Grins that stretch from ear to ear is pure Americana. That’s exactly what you’ll find at our Shores Club, just 30 miles from DC. Come discover the riverfront community with award-winning homes, golf, hiking and biking trails, an upcoming VRE train stop, future middle school and a big rec center that families will absolutely love.

Recreation Center with Swimming Pools (Now Open)
On-Site Elementary School (2017)
Future On-Site VRE Train Station
Hiking & Biking Trails
Jack Nicklaus Signature Golf Course & Clubhouse

Homes from the $300s to $800s

Potomac Shores Parkway, Potomac Shores, VA 22026
PotomacShores.com

Features and products vary by community. Price, offers, financing and availability are subject to change without notice.
We’ve all seen feel-good images of people walking along train tracks set against a rural backdrop, sometimes sharing a special moment with friends or loved ones.

But life isn’t a movie, and a moment isn’t as endless as it seems in a photograph.

Trains are abrupt and are always moving faster than they seem. They often don’t run on schedules. They can move any direction at any time, and no one track is dedicated to north, south, east or west.

So the question that’s been plaguing the railroad industry in this country for years: How do we combat the nostalgic Hollywood images and educate people on the dangers associated with any and all train tracks?

We continue to work with programs like Operation Lifesaver to get the message out. However, solving the nation’s general unawareness and continued underestimation of the railway dangers remains a complicated riddle.

Sometimes it’s important to step outside of your organization for input, and that’s what we’re doing now. We’re extending the question to you – how can we change the way our culture thinks about train tracks? Please send your thoughts and ideas to ride@vre.org.

Sincerely,

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express

DOUG ALLEN Chief Executive Officer
SPOTLIGHT ON XXRIDER SPOTLIGHT: CHERYL LEDBETTER

Once carpooling became too much of a hassle, Cheryl and her late husband decided the VRE was a logical and safe choice for their commute. She began riding the Manassas line in the Fall of 1993 and never looked back. Cheryl appreciates the opportunity to sleep, work, chat or read throughout a stress-free ride. Like many passengers, she has developed wonderful friendships on the train. Unlike many, however, she found her ideal home through riding the VRE.

When Cheryl sought to relocate, she came across a Falls Run community ad in Ride Magazine that was exactly what she had been looking for. “I would not have moved to Fredericksburg after my husband’s passing if taking the VRE was not an option,” she told us. “Of course, the first question I asked was ‘where is the VRE station? I found out it was only 8 miles away and had plenty of parking.’” That was in August of 2003. She moved into her home in February of 2004.

Cheryl comes to us with a unique perspective of riding both lines throughout our 25 years of service. “Both have friendly and helpful riders, and wonderful train crews,” she commented. “The conductors really care about their riders and look out for them. Now that I am older, the conductors watch out for me going down the train stairs, lend a helping hand with my bag and steady me when needed.”

A safe and pleasant commute has become a necessity for Cheryl. “VRE has made it possible for me to travel in a stress-free and enjoyable way from Fredericksburg to the DC area without worrying about traffic and the wear and tear of my car,” she told us. “It is the only way I will ever commute.”
PRIVATE PROPERTY

It is not only dangerous to walk on train tracks, it is also ILLEGAL.

Photographers who pose subjects on tracks are subject to CRIMINAL PENALTIES.

On average, it takes a train about a mile to stop after the engineer has fully applied the brake.

A train can extend 3 or more feet beyond the steel rail. Stay behind the yellow line at stations.

Never try to beat the train to the crossing. There are over 2,000 COLLISIONS a year in the US.

DISTRACTIONS

No texting, headphones or other distractions to prevent you from hearing an approaching train. STAY ALERT.

DON’T ASSUME

Trains can move any direction at any time. No one track is a dedicated track for a particular direction. Trains are quieter than ever, and always move faster than they appear. Freight trains don’t operate on fixed schedules.

STAY OFF. STAY AWAY. STAY ALIVE.
KEY PLAYERS IN SYSTEM SECURITY

VRE's security strategy takes a system wide approach – extending involvement beyond train crews and VRE staff. We rely on law enforcement, our host railroads, undercover officers onboard, a security camera network, as well as our passengers to play their part in ensuring a secure arrival for every train.

