

Virginia Railway Express

Update

ALEXANDRIA CRYSTAL CITY L'ENFANT UNION STATION
BROAD RUN MANASSAS MANASSAS PARK BURKE CENTRE
FREDERICKSBURG LEELAND ROAD BROOKE QUANTICO RIPPON WOODBRIDGE LURTON FRANCONIA/SPRINGFIELD

703-684-1001

www.vre.org

April 20th, 2011

How the New VRE Locomotives Get To Our Rail Yards



We love our shiny new locomotives and we are hoping that you do too. Some of you have written and asked us how do they get all the way from Boise, Idaho to our rail yards in Virginia and then

Ashland. From Ashland yard in Chicago, Norfolk Southern railroad takes it to the Manassas Rail Yard via Elkhart, Indiana, Columbus, Ohio, Williamson, West Virginia, Roanoke, Virginia and Lynchburg, Virginia.

From Manassas, a local Norfolk Southern train delivers it to Broad Run. From here, VRE makes the decision as to which line the engine will run on, either the Fredericksburg or the Manassas line. The entire trip takes approximately 17 working days not counting Sundays. The locomotives may or may not be attached to the end of the trains during the long transportation process across the country. As you may see from the photo, the VRE locomotives are usually sandwiched between other equipment for protection. They are always attached to freight trains, not passenger trains. Once they arrive on our property, they are then put through a series of rigorous tests and must pass inspection before they are released and put into service.

onto the train you may be riding.

The following scenario is a typical routing of the MotivePower MPI 36 Locomotives:

First, the locomotive gets picked up from MotivePower in Boise, Idaho by Boise Valley Railroad and then goes to Nampa, Idaho. From here, the Union Pacific Railroad takes it to Chicago via Pocatello, Idaho, Cheyenne, Wyoming, North Platte, Nebraska and Cedar Rapids, Iowa.

Once in Chicago, our locomotives get routed to a couple of different rail yards, usually Proviso and

We are on schedule to receive all 20 locomotives by the end of this September.





Meet the Management Dates:

April
20th - Crystal City
27th - Alexandria

May
4th - Franconia/
Springfield
18th - Fredericksburg
25th - Broad Run

June
1st - Leeland Road
8th - Manassas
15th - Brooke
22nd - Manassas
Park
29th - Quantico

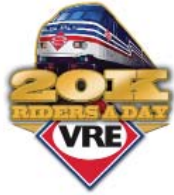
July
6th - Burke Centre
13th - Rippon
20th - Rolling Road
27th - Woodbridge

August
3rd - Backlick Road
10th - Lorton



VRE Update is a publication of Virginia Railway Express. The newsletter is published monthly 12 times per year. Stories included are for the sole use of VRE riders. Comments and questions may be directed to VRE at gotrains@vire.org or at (703) 684-1001.

Overcrowding... Overcrowding... Overcrowding...



As many of you know, we broke a ridership record on February 16, 2011, when there were over 20,000 trips on VRE. That record was broken again on March 15, when we had 20,573 trips on VRE and we broke the record a third time on Thursday, March 23, when VRE carried 21,136 riders. That is 563 more passenger trips than just one week earlier.

Not surprisingly, crowding has become a real issue on many of our trains and in our station parking lots. We want to share some exciting news that we think will help many of our most crowded trains.



On March 18th, the Operations Board approved our recommendation to buy down the Step-Up fare to ride Amtrak trains.

While VRE will still need to pay \$10 to Amtrak for every VRE rider on one of its trains, beginning May 2, the VRE rider will only pay \$5. VRE will pay the rest!

Our expectation is that many of you on the more crowded trains will chose to take the nearest Amtrak train, which will alleviate crowding on some of our trains. For example, Burke Centre and Manassas riders on the VERY crowded Manassas Line train 329 (departing Union Station at 4:25pm) may wish to wait for Amtrak train #171, which departs Union Station at 4:50pm. While it operates a bit later, it is less crowded, has more legroom and a café car. On the Fredericksburg Line, express train riders will be able to shorten your day by taking Amtrak train #95, which leaves Union Station at 2:30pm. In some cases, taking an Amtrak train may even shorten your commute.

