

MINUTES SUBJECT TO CORRECTION BY THE VERMONT RAIL COUNCIL. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COUNCIL.

**VERMONT RAIL ADVISORY COUNCIL
MINUTES OF MEETING
DILL BUILDING
2178 AIRPORT ROAD, Rm 135
BARRE, VT 05641
and VIRTUALLY VIA MS TEAMS
May 14, 2024**

MEMBERS PRESENT:

Carl Fowler	Sara Coffey
Rick Moulton	Chris Andreasson
David Wulfson	Charles Hunter (NECR / G+W)
Charles Baker	

ATTENDEES:

Delabruere, Daniel (VTrans)	Mark Manley (VTrans)
Messier, Amy (VTrans)	John Nummy (VTrans)
Libby, Paul (VTrans)	Costa Pappis
Tillberg, David (VTrans)	Christopher Parker
Kilbride, Allyson (VTrans)	Dave Pelletier
Nicole Carlson (VRS)	Peter Young
Ryan Covey (VRS)	Preston Bristow
Seldon Houghton (VRS)	Scott Burbank
Kevin Chittenden (Amtrak)	Mark Walker (VTrans)
Joe Flynn (VTrans)	Kyle Wells (VTrans)
Allison Crowley	Ben Heckscher
Dan Peacock	Sasa Dejan (VTrans)
Eleni Churchill	Jake Twarog
Jonathan Duke	Renee Layton (VTrans)
Amy McCaffrey (VTrans)	Erin Charbonneau (VTrans)
Mark Fitzgerald (VTrans)	

1) Call to Order & Introductions

Dan Delabruere called the meeting to order at 1:00 PM. Introductions were done.

2) Approval of Previous Minutes

Previous Minutes from February 6, 2024

MOTION by Carl Fowler, SECOND by David Wulfson, to approve the minutes of 02/06/2024 as amended.

Carl noted that Page 2 should read, 'rockslide mitigation' not slope in first paragraph. Under Budget Review paragraph 4 first sentence should read, 'Carl – White River Junction Canopy at the Station is in

poor condition.' Page 3 paragraph 2 Vermonter is incorrectly referenced and should be replaced by 'new train' we do not want people thinking that the Vermonter is stopping in White River Junction with no further stops. Page 4 paragraph 2 first sentence should read, 'Albany bus services, as an example of how to support....' . Under Corridor Id 3rd sentence should note that the red is a color on the map. Page 5 paragraph 3 after Parking structure we should add, 'partial collapse infringing on the track. Next paragraph needs to add Toni was doing some work with an ad hoc marketing group. Paragraph 12 should read that not all stations are manned all day.

Dan, said for approval of minutes as corrected: all those in favor say 'aye'. Online if no objections stay silent. Minutes approved as amended.

3) Passenger Topics:

a) Corridor Id Update – Dan said this will be an Agenda topic going forward. All the paperwork was submitted to FRA last Tuesday and we went into grant solutions and accepted the full grants. The grants are up to \$500,000 to do the scoping effort for all of these in these two corridors. Now we will not overlap with any other corridor. What that means is when we go from Saint Albans, we'll probably stop in Greenfield. Because that's where Massachusetts will pick up and they will take it through Massachusetts and then Connecticut will pick up their piece. Then same thing going north, we will go to Saint Albans and then where we meet the Adirondack in Lake Shore there and go back. We will stop and the Adirondack will take it North to Montreal and then when we get over just into New York, the Ethan Allen stopped there. We will make sure it is very clear that only one entity can control the mileage of the track in that corridor. That's likely how we'll hand that off. We have a consultant on board, we just signed or just accepted the grant. Although we don't have the money yet, it's close, so we can get our consultant working. They are ready to go to start identifying existing conditions. We'll start with existing condition and then we'll move into the expanded sections after that.

There was discussion regarding extending service from Burlington/Essex to Bennington status and Dan mentioned Burlington is deciding on an action plan and this is a low priority at this time. Montreal is the priority.

Carl passionately expressed the need to unite the two lines as there is much business to be had. Dan mentioned that the rail plan is about to be looked at again or at the end of our current timeline. We are starting to engage a consultant, start looking at that so that we're in compliance with the FRA. We'll start having rail plan updates as part of our Council meetings. I don't know if it will be the next one, but probably by the following one we will have one ready. We're just starting to look at it now.

Sara Coffey expressed concerns about adding additional services in the south and working with the other states. Dan responded with, it's part of the corridor ID process was to look at what we're doing today, but also look at potential for future and additional service on that line was identified as a potential future service.

b) Ridership Report – Allyson Kilbride, grants program manager for Amtrak contracts and state coordinator for Operation Lifesaver of Vermont.

Ethan Allen - saw an increase in ridership as compared to last quarter of last quarter of last year, but also as a fiscal year 2023.

Most of my comparisons here will be fiscal year 2023 versus 2024.

In January, we saw an increase of ridership at 6%, which is 371 passengers and is everyone see where I am here on the chart, just we can follow along, OK February increase of 16% which is 927 passengers March increase of 4% which is 292 passengers again as compared to January, February and March of fiscal year 23.