Train Crews
Our crews are experienced rail veterans who are well versed in knowing how the railroad runs and how a safe railroad should appear. In addition to this experience, they are regularly trained and briefed on various security awareness practices, and are continuously kept informed of possible safety and security concerns based on incidents that may have occurred in or outside the US.

Moreover, our crews are trained on appropriate responses to daily incidents such as medical emergencies and situations requiring non-medical intervention. They are also heavily trained in large scale incidents that could adversely impact other passengers and trains, such as fires, explosions and derailments.

In order to reinforce these safety practices, VRE's train crews receive AED/CPR training and participate in an annual full scale emergency simulation that is conducted by VRE.

VRE Staff
VRE's staff possess multifaceted knowledge of the stations, communications and parking facilities across the system. Detailed routine inspections and consultations with regional law enforcement and federal agencies assist us in staying informed of any security concerns that might affect us — either at our offices, rail yards, stations or on our trains. VRE staff are in constant contact with various governing agencies, enforcement personnel and other organizations to keep our passengers safe.

In addition, to better handle security issues if they arise, members of VRE staff conduct and participate annually in full scale emergency simulations. All staff are AED and CPR trained.

Law Enforcement Partners
VRE does not have its own police personnel. However, we are fully supported by law enforcement partners from all levels of government throughout the VRE service region as well as through full cooperation from official railroad police forces employed by Norfolk Southern, CSXT and Amtrak.

Local and federal law enforcement officers, in conjunction with the Visual Intermodal Prevention and Response (VIPR) team, conduct joint security exercises on board VRE trains and at VRE stations throughout the year. This allows law enforcement agencies to gain familiarity with our system and maintain a security presence.

VRE also gathers crime data from local law enforcement agencies so that passengers can be kept up to date on recommended practices for staying safe while at our stations and at nearby parking lots.

Additionally, VRE offers in-depth system familiarization training to local first responders. Local police patrol VRE properties located within their respective jurisdictions and VRE also offers in depth system familiarization to federal agencies such as the Customs and Border Patrol Canine Teams.

As a further measure of preparedness and cooperation, VRE invites local, state and federal law enforcement partners to participate in our annual full scale emergency simulations conducted by VRE. Here, members of the previously mentioned authorities can gain complete familiarity with the environment in which we operate, the rail equipment’s emergency access and evacuation features and a variety of other situations that responders may face that are unique to passenger rail.

North American Rail Industry
VRE is continuously engaged with the Association of American Railroads’ Rail Security Committee. Security chiefs from dozens of railroad organizations operating throughout the United States...
and Canada participate in this vital group to discuss cutting edge security practices. The committee also interfaces directly with leaders from the federal government on matters relating to the security of the rail industry and the development of security policy.

Host Railroads
VRE works closely with our host railroads and their law enforcement units to increase security of VRE operations. We share security, safety and service related information with our host railroad systems and invite them to participate in our annual full scale emergency simulations.

LEO Program
VRE currently has 100 non-uniformed law enforcement officers in its Undercover LEO program. These sworn officers are regular VRE riders and are represented on all VRE trains. In addition to carrying the official capacity to make arrests at any locality within the VRE system, they travel armed and are available to assist VRE Train Crews in the event of a possible emergency or felony taking place on board our trains.

Security Cameras
A network of visible, as well as concealed, security cameras at select stations and other locations throughout the VRE system have proven invaluable to VRE, law enforcement and our host railroad companies at assisting passengers, deterring criminal acts as well as providing clear witness to activities occurring throughout the VRE system. Given our great success with the security camera program, we will continue to expand this camera network as additional funding becomes available.

Passengers
On an average weekday there are about 20,000 passenger trips on VRE. This means 20,000 pairs of eyes. VRE reminds our passengers to contact a VRE conductor if they notice:

- Unattended packages
- Suspicious behavior
- People in bulky, seasonally inappropriate clothing
- Exposed wiring or other irregularities on luggage
- Anyone tampering with security cameras or entering unauthorized areas
- Trust your INSTINCTS — IF SOMETHING DOES NOT SEEM RIGHT — Alert a VRE Conductor!

In 2016, VRE completed a study for possible commuter rail expansion into the western half of Prince William County. Findings from the study determined while adding stations to the Gainesville-Haymarket area would result in an increase in VRE ridership, it would do so at a high project cost.

