, Music Director

Holiday Pops:

Rick Steves' Symphonic Journey

A musical journey through Europe

FRIDAY, DECEMBER 7
7:30 PM

Dodd Auditorium
UMW Campus

Tickets
Now
On Sale



For tickets, visit umwphilharmonic.com or call 540/654-1324



BULL RUN REGIONAL PARK'S FESTIVAL OF LIGHTS

Through January 6
Mon-Thurs 5:30 PM – 9:30 PM
Fri-Sun, holidays 5:30 PM – 10
PM
7700 Bull Run Dr.,
Centreville, Virginia 20121
Learn more: fxva.com

SCOTTISH CHRISTMAS WALK PARADE (FREE)

December 1
11:00 AM
Throughout Old Town
Alexandria, Virginia 22314
Learn more: visitalexandriava.com

WINTER FESTIVAL OF LIGHTS ON LEE HIGHWAY (FREE)

December 1
11:30 AM – 2:30 PM
Lee Highway Corridor
Learn more: arlingtonmagazine.com

SPOTSYLVANIA CHRISTMAS PARADE (FREE)

December 1
1:00 PM – 3:00 PM
Spotsylvania Courthouse Village, Old Battlefield Blvd.,
Spotsylvania Courthouse, VA 22553
Learn more: spotsylvania.va.us

FREDERICKSBURG CHRISTMAS PARADE (FREE)

December 1
Starting 5:30 PM
Downtown, Fredericksburg, Virginia 22401
Learn more: visitfred.com

UMW PHILHARMONIC HOLIDAY POPS

December 7
7:30 PM
Rick Steves' Symphonic Journey
Learn more: umwphilharmonic.com

Christmas in Stafford

An Annual Tradition-Fun for All Ages

Snowless Toboggan Tunnel ...
a "First" in the Region!

Frosty 5K Run/Walk

Christmas Town Market —
Arts & Crafts, Seasonal Products

Free Photos with Santa

Candy Land

Tree Lighting in Christmas Village
Annual Christmas Parade



Saturday, Dec. 15, Noon – 7:00 pm, Embrey Mill

www.ChristmasinStafford.com

TOUR STAFFORD
Virginia

TOYS FOR TOTS

Each holiday season, VRE riders prove to be one of the largest contributors to the Marine Toys for Tots program in the Northern Virginia area. VRE will collect toys once again this year, and we hope our riders will continue a tradition of generous support.

To participate:

- 1.) Bring a new, unwrapped toy on your morning train and leave it on the seat for VRE elves to collect after your ride.
- 2.) Or, give a monetary donation to your morning train conductor.

This year's date: Wednesday, December 5th



COLOR-CODED TRAIN TALK ALERTS

Announcing new, more detailed, color-coded Train Talk e-mail alerts. The new format for Train Talks allow for deeper explanations on a number of issues, offer helpful reminders, and provide links to related topics. Plus, the color coding and subject line naming convention will enable riders to quickly recognize the time sensitivity of a message.

Service Alert: Red

Service Alerts will be sent in the event of a service change or delay.

SERVICE ALERT
VIRGINIA RAILWAY EXPRESS (VRE)

Service Advisory: Orange

Service Advisories will be sent if an occurrence or anticipated occurrence *may* impact service. This will be sent prior to Service Alerts when possible.

SERVICE ADVISORY
VIRGINIA RAILWAY EXPRESS (VRE)

Station Update: Blue and Tan

Station Updates will be sent if there is an anticipated or known event or issue related to a specific station.

STATION UPDATE
VIRGINIA RAILWAY EXPRESS (VRE)

VRE News: Purple

VRE News will be sent for system enhancement updates, to announce Meet the Management meet and greets, and other helpful but non-urgent messages.

VRE NEWS
VIRGINIA RAILWAY EXPRESS (VRE)

Support System Notifications: Dark Gray

Support System Notifications will be sent if we are experiencing issues with our phone system, website or website tracking GPS.

SUPPORT SYSTEM NOTIFICATION
VIRGINIA RAILWAY EXPRESS (VRE)



RAILROAD HISTORY: QUANTICO STATION

The Quantico VRE Station, located at 550 Railroad Avenue in the historic town of Quantico, Virginia, is the fifth stop on the Fredericksburg line after Spotsylvania, Fredericksburg, Leeland, and Brooke. The station was originally built by the Richmond, Fredericksburg and Potomac railroad in 1953, and was totally renovated by VRE and re-opened in April of 2005.