For those of you who have purchased the \$10 Step-Up tickets in bulk, we are currently working on the details of a program where we will exchange \$10 Step-Up tickets for two \$5 Step-Up tickets. An exchange form will eventually be available upon our website, but until then, if you currently have a bundle of these \$10 Step-Up tickets, we will have a staff member at the next several Meet the Managements trading out the \$10 tickets for two \$5 tickets.



Finally, we are working with our host railroads on turning one of our Manassas Line trains so we can store it mid-day at

Broad Run. By doing so, we would be able to store more cars in our mid-day storage yard and can add some capacity to some of our other more crowded trains. If all goes well, we should be able to make these changes on May 2, when the new Step-Up fare goes into effect.

The plans are to turn one of our Manassas Line trains at Union Station and return it to Broad Run to be stored during the mid-day.

- Specifically, train 326 will turn at Union Station and go back to Broad Run. This train would then depart Union Station at 8:00am. This would be in the same slot that our old Train 323 used to operate in before November 2005.

- On the return trip, we would want the train to operate about half an hour later than the current 336, arriving at Union Station around 4:40pm. The train would then turn at Union Station for the current train 331.



If approved by CSX, we will be able to expand some of our other consists and still keep within the 83 vehicle amount stipulated in our access agreement. Specifically, VRE will add cars to the following trains:

- Train 300/313 will have one car added, bringing this train to 6 units
- Train 310/311 will have one car added, bringing this train to 7 units
- Train 312/301 will have one car added, bringing this train to 5 units

This should bring the total vehicle count stored at Ivy City to 78, providing an additional 700 seats to our service.

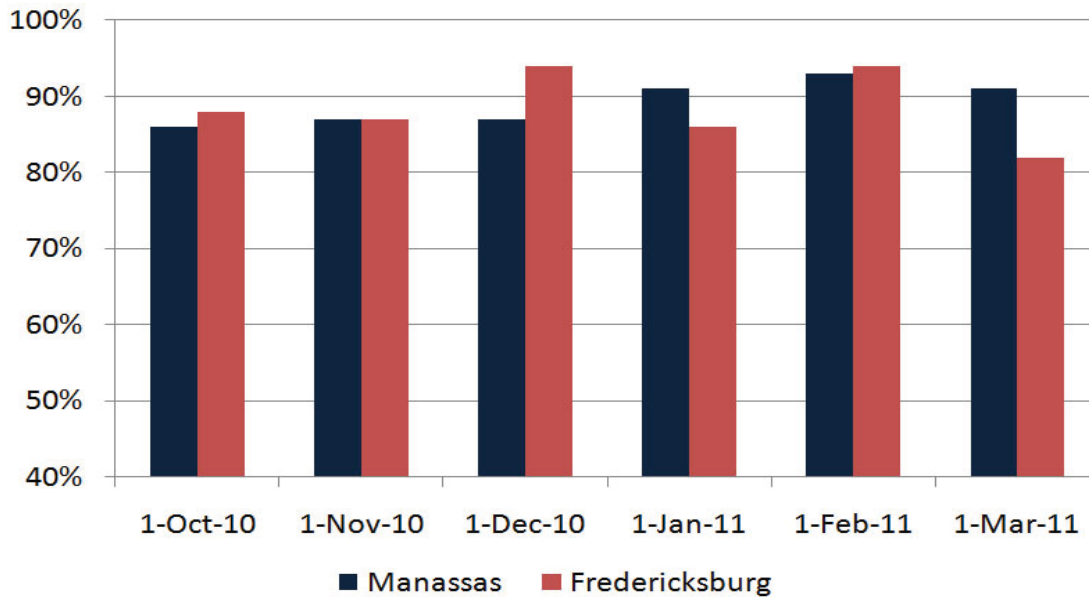
In addition:

- Train 328 will be paired with 325/336/329.
- Train 326 will have two cars added and be paired with train 331.