On March 17th of this year, VRE’s Operations Board unanimously adopted their preferred alternative to the Gainesville-Haymarket Extension plan: The Broad Run Expansion. As we look to expand the Broad Run complex, we also want to address the needs we have at this site. The Broad Run Expansion project involves several elements including yard expansion, a platform shift, parking expansion and the addition of a third mainline track.

Yard expansion involves upgrading VRE’s Manassas Line equipment storage facility. The existing yard will be extended to accommodate future relocation with potential modifications, as well as service expansion plans found in VRE’s 2040 System Plan. The Broad Run maintenance and storage facility will also house the larger fleet of passenger cars.

The existing station track at Broad Run will also be altered to accommodate the additional rail needed for an upgraded storage facility. The track will extend from the storage unit to connect to the Norfolk Southern main line. Expansion of the storage facility tracks may also require modification of the existing station platform. The platform would be located on the yard track, within the existing Norfolk Southern right-of-way where possible.

According to prior findings, there is an estimated demand for about 2,000 parking spaces at Broad Run. VRE hopes to provide parking in surface lots or structure parking that would result in up to a maximum quarter mile walk to and from the platform entrance. Parking may be proposed on the north side of the tracks which would require providing a pedestrian tunnel or bridge to the platform. VRE also plans to address potential improvements to neighboring roads used to access the station in hopes of improving accessibility or mitigating traffic.

As it stands now, VRE is very optimistic about the opportunities the Broad Run Expansion will provide. Modifying the station and railyard supports VRE long-term plans to increase the number of daily trains from 16 to 22, which would also reduce the time between arriving trains from 30 to 20 minutes.

Since VRE has reached capacity at the Manassas-line yard, the Broad Run station project is critical for ensuring continued growth and success in the many years to come.
POSITIVE TRAIN CONTROL
WHAT IS POSITIVE TRAIN CONTROL?

Positive Train Control (PTC) is 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. For example, PTC can avert a potential collision by bringing a train to a stop before it passes a signal with a stop indication or before it diverges on an improperly lined switch.

PTC systems reliably and functionally prevent:
- Train-to-train collisions
- Overspeed derailments
- Movement into an established work zone
- Advancing through a main line switch in the improper position

PTC systems also allow for equipped locomotives crossing another railroad’s PTC-equipped territories to communicate with and respond to that railroad’s PTC system, including uninterrupted movements over property boundaries.

Federal Mandate
Congress requires Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger transportation to implement PTC systems by December 31, 2018.

It is estimated this equates to approximately 60,000 miles of track and will involve approximately 20,000 locomotives nationwide. If some key implementation and installation milestones are met, railroads may be eligible to obtain an extension of no later than December 31, 2020 to complete certain non-hardware, operational aspects of PTC system implementation, subject to the Secretary of Transportation’s approval.

Progress
The Department of Transportation’s (DOT) Federal Railroad Administration (FRA) released a status this spring on both passenger and freight railroads’ progress implementing positive train control (PTC) systems in the fourth quarter of 2016. The latest data, current as of December 31, 2016, confirms freight railroads now have PTC active on 16 percent of tracks required to be equipped with PTC systems. Passenger railroads are currently at 24 percent.

Due in large part to Amtrak’s significant progress on PTC, 41 percent of passenger railroads’ locomotives are now fully equipped with PTC technology. Freight railroads’ percentage of locomotives fully equipped with PTC technology rose to 42 percent. “We continue to closely monitor railroads’ progress implementing Positive Train Control,” said Patrick Warren, FRA Executive Director. “With less than two years remaining to complete the implementation process, it is imperative that railroads continue to meet implementation milestones.”

VRE anticipates meeting the December 31, 2018 deadline.
EARLY U.S. RAILROAD SIGNALING

Since their inception, railroads have employed a variety of signaling methods to communicate with locomotive crews as to what course of action they must take – mile by mile – in order to safeguard themselves from possible collision.

In the early years, when US railroading was in its infancy, one train might be the only one running on a specific track for a day or more. During this time, rail signaling reflected the form being used in England and parts of Western Europe. These countries were using steam power, a copper ball and a flagpole. The copper ball was raised when a train was fueled up, passengers and freight were loaded, and the track was properly switched. This “highball” was the “ready to go” signal.