The area now known as Quantico (which means “by large stream”) was first inhabited by Native Americans. In 1608, John Smith mapped an area called “Patawomek” and noted with surprise that the Iroquois and some Dogue Indians of the Algonquin Tribe lived there in harmony. Quantico was first visited by European explorers in the summer of 1608. Later in the year, land owners started appearing. After the turn of the century, the area became popular because of tobacco trade in Aquia Harbor. The Quantico Road was opened in 1731, allowing vital access to and from the western part of the state. By 1759 the road stretched across the Blue Ridge Mountains into the Shenandoah Valley.

The first military presence came during the Revolutionary War, when the Quantico Creek village became a main naval base for the Commonwealth of Virginia's 72 vessel fleet on which many Virginia state militia served. The area was first visited by the Marine Corps in 1816 when a group of Marines traveling by ship to Washington was halted by ice in the Potomac, forcing them to debark and march to the town of Dumfries. Here, they met a young captain, Archibald Henderson, who lived close by. Being a generous man, he hired a wagon for them and sent them on their way. During the Civil War, control of the Potomac River became very important to both armies. The Confederates picked the Quantico Creek area on the Potomac to set up their gun batteries. Their artillery could reach anything on the water, thus deterring the Unions' use of the water highway. While battles took place in Manassas and Fredericksburg, the gun positions around Quantico were used until the end of the war.

Following the war, railroads became a more integral part of transportation. In 1872, the Richmond, Fredericksburg and Potomac Railroad was formed when several railroads north and south met at Quantico Creek.

The surrounding village known as Quantico was built by The Quantico Company. This was the start of a thriving tourist and fishing town. A large hotel was built, the beach was cleaned and one street was finished complete with sewers. A dance pavilion was set up with a merry-go-round and small lots were offered for sale. By the summer of 1916, the steamer St. Johns and the train brought more than 2,500 “fun-seekers” each week to the site from Washington and Richmond. The same year, railroad side tracks were extended to the shipping point on Quantico Creek. The Quantico shipyard started up with plans to build ocean freighters and tankers.

Soon, the U.S. entered World War I and the company obtained U.S. Navy contracts to build three wooden ships. In 1917, Marine Corps commander Major General George Barnett was desperate to find a suitable area large enough to train at least 7,000 Marines. By then the Quantico Company was in financial trouble and agreed to lease 5,300 acres surrounding the town of Quantico to the U.S. government for the base which became nicknamed “slippery mud” because of the knee-deep, red, gumbo-like mud which often bogged down ox-carts and wagons. The hotel became the officers quarters later named Walter Hall. Temporary tents and crude wooden barracks were built and some slept in the dance pavilion. By August, enough barracks were built along with a hospital capable of housing 100 patients. Brig. General John A. Lejeune took command of the base in September when the first battalion which had been training since July sailed aboard the USS Henderson for France. During the rush to provide housing, hundreds of skilled workers were needed. Many workers were employed and lived and worked in the town. Many of the descendants of those workers still have businesses there today.

The town was officially incorporated in 1927 and received their charter in 1934. Today, the station serves both Amtrak and VRE trains. The waiting room is open week days from 5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 8:00 p.m. The original waiting room has been transformed into a railroad museum of sorts, with walls covered by framed newspaper articles, photos, posters and memorabilia depicting the rich history of the town, the railroad and the Marines. VRE tickets are available for sale from the kiosk vendor located inside the station.

PLAYING IT SMART WITH

What do our safety program and football have in common? Safety certainly is no game, however, we can draw similarities between having a system of rules, working together to achieve a common goal, and having a winning plan.

Positive Train Control (PTC) is automated technology to stop a train when necessary, and its implementation is a massive initiative that will increase rail safety across the country. PTC will act as an overlay for many existing processes, and it should be noted that there are several currently enforced protocols that allow the team to work together for your safety and reinforce the lines of defense.

RAILROAD WORKER SAFETY

APPLIES SPEED CONTROL

ROADWAY WORKER PROTECTION



SAFETY BRIEFINGS



OPERATING RULES



EFFICIENCY TESTING



TIMETABLE SPEED RESTRICTIONS



LOCOMOTIVE/CAB CAR OVERSPEED



LOCOMOTIVE/CAB CAR ALERTNESS CONTROL



CAB SIGNAL



POSITIVE TRAIN CONTROL (PTC)



TRAINING & BEST PRACTICES: EXERCISING KNOWLEDGE & SKILL

Conductors, engineers, and other personnel receive frequent training, and must play by the rules. They rely on conditioned skills to deliver professional performances.