The 8 car Fredericksburg Line train would be moved to train 306 in the morning and will continue to operate as 307 in the evening.

We know this won't solve everything, and it is only a temporary fix until we can obtain more funding to buy more rail cars, but in the meantime, it will help alleviate some of the overcrowding.

On Time Performance for the Last Six Months



On-Time Performance March 2011

Fredericksburg Line

300 – 83%
302 – 83%
304 – 83%
306 – 78%
308 – 83%
310 – 74%
312 – 74%

301 – 100%
303 – 87%
305 – 83%
307 – 96%
309 – 65%
311 – 83%
313 – 78%

Overall – 82%

Manassas Line

322 – 100%
324 – 100%
326 – 100%
328 – 100%
330 – 96%
332 – 96%
336 – 96%
338 – 96%

321 – 100%
325 – 96%
327 – 100%
329 – 91%
331 – 87%
333 – 87%
335 – 87%
337 – 91%

Overall – 95%

*A train is considered delayed if it is more than 5 minutes later than the posted schedule into its final destination.

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TO
FLIP
OUT**

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COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

Train Emergency Exit Routes

While on board, please remember to note the exit routes on board our trains. All emergency exit routes are clearly marked on an exit route map. These maps are found in the vestibule of each train car. There are 16 emergency exit windows on board in each train car. These are marked with "Emergency Exit Window" decals. Emergency Exit Windows are placed diagonally to each other so that all 16 can be utilized, if needed. These windows can be removed by simply pulling both red handles on each window, simultaneously.

The rubber molding attached to the red handles need to be completely removed. This will expose two metal handles. Use these metal handles to lift the glass window out of its frame. If you are on the upper level of the train cars it is best to set these windows on an interior seat. If you are on the lower level you can either set it on a seat or push this out of onto the railroad. These windows, when removed, weigh, approximately 30lbs.

Remember that the vestibule boarding area too is considered an emergency exit route.

Bike to work Day Friday, May 20th

Friday, May 20, 2011, is Bike to Work Day in the entire Washington Metropolitan Region.

Commuters are encouraged to ride their bike to work or to the VRE station as part of National Bike Month.

To register for Bike to Work Day, visit www.waba.org/events. Two Pit stops are located at the Manassas VRE Station, and the Rippon VRE Station. Each pit stop will offer a local mix of food, drinks, entertainment, dynamic speakers and chances to win bicycles and other prizes. Bicycles are allowed on the last three VRE trains.

Biking to work has health benefits, reduces congestion, saves money, and improves air quality. For more information on participating in this event visit www.waba.org/events.

Bicycle Policy Aboard VRE Trains:

Collapsible bicycles are permitted on all cars, on all trains. These bicycles must be completely folded and safely stored in overhead luggage racks, under seats or in some other place that is not an inconvenience to other passengers.

Full size bicycles will only be allowed on the last three northbound, the mid-day, any reverse-flow, and last three southbound trains on each line. Specifically, these trains are:

Fredericksburg Line

Northbound	308	310	312	
Southbound	301	309	311	313

Manassas Line

Northbound	328	330	332	336
				338
Southbound	321	325	333	335
				337

- Full size bicycles must board at the northern-most car on the train and use the southern half of the car.

- No more than two (2) full size bicycles are allowed on the car. If the car already has two bicycles, you cannot bring your bicycle on the train and must wait for the next one.

- Full size bicycles must be tethered to the bench seats using a bungee cord attached to the eyelet on the seat frame. The south end bench is distinguishable by only having four (4) folding seats. Bicyclists will be responsible for securing their bicycle and supplying their own bungee cord.

- The bench seating on the north end of the car is priority seating for passengers with disabilities. This area is located directly across from the restroom and cannot be used for bicycles.

