



VIRGINIA RAILWAY EXPRESS

Update



703-684-1001

www.vre.org

March 7, 2007

Editor's Note:

Feels like Spring is almost here with sunshine and promises of beautiful days. With warmer times, one starts to think of warmer places. So, we offer a glimpse of Florida and the Juice Train. We know that you have seen it on many occasions. Here's a new look at this important train.

Even more important to us is the partly sunny outlook in Richmond. We are anxiously waiting for what will happen now that the General Assembly has passed their transportation bill. Read about it and see how to make your opinion heard.

Speaking of hearing, we believe that our passengers are our eyes and ears. Find out how you can take what you see and hear and help VRE.

Until next time, think warm thoughts!

VA General Assembly Passes Transportation Bill

As many of the metro area's newspapers have reported, and as we reported via our Train Talk e-newsletter last week, Virginia's General Assembly passed a transportation bill late on Saturday, February 24. While there has been a great deal of talk about what this means for roads in our area, what many don't realize is that there is also a rather significant amount of money set aside for transit. In fact, the final version of the bill as passed over the weekend included \$25 million per year for VRE capital funding.

What does this mean for you? For our riders, this means that we would have the funding to start procuring new locomotives. Once the bill is finalized, we would be able to start the process that will allow us to purchase new locomotives. This doesn't mean that we will get the new locomotives overnight, as the process would

probably take about a year to complete. However, the funding in the transportation budget will enable us to get the procurement moving.

While we would love to celebrate the passage of this bill, there is still a lot of work to do, particularly since Governor Kaine has not yet signed the bill. In fact, there has been nothing short of a partisan clash over the volatile issue since the bill was adopted by the General Assembly, with Republicans and



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Our Passengers: The Eyes and Ears of VRE

Life's busy. Trains can be crowded. People lose stuff. A car might be too hot or too cold. The news is full of scary headlines. It's enough to make you want to bury your head in a pillow sometimes. But before you do that, keep in mind that paying attention to the environment around you—and helping serve as VRE's eyes and ears—could make an enormous difference.

Thankfully, the day-to-day reasons for staying alert are fairly innocuous, but they could easily make you a hero. Noticing that someone left behind their memory stick may have saved their

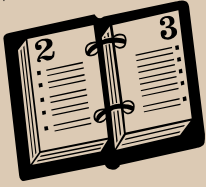
big presentation; returning a misplaced ticket or key ring surely saves its holder a lot of aggravation; and keeping on top of how the trains are operating goes a long way in helping VRE staff correct minor issues.

"We can't be everywhere all the time," said April Maguigad, VRE's manager of customer communications. "So it's always helpful having our passengers keep us posted every time they discover a problem. If a door sticks, if the heater

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VRE's Eyes and Ears

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Upcoming Dates

Wed., March 7
On-Line Forum
12:00n

Sun., March 11
Daylight Savings Time
Begins

Mon., March 26
Quantico Brigade
Phase Three Begins

Mon., April 2
Quantico Bridge
Phase Four Begins



VRE Update is a publication of Virginia Railway Express. The newsletter is published bi-weekly 24 times per year. Stories included are for the sole use of VRE riders and its supporters. Comments and questions may be directed to VRE Customer Service at gotrains@vre.org or at (703) 684-1001.

is acting cranky, or if a bathroom needs servicing, we want to know about it so that we can fix it as soon as possible.”

“We recently learned from our riders, for example, that some of the new railcars were a little drafty, and we’re now working with the manufacturers to upgrade the doors’ weather-stripping in our 11 new cars and on the additional cab cars we’ll start getting later this year,” Dennis Larson, VRE’s director of rail equipment and services, added.

“Similarly, we discovered during a recent storm that one of the parking lots wasn’t plowed as well as another,” chimed in VRE’s manager of facilities, Kevin Jannell. “Since we don’t plow all of the lots ourselves, it gives us the opportunity to re-establish communications and provide feedback with those entities when a problem crops up.”

Of course, the other major reason to pay attention is for security reasons, particularly since transit systems have become a terrorist target. Trains in particular can be at risk, since they have no gates and checkpoints as airports do.

“The first line of defense really does lie with the people who ride the train every day,” said Dave Snyder, VRE’s superintendent of operations, safety and security. “Plain and simple, VRE passengers know each other ... and as people become familiar with the

regulars, they become familiar with what is typically carried on board. When a familiar face brings something different on board, that’s rarely cause for concern. But, when a strange face boards, it’s important to pay particular attention to them and what they’re bringing on to the train. We rely on the fact that the same people are on the same trains every day, for weeks, months and years. Terrorists won’t ride hundreds of times merely to conduct surveillance, so it makes sense for the regulars to scrutinize the few people who are new and different until they, too, become regulars. It takes a village ...”

