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P.S. Wish you were here.

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FROM THE CEO

DOUG ALLEN
Chief Executive Officer

The holiday season is upon us and that means celebrating our two signature events; Operation Lifesaver Santa Trains and our Toys for Tots program. Santa Train tickets will go on sale Monday, November 24th at 9 a.m. and the event will occur on Saturday, December 13th. As always, these tickets sell out quickly, so be prepared to purchase your tickets on-line or at one of the ticket vendors. Toys for Tots is an annual event where VRE and the U.S. Marine Corps Reserve partner to collect toys for those who cannot afford a holiday gift. Toy collections will occur December 10th on all morning VRE trains and at VRE participating stations the day of the Santa Trains. Last year, VRE was the largest contributor to the Fredericksburg distribution center. We appreciate your continued generosity toward those less fortunate. Please see the article on page 2 for more information on Toys for Tots.

As the holidays approach, please be aware that VRE will not operate service on Veteran’s Day, November 11th; Thanksgiving Day, November 27th; and an “S” schedule will operate the day after Thanksgiving, November 28th. Also, old man winter is right around the corner and that means colder temperatures throughout the region. While VRE has an excellent on-time performance record, please dress warmly and wear proper footwear because you never know when a train delay may occur.

On behalf of the VRE staff and myself, I would like to wish you and your family a Happy Thanksgiving.

DOUG ALLEN
Chief Executive Officer
Virginia Railway Express
VRE HOLDS ANNUAL TOYS FOR TOTS COLLECTION

Toys for Tots began in 1947 when Major Bill Hendricks, USMCR and a group of Marine reservists in Los Angeles collected and distributed 5,000 toys to needy children. The idea came from Bill’s wife Diane. Diane hand crafted a Raggedy Ann doll and asked Bill to deliver the doll to an organization in L.A. that would give it to a needy child at Christmas. When Bill determined that no agency existed, Diane told Bill that he should start one. He did.

Supported by the Marine Toys for Tots Foundation, the Marine Corps League, local civilian supporters and national corporations, the Commander Marine Forces Reserve directs annual Toys for Tots campaigns in over 290 communities throughout the 50 states.

The 1947 campaign was so successful that the Marine Corps adopted Toys for Tots in 1948 and expanded it into a nationwide campaign. That year, Marine Corps Reserve units across the nation conducted Toys for Tots campaigns in each community in which a Reserve unit was located. Marines have conducted successful nationwide campaigns at Christmas each year since 1948. The initial goal that remains the hallmark of the program today is to “bring the joy of Christmas to America’s needy children.”

Today, the U.S. Marine Corps Reserve Toys for Tots program is directed by the Commander, Marine Corps Forces Reserve from his headquarters in New Orleans, Louisiana. Supported by the Marine Toys for Tots Foundation, the Marine Corps League, local civilian supporters and national corporations, the Commander Marine Forces Reserve directs annual Toys for Tots campaigns in over 290 communities throughout the 50 states. Marines collect new, unwrapped toys from October 1st through December 21st. Thereafter, Marines distribute toys to the needy children of their community through local social welfare agencies and church groups.

This year, VRE is holding its Annual Toys for Tots collection on Wednesday, December 10th. If you wish to participate, please bring a new unwrapped toy on your morning train and leave it on the seat. The VRE “elves” will collect the toys and deliver them to the Marine Corps. If you would prefer to give a monetary donation, please give it to your conductor that same morning. The conductors are competing to see who can collect the most for Toys for Tots.

Thank you in advance for your generosity.
Prince William County Supervisor John Jenkins is no stranger to the commute many Northern Virginia residents make up I-95 and into Washington, DC every day.

When he was a Lieutenant Colonel in the Army, Jenkins would spend an hour-plus in his car, listening to classical music as he made his way to the Department of Defense.

“I lost a lot of productive time sitting there and listening to the radio,” VRE Operation Board Member Jenkins said. “When it takes over an hour to get to work one way, it’s discouraging.”

Because Jenkins knew first-hand what many of his constituents endured each day to get to work, he wanted to be part of a transportation solution when he started on the Prince William Board of County Supervisors in 1982.