As rail traffic increased, however, multiple trains began to use the same track. As a result, there became a sudden need for more stringent traffic control, and the concept of a “block” was developed. The blocking system broke a line of track into smaller segments able to be controlled with signals. This meant, that at a certain interval along a given track, chain and ball signals would be placed to secure a section of track along with an operator to maintain the signal. While one train cleared a section of track, another train waited at the signal for it to clear. Then when everything was cleared, the ball signal was raised and the train proceeded.

The dawning of reliable electricity led to the invention of a coded track circuit which used common principles of conductivity, and ultimately the chain and ball signals were replaced with electrified block territories that are still in use today.
NEW RIDER?
A FEW THINGS THAT YOU SHOULD KEEP IN MIND

• VRE does not run on weekends.

• VRE does not run on Federal Holidays. Amtrak trains may be available for some holidays; see the Amtrak site or app for more details.

• Delays do happen. To find out if your train is delayed, sign up for our e-news/text service, Train Talk. To get the latest information about VRE, visit “Train Status” on our website or call (703) 684-0400 or 1-800-RIDE-VRE.

• Have an emergency and need to get home in the middle of the day? Commuter Connections offers a Guaranteed Ride Home Program for registered users that will get you home in case of a medical or other emergency for you or your family, or unscheduled overtime.

For more, visit: vre.org/rider

Get Noticed With VRE Advertising

VRE carries 20,000 passengers every workday and 70 percent of passengers have an annual household income of more than $100,000.

Reach our passengers with advertising opportunities on our platforms, in our trains and through our award-winning RIDE Magazine.

For more information go to www.vre.org/advertising or contact advertising@vre.org or (703) 838-5425.
RAIL TIME PUZZLES

ACROSS
1 Hole-punching tools
2 Points a finger at
3 Harry Potter pal
4 Out (do)
5 Place for a lace
6 Slapping type, for short
7 A Trump son
8 Two-tied
9 On Golden Pond
10 Check to win
11 Golden Globe winner
12 Exams, internally
13 Admiral
14 APB responders
15 Director Brooks
16 IOL
17 Pries or slow
18 Steakhouse mains phrase
19 Light fabric
20 It is a biologist
21 Every tear
22 Captain of the Golden Hind
23 “Messanger” molecule
24 Valley, CA
25 Charismatic glow
26 Giraffes growes
27 Eighth of a gallon
28 Waded down
29 “The Golden Greek” magame
30 Composer Erik
31 Certain!
32 Has no ability to
33 “Don’t play” on a curve
34 Shed feathers
35 Tightens, as a belt
36 Stadium endorser
37 Ring TV superstar
38 Process of the pie
39 Attach, as a button
40 70 Everyday seat, perhaps
41 Tin attacking weapon
42 “Secret” to charm
43 Brown shades
44 No longer funny
45 Code-breaking org.
46 Can expand
47 City near
48 Brigham Young
49 Dress designer Ricci
50 Hand-kicking big bird
51 Rich Fables weapons
52 Receding studio effect
53 British gent
54 Mule berries
55 Baby shower gift
56 What stuff might be made from
57 Actors Taylor
58 O’Brien of TV talk
59 Hero, to Hercules
60 50% or president’s birthday
61 Analyzes, as ore
62 “The knit
63 “The Man With the Golden Fleece”
64 News-service initials
65 Seer’s desk
66 Have confidence in
67 “The man With the Golden Gun” actors
68 Golden Gun role
69 Electrical wires
70 A couple of horses
71 Peacocks among the Lorrians
72 108 Author of detective fiction’s “Golden Age”
73 The Golden Girls star
74 Rainbows-shaped
75 Vaucelles
76 Sharp in perception
77 Artist Magritte
78 Flies in a flock
79 Sky-letty
80 Verbatim things
81 Whom the
82 Turned hollow for: Abbr.
83 RAINBOW-SHAPED
84 Down
85 Arthur __ Stadium (US Open venue)
86 Milk by-product
87 Solitary
88 More shaky
89 Noisy flights
90 “Sal” products
91 Lower oneself
92 Swhahili’s language group
93 Good atmosphere
94 Legs and tale
95 Far-reaching
96 Must, so to speak
97 Urban rule
98 In the desk
99 Noted in some soldiers
100 Hair of movement
101 Forehead
102 “Now, so shall...”
103 Elevator
104 Drive: window
105 Reasons for overtime periods
106 Europe’s tallest volcanos
107 6 Down component
108 “To a...” poem
109 Embargo

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“Didn’t anyone tell you about casual Fridays?”

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