Another important step is to watch unusual packages to make sure they’re carried off by the same person who carried them on. If you ever see a package left behind by someone you know brought it onboard, bring it to their attention. If they say it isn’t theirs even though you know they brought it on, immediately contact a conductor and explain the situation fully so that your credibility is maintained and the appropriate action is taken. At the stations, be alert for suspicious vehicles idling adjacent to station entrances and stairways.

And at any time, if something doesn’t “sit right,” passengers are urged to summon a conductor so that they can further investigate the situation. In the absence of a crew member, call 911 (calling VRE’s headquarters in Alexandria is the last thing you should do, because it won’t elicit an immediate emergency response like calling 911 or notifying a conductor would).

“Collectively, we have an immense intelligence system,” Snyder added, “and together, we can work to safeguard our rail lines.”



Got Juice?

History of The Juice Train

If you served up a tall glass of Tropicana OJ this morning for breakfast, you're not alone ... millions of gallons of Tropicana's most famous juice travel from Florida up the East Coast five days a week, and the company doesn't call upon trucks to do it. Rather, trains have been the preferred mode of transportation ever since 1970, with the so-called "Juice Trains" becoming the object of huge affection, with fan clubs, photography collections and even online discussion groups created to celebrate the big orange trains that help deliver one of America's favorite drinks.



But before 1970, getting Tropicana juice into the hands of its thirsty customers was no easy feat. When the company was first founded in 1947, it depended on hand-delivery to nearby Floridian homes, but as demand grew—particularly in the Northeast—a ship named the S.S. Tropicana

was called into service in the 1950s, taking 1.5 million gallons of juice to New York each week. (One of Tropicana's first Manhattan customers, the Waldorf-Astoria Hotel, had a standing order for 1,000 gallons of juice and fruit jars each week.)

By 1970, Tropicana realized it needed even faster and more frequent service. So in 1961, the S.S. Tropicana made its final voyage, and the concept of using a "juice train" to carry Tropicana's product was born. Originally a single, insulated boxcar that carried orange juice in bulk once a week from Florida to Kearney, N.J., the Juice Train expanded quickly. By the following year, the company was operating two 60-car unit trains a week, each carrying about one million gallons

of juice. On June 7, 1971, the "Great White Juice Train" (the first unit train in the food industry, consisting of 150 100-ton insulated

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Transportation Bill Passed

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Democrats each highly critical of the others' ideas. It's expected that Governor Kaine will make some changes to the bill, and if they are as radical as predicted, the bill would need to go back to the General Assembly for another vote and approval ... or face veto. We don't want to even start making predictions as to how long this whole process could take, particularly since Governor Kaine has already indicated that before he makes any changes, he plans to make several trips around the state in an effort to get

feedback from the people of Virginia. Regardless, we remain hopeful that VRE and its riders will ultimately benefit from this legislation.

Interested in sharing your opinion on the transportation budget? You can do it by sending a message to Governor Kaine via his Web site at www.governor.virginia.gov/AboutTheGovernor/contactGovernor.cfm.

Safety Sense

Stay Behind the Yellow Line

We have seen many instances of our passengers crowding along the edge of the platform as the train approaches. Many of them are standing on the yellow tactile edge as the train is coming into the station. This is a dangerous practice as it leaves no margin for error.

Think of it this way: If a person is bumped, they could easily fall into the path of the train. Or, if a bag or other item is large, it could get hooked by part of the engine and a terrible accident could occur.

Passengers not only need to stay BEHIND the yellow tactile edge to ensure their safety, they should stay WELL BEHIND the line. There are many other reasons, but the point remains the same. Standing back may not get you on the train first, but it will ensure that can board the train.

What Should I Do When I Experience A Problem?

Courtesy Corner

Quiet in the Quiet Car!

The Quiet car is always the car located right next to the engine. It is designed for people who wish to rest and relax on the way to or from work.

For everyone's enjoyment, here are a few tips:

* If you wear headphones, check to make sure no one else can hear them.

* Cell phones should be turned off or set to vibrate. If you must take a call, please step into the vestibule.

* If you must speak, please speak in a hushed whisper.

* Children are always welcome as long as they can be quiet.

Maintenance issues onboard: Complete the online form located at www.vre.org/feedback/mechanicalconcerns.php.

Maintenance issues at the stations: Complete the online form located at www.vre.org/feedback/stationconcerns.php.

Lost and found: If you find something, please turn it in to a conductor on board. If you lose something, visit www.vre.org/service/lostfnd.htm and fill out the online form describing your item. Or, call VRE at 703.684.1001 between 7:00 a.m. and 7:00 p.m.