“Our citizens deserved better than what we were giving them for their tax dollar,” said Jenkins who represents the Neabsco District on the Prince William Board. “I thought it would be a good idea to invest in something tangible that people could see and use. I looked around the region at what was available [for transportation] … and there was an obvious void that needed to be filled and fixed.”

Jenkins, who is the longest serving Supervisor in the history of Prince William County, worked with other elected officials in the region, helping to form the Potomac and Rappahannock Transportation Commission and the Virginia Railway Express, which ran its first train in 1992.

“The biggest thing was the jurisdictions had to buy into VRE,” he said. “We had a fairly easy time starting it because everyone was anxious to put transportation opportunities in place. We thought if we could get 5,000 people to ride the train the first year, we would be successful.”

Because the tracks were already in place, a lot of the start-up costs for the commuter-rail service were avoided, Jenkins said, adding that they worked with the host railroads – NS and CSX- and Amtrak to create a schedule that accommodated both freight and commuter trains. They then traveled across the country to buy rail cars—many of them used—to get VRE up and running.

“I was excited when we had an inaugural ride down the tracks from D.C. to Woodbridge because I thought we had made a major leap forward in transportation,” he said.

Although the commuter-rail service had some performance problems when it launched, it still took off much faster than he expected, Jenkins said because it was still a “tremendously attractive” alternative to interstate traffic.

Now, more than 20 years later, Jenkins still enjoys serving on the VRE Board and moving the system forward. He said some of his top priorities are the extensions into the Spotsylvania and Gainesville areas as well as platform expansions in order for VRE to start adding additional cars to trains.

Jenkins, who is also the immediate past chair of the PRTC Executive Board, is a two-time Vietnam Veteran and Alabama native. He has lived in Prince William’s Dale City community since 1973. Jenkins is also the proud father of three sons and enjoys spending time with them, his wife Ernestine and their 22 grandchildren and great grandchildren.
LEAF OIL SEASON

For those passengers who aren’t familiar with leaf oil season, when the leaves begin to fall, those that land on the damp surface of the rails are crushed between thousands of tons of steel. An oily, gelatinous chemical compound called pectin, which is the chief component of the cell walls in these leaves, gets smeared over the surface of the rail and eliminates all the frictional forces between train wheels and the rail, resulting in slow, slippery climbs up hills and difficulties pulling into and out of station stops. While we try to compensate for the slippage by adding an additional locomotive to our trains, leaf oil season (all of autumn) can often result in train delays.

VRE OPERATIONS BOARD MEMBER WALLY COVINGTON TO BECOME JUDGE

Prince William County Supervisor W.S. “Wally” Covington, Brentsville District, resigned from his County Supervisor position in September in order to accept an appointment by the General Assembly as a Judge in the General District Court of Prince William County.

Supervisor Covington was first elected to the Board of County Supervisors in 2003. He has served on the Virginia Railway Express Operations Board since 2007 and was VRE Chairman in 2012. “Supervisor Covington will be sorely missed at VRE for his leadership, knowledge of legal and transportation issues, and for his ability to coalesce people towards achieving goals that better our communities” said Doug Allen, VRE’s CEO. During Supervisor Covington’s leadership as Chairman, VRE added and lengthened trains; purchased new locomotives and cars; planned for the Gainesville Haymarket extension; hired a new CEO; enhanced security; and celebrated its 20 year anniversary. Supervisor Covington helped grow VRE into the modern operation it has become today.

Paul Milde, (left) presents Wally Covington a commemorative VRE train photo during the October 17th Operations Board meeting.
SAFETY PLANNING AT VRE
ENSURING YOU ARE PREPARED FOR ANYTHING!

The most important types of articles we can publish in this magazine are ones that will help you understand our safety processes that keep you safe. Preparedness is one of VRE's core values. Our staff plans nearly every aspect of our operations to keep you safe, but the planning doesn't end with us. It is the key to safety and as safe travels are our primary objective, we'd like to raise some important topics to help you engage in some preparedness planning of your own.

ONBOARD EMERGENCIES
Directing your attention to the information racks on the center bulkheads onboard your rail car, you will see a new pamphlet entitled Passenger Safety and Security.