THE EQUIPMENT: ADDED LAYERS OF PROTECTION

All skilled professionals can benefit from being equipped with automated tools. For train crews, this is automated equipment to make sure the train is running according to regulation.

PTC: THE REFEREE

Positive Train Control (PTC) will step in when all other protocols fail – automatically giving the engineer and his/her train a timeout.



Automated Technology	Technology to Stop Train	Description
		<p>Under certain provisions, workers will establish a “work zone” and trains will have to request permission to enter this section of track.</p>
		<p>Railroad personnel is required to begin the day with a detailed, “all-hands” discussion of safety implications and describe the work to be done. The briefing cannot conclude until everyone understands what is being discussed.</p>
		<p>Railroad operations are governed by a set of rules that describe in detail how nearly all activities are to be undertaken. The rules specify train speeds, signal types and meanings, requirements for braking, acceleration, horn and bell use and other elements.</p>
		<p>Efficiency testing is a collective term for tests the supervisors of railroad crews perform in unannounced situations. These tests ensure train crews understand and comply with the railroad operating rules.</p>
		<p>When there is a deviation from the prevailing speed limit, as in a curve, the railroad timetable book will note this location and prescribe a safe operating speed. Engineers are tested and qualified to understand where to make these speed reductions.</p>
✓		<p>Embedded within the control system of the locomotive. Will limit its operating speeds under a variety of preset conditions.</p>
✓		<p>A system employed in the cab cars and locomotives that will activate a visible and audible alarm if it doesn’t sense operator activity within a short period of time. If the operator fails to acknowledge the alarm, the train’s airbrake system will automatically engage.</p>
✓	✓	<p>Locomotives and cab cars pick up the Cab Signal System broadcast through special receivers, and the signal permissions are displayed in the engineer’s cab. If an engineer were to fail to acknowledge a signal change, the train’s airbrakes would activate.</p>
✓	✓	<p>A processor-based/ communication-based control system designed to prevent railway accidents. PTC technology is designed to automatically control train speeds and movements should an engineer not take suitable action for a given situation.</p> <p><i>Update: Currently, we are coordinating with our host railroads, CSX and Norfolk Southern, on field and system interoperability.</i></p>

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and Hobby Rooms



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PUZZLE SOLUTIONS



7	8	5	6	2	4	1	9	3
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9	5	7	4	6	3	2	8	1
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8	3	6	2	7	1	4	5	9

RAIL TIME PUZZLES

ACROSS

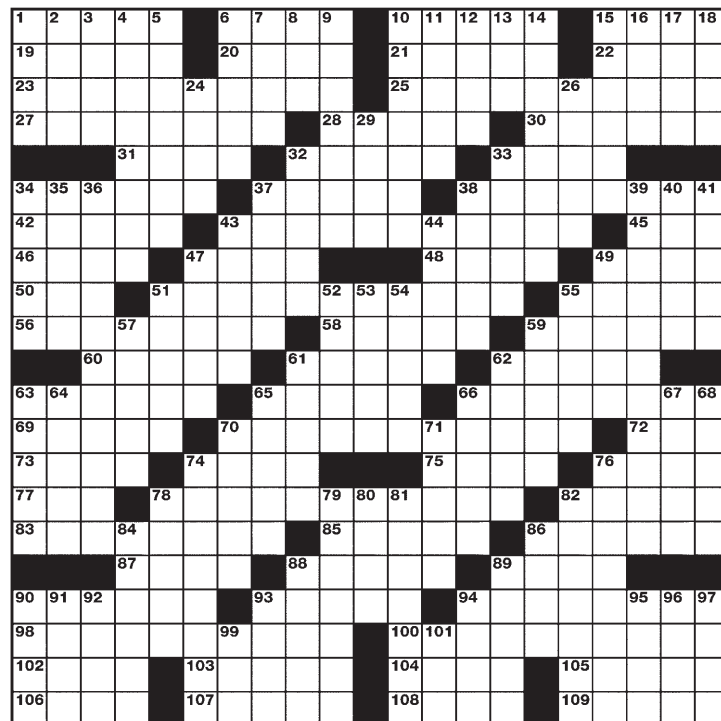
- 1 Surround securely
- 6 Erupt
- 10 Fully awake
- 15 Beans or broccoli
- 19 Part of LED
- 20 Floor space
- 21 Designer Kamali
- 22 Conversant with
- 23 Office-space providers for startups
- 25 Emulate Rumpelstiltskin with straw
- 27 Scones, for instance
- 28 Somewhat wrong
- 30 Obliterates
- 31 Without a warranty
- 32 Playhouse platform
- 33 Wintertime comment
- 34 College sports conference, formerly
- 37 *Très prospère*
- 38 Creative skill
- 42 Small hoppers
- 43 Crafty scheme
- 45 Rainbow segment
- 46 Metal in the rough
- 47 Bowl over
- 48 Damon of cinema
- 49 Gaucho's missile
- 50 Outdo
- 51 Compulsive fire starters
- 55 Countdown device
- 56 Quick quip
- 58 Capital of Belarus
- 59 Metaphor for a mess
- 60 Reduces to granules
- 61 Whips up
- 62 Black water birds
- 63 Oversized luggage
- 65 Narrow boat
- 66 Lefty pitcher
- 69 Puzzle with plus signs
- 70 Affectionate greeting