Health issue: Call a conductor immediately; all are CPR trained, can administer oxygen, and can operate AEDs (automatic external defibrillators) in the event of a heart attack.

They will also be better able to communicate with emergency personnel by phone, as they are more intimately familiar with each train line and could explain to emergency teams where they could meet most easily and efficiently meet the train.



Security issue: Immediately contact a conductor and explain the situation fully. In the absence of a crew member, notify 911.

Juice

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boxcars fabricated in the Alexandria, Va. shops of Fruit Growers Express) commenced service over the 1,250-mile route. An additional 100 cars were soon incorporated into the fleet, and small mechanical refrigeration units were installed to keep temperatures constant on hot days. As a result of its focus on rail, Tropicana saved \$40 million in fuel costs alone during the Juice Train's first 10 years in operation. Today, the Juice Train, cooled to 34 degrees, departs five days a week, carrying juice from more than 400 Florida groves to your glass with as much speed as possible. (Incidentally, the first "Great White Juice Train" is still in operation today.)

The look of Tropicana's rolling stock has also changed over the years, including orange, white, and blue cars, all designed to better advertise its famous cargo. A reliable and economically

viable transportation mode, the Juice Trains now also run 10 trips each week to Jersey City, N.J., and Cincinnati, Ohio. Additional shipments with specially equipped refrigerated cars now travel 3,000 miles by rail to California, as well.

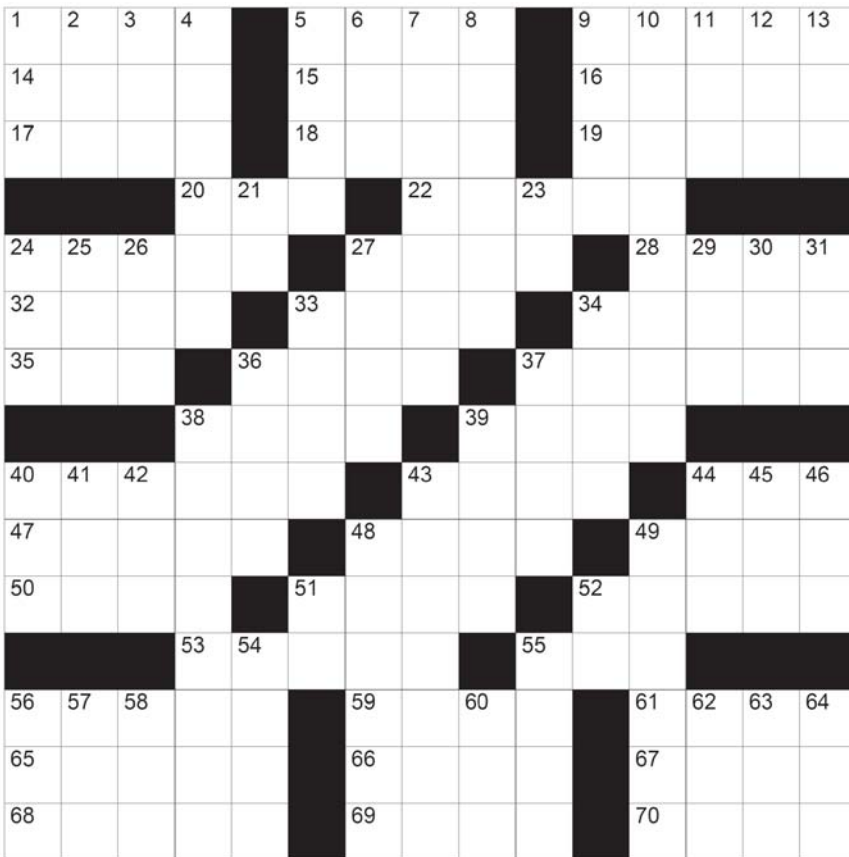
Not surprisingly, the Tropicana-CSX Juice Trains have been the focus of countless efficiency studies and have received numerous awards, primarily because the Juice Trains are a great example of how modern rail transportation can compete successfully with trucking and other modes to carry perishable products.

We'll drink to that!

(Facts for this article were obtained from www.wikipedia.com and Tropicana.com.)