- If the bench seating for full size bicycles is occupied by passengers, the bicycle rider may ask the passenger to vacate the seat or ask the conductor for assistance if the passenger is unwilling to move. The priority will be for the bicycles.

- For the safety and convenience of our other riders, bicycles will be boarded and removed last after all other passengers have boarded or detrained.

- Passengers are not permitted to ride any bicycle on the platforms or trains.

- All bicycles must be clean and free of grease.

- VRE will not be responsible for the security of bicycles brought on board.



Where Do Your Fares Go?



Ever wondered where the money from your weekly or monthly VRE ticket purchases go? Well, 100 percent of those ticket fares go directly toward VRE's operating expenses, and, unfortunately for us, those fares only cover 60 percent of those expenses. By operating expenses, we mean things like fuel, crews to operate the trains, access fees to Norfolk Southern and CSX for using their tracks, maintenance and cleaning of locomotives and rail cars, communication with passengers and train dispatchers, the operation of our central office, the operation of station message signs, maintenance and repairs to stations and parking facilities, information technology, and safety and security.

Not surprisingly, there are other major areas that are not lumped under the operating expense category, such as insurance; principal and interest payments on borrowed funds; and the capital program which covers things such as improvements to yards and stations, the purchase of new rail cars and locomotives, and other items that improve what we already have and that allow us to build the capacity of our system and make it more efficient.

Fare income is a very important source of revenue, but it doesn't come close to covering our total expenses. To make up the shortfall, we look to funding from the

Commonwealth of Virginia, the federal government, and participating jurisdictions. We also see some income from interest on investments and advertisements in our stations.

Manassas Ballet Theatre
With
The Manassas Ballet Theatre Orchestra
Presents
ROMEO AND JULIET
Saturday, May 21, 2011 at 7:30pm
Sunday, May 22, 2011 at 3:00pm
Tickets: \$35, \$45, \$55
888-945-2468
tickets.com
www.manassasballet.org 703-257-1811
info@manassasballet.org
HYLTON PERFORMING ARTS CENTER

Courtesy Corner

Smoking: permitted on the north end of the platform only.

For those that sniffle, sneeze, cough and hack, please cover your mouth to reduce your spread of germs.

The quiet car is an opportunity for some passengers to relax, read, nap or catch up on their office work. If you have a cough that persists throughout your trip, or you constantly need to clear your throat, this takes away from the "quiet" aspect of the quiet car. Please be quiet in the quiet car.

Please don't push your fellow riders to get off the train. And, by the same token, please get out of the way of riders who need to detain.

Don't queue unless your stop is the next one. Conductors have been asked to enforce the standing means detaining policy, so if you are standing prior to the train departing for the next station, the conductor is allowed to delay the train until all passengers are seated.

You're a neighbor, not a number.



Total average savings of \$489*

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Gainesville, VA 20155
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*Average annual household savings based on national 2009 survey of new policyholders who reported savings by switching to State Farm.

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Tomorrow's Cancer Care For Today's Prostate Cancer Patients.



SENTARA UROLOGY CENTER AT POTOMAC HOSPITAL

For patients with prostate cancer, early detection and quality care can make all the difference. When you access Sentara for prostate care, you are tapping into comprehensive cancer care with sub-specialized expertise. The Sentara Urology Center at Potomac Hospital provides the most advanced cancer care in Northern Virginia, from diagnosis and treatment to follow-up and support.

The prostate cancer program offers:

- Board-certified, fellowship-trained prostate cancer specialists
- Leading-edge minimally invasive surgery using the da Vinci robot
- Advanced treatments including external beam radiation, cryoablation and seed therapy
- Expert second opinions for those already diagnosed
- Patient navigator and ongoing support groups

Schedule an appointment with a prostate cancer specialist online at sentara.com/urology or call our referral center at (703) 221-2500.



sentara.com/urology Your community, not-for-profit health partner