DOWN

- 72 Firefighter's tool
- 73 PD alerts
- 74 Novelist Uris
- 75 Overrun (with)
- 76 Paper to pay
- 77 Angry feeling
- 78 Etiquette requirements
- 82 Convention discussion group
- 83 Started vigorously
- 85 Expressed amazement
- 86 Maria's boss in *The Sound of Music*
- 87 Many sports stats.
- 88 Ballet apparel
- 89 Modeling medium
- 90 Russian diplomat
- 93 Erstwhile global airline
- 94 Conduct, as business
- 98 Infamous Old West outlaws
- 100 Italian playwright
- 102 It means "long live"
- 103 Small canyon
- 104 Topics in history
- 105 Mythical fleece finder
- 106 Branch of math
- 107 Hotel visits
- 108 They come from the sun
- 109 Calls off

ACROSS

- 9 Utah's ___ Mountains
- 10 Immune-system stimulus
- 11 Good-for-nothing
- 12 Miscalculates
- 13 Presidential monogram
- 14 School cafeteria morsel
- 15 Fructose and glucose
- 16 Milestones for young cos.
- 17 Ration (out)
- 18 Calls off
- 24 Related
- 26 Senator Hatch
- 29 Hawaiian fish, for short
- 32 Order to attack
- 33 Labourites, for instance
- 34 Posting on Flickr
- 35 Biblical brother
- 36 Shoe-sole material
- 37 Common cutter
- 38 Sharp as
- 39 Founding Father pamphleteer
- 40 Game-box insert
- 41 Rather long time
- 43 Female zebras
- 44 Accumulate
- 47 Measures of force
- 49 Blessed event
- 51 Nominates
- 52 Maytag sister brand
- 53 Canon's camera competitor
- 54 Start of a boss' order
- 55 Trumpet sounds
- 57 *Peanuts* kid
- 59 Squeaky scamperer
- 61 Great, on some diplomas
- 62 Hairdos



- 63 Innate attribute
- 64 Printer's proof
- 65 Chris of CNN
- 66 Raced on snow
- 67 Wheel rods
- 68 *The Time Machine* author
- 70 Eastern English county, for short
- 71 Source of the fleece
- 74 Strong yens

- 76 What some parents request at restaurants
- 78 Hawaiian force of TV
- 79 Sitting rooms
- 80 Tiny trace
- 81 Bambi's little pal
- 82 School cafeteria sandwiches, briefly
- 84 Livestock marker
- 86 Milne's first name
- 88 Sharp-flavored
- 89 Without refinement

- 90 \$\$\$ source for mags
- 91 Filmmaker from India
- 92 Mid sixth-century year
- 93 Legal assistant, informally
- 94 Printer insert
- 95 "And don't forget..."
- 96 Sound of a hoofbeat
- 97 Lots and lots
- 99 Understood
- 101 Long-term savings plan

SUDOKU

8		6			1		5	
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"My dad said to tell you that geometry is 'squaresville.' I don't understand what that means but he assured me that was comedy gold."

RIDE

MONTHLY VRE RIDER E-NEWSLETTER



Train Talk meets RIDE magazine.





VIRGINIA RAILWAY EXPRESS

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