At the Circus

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ACROSS

- 01. Bright light
- 05. Shaver's purchase
- 09. A small island
- 14. Small handbag
- 15. ___ a Great Notion, by Kesey
- 16. Blockade
- 17. Buckle
- 18. "Cheers" regular
- 19. Parois

- 20. Seedcase
- 22. Way overweight
- 24. Circus animal
- 27. Under the covers
- 28. Slap ___, in hockey
- 32. Winglike
- 33. Close to
- 34. Draft horse
- 35. Provide what is desired or needed
- 36. Brusk

- 37. Parasitic protozoa
- 38. Sacred
- 39. Barge relative
- 40. Spinning
- 43. Small branch
- 44. Undergarment
- 47. Makeup
- 48. Actor Pitt
- 49. Burden
- 50. Kind of ball


DOWN

- 01. Not seen before
- 02. Airport acronym
- 03. Thornton Wilder's "___ Town"
- 04. Youngster
- 05. Adoring
- 06. Plastic ___ Band
- 07. Circus performer
- 08. Person associated in a group
- 09. Egyptian goddess of fertility
- 10. Circus feature
- 11. Oahu garland
- 12. Id's counterpart
- 13. Pro ___
- 21. Used to indicate an alternative
- 23. Talking horse
- 24. Type of dance
- 25. Sick
- 26. Cheerful
- 27. A home on high
- 29. Hasten
- 30. Globe
- 31. Oolong, for one
- 33. Without value

- 34. LA weather
- 36. Center
- 37. Type of rock
- 38. Circus act
- 39. Mop the deck
- 40. The strong ___ of the law
- 41. Court
- 42. Shack
- 43. Circus apparatus
- 44. Sound of disapproval
- 45. Moved fast
- 46. Commercials
- 48. Makes swollen
- 49. Persons holding a fief
- 51. Thus
- 52. ___ and behold
- 54. Hit Broadway musical of the 1960s
- 55. Rocky crags
- 56. Article
- 57. Charged particle
- 58. On the contrary
- 60. Informer
- 62. Egg cells
- 63. Limb
- 64. Move to and ___

- 51. Pitching rubber, for example
- 52. Circus animals
- 53. Shout with joy
- 55. ___ the mark
- 56. Shinbone
- 59. Space beginning

- 61. Popular sport
- 65. Nymph
- 66. Russian head
- 67. Unending
- 68. Computer key
- 69. Congeals
- 70. Starch



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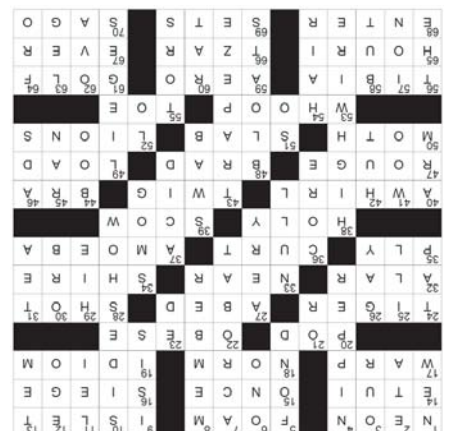
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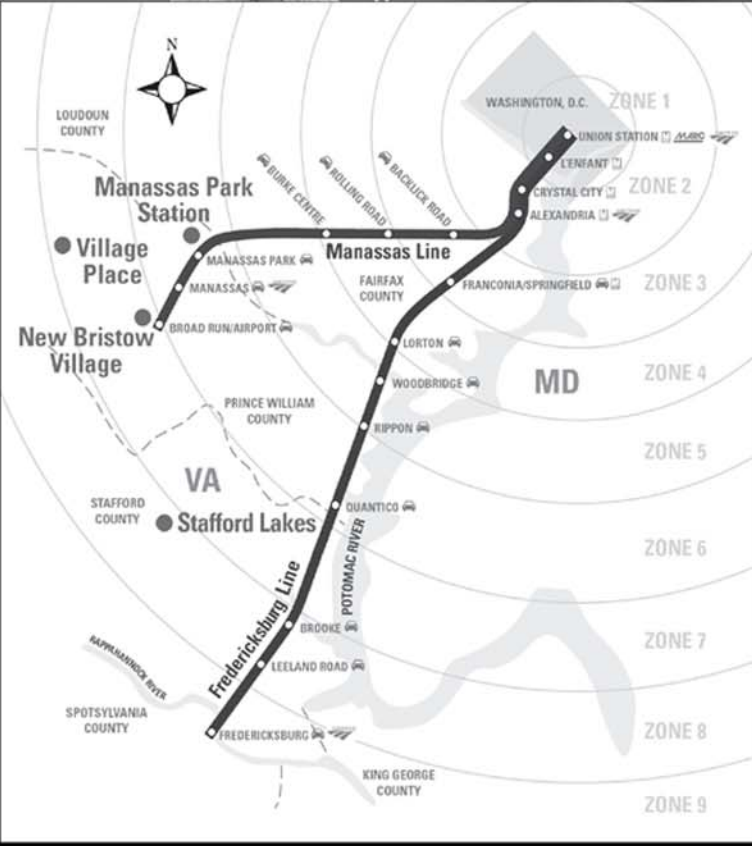
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