In this newly released brochure, you’ll find important information guiding your safety and security as a commuter and also providing an overview of the safety features of our railcars and the exit routes. We invite you to grab a copy and keep it in your purse or briefcase and read through it to better help you understand the safety features on board with you, in addition to your crewmembers.

With regards to your crewmembers, they are your most important safety resource and in the event of an emergency, the single most important piece of advice is to follow the directions of your crewmember.

It is important to remember that depending on the extent of the emergency, evacuating from the train may not necessarily be the safest option. The walking conditions on the railroad track and in the densely wooded surrounding areas are unstable and other trains approaching on adjacent tracks may not have been stopped yet. Your crew is extensively trained on the handling of emergencies and they understand the nature of the railroad and the physical characteristics of the line upon which the train operates. These skills guide their decision-making processes and will help keep you safe.

SERVICE DISRUPTIONS
Although our on-time performance demonstrates the work we've done collectively to build a great commuter rail experience, variables such as natural, mechanical or human factors will occasionally intervene to disrupt our service. This is why it is very important to plan for these events. Store some water and sealed packages of snacks in your briefcases, bags or purses. Wear sturdy, comfortable shoes, not just for safety when boarding and detraining but in the event you have to walk longer than you expected, and for those of you who rely on credit cards, consider carrying some cash in smaller denominations for taxi fare, ride shares and food.

Also, take the time to evaluate alternate modes of transportation in the event that we are unable to run trains. Review the bus schedules for routes you might be able to use and don’t forget to look at bus routes on other parts of the VRE system. For example, if the Manassas Line afternoon trains cannot operate, would you be able to hop on a Fredericksburg Line train and connect to a bus in Springfield or Lorton that would get you close to home?

The bottom line is that the sooner you think about these things, the better prepared you will be to manage these events and the safer you will remain. Safety is our top priority.

Keolis’ Manager of Safety & Training John Winans reviews railcar safety features with Fairfax County Fire & Rescue during one of the dozens of classroom or hands-on planning and training classes VRE holds with first responders and law enforcement throughout our service area each year.
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MEET KINDNESS PIGFORD

If you ride or work on the VRE there is a good chance Kindness Pigford is watching you. That is because Kindness is a communications specialist for the VRE and is responsible for monitoring all traffic on the rails and relaying important information from conductors and engineers to management. “I am watching everything on video screens; if a train is broken down I get to see that first. I have a bird’s eye view of the railroad.”

“I am watching everything on video screens; if a train is broken down I get to see that first. I have a bird’s eye view of the railroad.”

Born in New Jersey, a mother of two and married to her high school sweetheart, Kindness came to the VRE via New Jersey Transit where she was a conductor for seven years. After her children—both grown—moved out Kindness needed a change, and sought a new start with the VRE. She worked as an assistant conductor for a year before moving into the communications room. “Moving to Virginia is the best decision I have ever made, she said. “This position is good for me, it is my calling.”

As a communications specialist, Kindness monitors all rail activity, from breakdowns, delays and signal failures, to keeping track of the lost and found and on-time performance. Kindness revels in the opportunity to be the eye in the sky and to watch everything that happens on the VRE. She especially enjoys communicating with the crews and management to keep everything running smoothly.

Take comfort in knowing that Kindness is watching the next time you are on or working the VRE!

MOVING TO VIRGINIA IS THE BEST DECISION I HAVE EVER MADE. THIS POSITION IS GOOD FOR ME, IT IS MY CALLING.”

BUDGET PRIORITIES AND OPTIONS

Each summer we begin preparing the budget for the following fiscal year that begins the next July. In the fall we present information to the VRE Operations Board and begin discussion on expected costs, revenues, priorities, and options for achieving a balanced budget while delivering the quality service that you use. The budget is adopted by the Operations Board in December. This year we wanted to let you know some of the challenges, priorities and options being considered.

While we are doing all we can internally to control costs, there are factors beyond our control that will increase our costs. These factors include the implementation of a federally mandated Positive Train Control system, a decrease in state funding assistance, and increased train operations expenses. The big drivers of increasing costs cannot be avoided and are largely outside VRE’s control.

The VRE Operations Board is considering priorities and options for meeting our fiscal year 2016 budget goals. As it now stands, the choices in how to balance the budget will undoubtedly consider administrative efficiencies, and revenue increases through fares and subsidies of VRE member jurisdictions. Fares were last increased in July 2013 and subsidies from our member jurisdictions were last increased in July 2012. Although it was discussed, the Operations Board agreed that the new Fredericksburg train is still needed to begin service in 2015. No date has been set for the start of the new train.

We estimate that along with administrative reductions we have identified so far, a 3% fare increase coupled with a 3% percent local jurisdiction subsidy increase would fund the increased costs. Because of budget pressures with our local jurisdictions, another option being considered is a 5% fare increase without a local jurisdiction subsidy increase. Any fare increase would involve public hearings and would not become effective until after June 2015. As we continue the budget process we will look for ways to further reduce costs.

On another important note, VRE is actively advocating for an increase of the Commuter Benefit for public transportation riders so that the parking and public transportation benefits are equal. We hope the U.S. Congress will consider Commuter Benefits parity in the ‘lame duck’ session prior to the end of 2014. Commuter Benefits parity is VRE’s number one federal legislative agenda item as ninety percent of VRE riders use Commuter Benefits.

If you would like to let us know your thoughts on the options, please email us at GoTrains@VRE.org and put “FY2016 Budget” in the subject line. Look for more information on this subject in future RIDE Magazines, TrainTalk, or on Facebook or Twitter.
WHEN RIDING ON THE VRE we ask that you make every effort to be courteous to your fellow passengers. Below are a few courtesy reminders:

- Please cover your mouth when coughing or sneezing.
- Remember riders can only smoke at the northern most 100 feet of our platform.
- Music is to be played with earphones only.

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Puzzle Solutions:

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RAIL TIME PUZZLES

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1 Elevations: Abbr. 88 Tourist rental
4 Do a voice-over 90 Pink shades
7 Actor Sharf 92 Hair product
11 iPhone downloads 93 Calder creation
15 Dinghy tool 95 Martini liquor
18 Sushi-bar tuna 96 New Hampshire
19 Small bill 99 Troop group: Abbr.
20 Roped-off pool area 100 High point
21 Avoid a pothole, perhaps 101 Evenings, on marquees
22 Hoop group 102 Real-estate measure
23 Biscalice 104 Not yet scheduled:
25 Demolition piece 106 Abbr.
28 Emporium of yore 107 Quest in a Stevenson novel
30 Exhaust 108 Business partner, perhaps
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32 Ph.D. candidate 110__ __ __ Abbr.
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36 PD alert 112__ __ __ Abbr.
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38 Central Florida attraction 114__ __ __ Abbr.
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44 Racing circuit 118__ __ __ Abbr.
46 Contractor’s calculation 122__ __ __ Abbr.
52 Metal-in-the-rough 123__ __ __ Abbr.
53 Look for again 124__ __ __ Abbr.
55 Films, in Variety 125__ __ __ Abbr.
56 Solid alcohol 126__ __ __ Abbr.
57 Family member 127__ __ __ Abbr.
59 Far from cerebral 128__ __ __ Abbr.
60 Join the chorus 129__ __ __ Abbr.
62 Difficult situation 130__ __ __ Abbr.
67 Thesaurus entry: Abbr. 131__ __ __ Abbr.
68 Designer Cassini 132__ __ __ Abbr.
69 Mai cocktail 133 __ __ __
70 Earth-friendly coll. course 134 __ __ __
73 Tennis official 135 __ __ __
76 2014 GM reintroduction 136 __ __ __
83 Goes to great heights 137 __ __ __
87 Isn’t feeling well 138 __ __ __

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1 Sound heard twice in “gargantuan” 1__ __ __
2 Possessive pronoun 2__ __ __
3 Tax precedent 3__ __ __
4 Wraps, as a gift 4__ __ __
5 Not firmly fixed 5__ __ __
6 Enchant 6__ __ __
7 “I’ve got the check” 7__ __ __
8 Sweater size: Abbr. 8__ __ __
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11 Raggedy doll 10__ __ __
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“I watched over my loved ones for a while; now I’m more into ‘House of Cards.’”
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