We also saw an increase in ridership for our top city pairs. That's Burlington, Rutland, Middlebury, and Vergennes.

Castleton saw a slight decrease, about 100 passengers.

On time performance for this year so far we're at 76% for March of this year as compared to 90% last year.

And just so folks are aware on time performance means that the trains arrive within 15 minutes of their scheduled arrival time.

Vermonters- we're seeing ridership increases as well. January increased by 15%, which is 1044, February increased by 29% 1725, and March saw an increase of 16%, which is 1288 passengers.

Top city pairs are doing well also. We saw an increase from Brattleboro, White River Junction, Montpelier and Waterbury to Penn Station, Essex to Penn Station since slight decrease on time performance, is that 68% as compared to last year's 77%. March of this year was that 72% as compared to 87% last year.

Chris, question Allison, one of the things I know I was a little bit concerned about was with how the Northward movement of the Ethan Allen to Burlington was the effect on passenger traffic out of Essex Junction on the Vermonter.

Do you have any comparisons to show?

But if any, are we seeing actually the traffic out of Essex Junction go up with when we compare to previous to the OR for transition of the Ethan Allen? So Chris, I can probably answer that.

I think if you look at the numbers, there really has been a very, very small number of passengers that we lost from. We actually thought the number on the Vermonter was going to be greater.

We haven't lost that many, it is down slightly.

You wouldn't have known we added a train, you would have just thought it was normal fluctuation in a year-to-year ridership basis. It's very fortunate the numbers that we have on the Vermonter maintain themselves even after we move.

Jake Twarog - Do you have any Ethan Allen express schedule updates?

I will address that in a moment.

Sarah Coffey - I'm just curious to hear your thoughts on why the decrease in on time departures arrivals on both lines. Do you have in the report the cause. Do we get a report that shows you know, is it freight interference or is it another passenger train interference?

Allyson: So we do have some level of data. I would say overall weather-related incidents sometimes cancelled routes due to snow storms, trains just can't get where they're supposed to be going. Snow and slippery rail. It's another trend that I've seen, so I would say closely weather related.

Rep. Sara Coffey OK. And curious to see what by month in a way you know with the flooding. Obviously, in the summer, just wondering if that is what put it out of, you know as compared to last year, just curious about that cause it's significant enough to make to make me wonder.

Dan - There will be performance issues because there's a lot of projects, not just us, not just in Vermont, but Mass and Connecticut. There's a fair number of projects, probably more than what we're used to this year, that are going to affect time performance this summer, a pretty high number of projects on that route. It's a good thing that we're building projects, but it does affect this number that you see on the screen here.

Rep. Sara Coffey - That was kind of what I was wondering, Dan, like if it's weather or it's projects that you know, with all this federal funding coming in for rail, like how that's impacting passenger?

Dan - The past quarter, there's a couple--a bridge project that's been going on all winter, but you're going to see a lot more now that we're in season. We're just entering what we call the heavy construction season. There will be sections of busing this summer to get around it. We have an active project going on right now in the CLP between Rutland and Whitehall installing new rail that we'll also see those effects June 1st, part of July as we do that work. You will see because in some sections of the Vermonter and on the Ethan Allen there's slow orders on some parts of these tracks and we're going to get rid of those. We must take the time to fix the track so that the train can speed up and go through those same areas. Overall, it will be better in the end.

Carl - It's I always concerning if the root starts to show a leg that is dropped, but the Vermonter has been showing remarkable gain as Alison mentioned just a moment ago, 29 percent, 16%.

I mean, it's astounding. And while the eclipse was a big event, the eclipse was a one- or two-day thing and we also had service suspensions this winter. The Vermonter serves except New York and the Burlington entirely different markets than the Ethan Allen. I think that's what people consistently forget is that they're taking people to different places, and they're performing a different function. The Vermonter has in that context, held up amazingly well. You alluded to the changes down in Massachusetts? One of those may benefit us. There is very extensive work to add more double tracking between Springfield and New Haven, and there's no trains at all. Basically, from mid-morning until early

afternoon when we get possession of the railroad, but they're changing the schedule of the Valley Fire trains. There's not going to be one down in the morning and one in the evening and northbound there are also making schedule changes and one of the northbound trains is going to be about an hour later than the Vermonter. As Ben Heckscher pointed out to me the other day, it was very interesting. That may actually take some pressure off of us and give us more long-distance seats to sell because the Vermonter has been exceptionally popular with people who took a morning Valley flyer down to Springfield and came back on the Vermonter, which was the first train back up in the afternoon. Now there will be a valley flyer behind us. So instead of seats being taken from, say, Hartford, just a Springfield, we might be able to get him all the way to breakthrough to Vermont without getting an added car on the train. I think the long run this is going to be very positive for us, not negative, but we'll have to write out the summer and be patient limited about until it gets done.

Dan - Maybe because one of the problems we've had the last couple of years on Ethan Allen is sellouts to Albany. And the Vermonter sellouts to Springfield for Greenfield. If we can reduce that and get more long-distance space, it's better, since they're not going to see more coaches.

Jake Twarog - I'm wondering just for, you know, passenger information, if there are any plans to do some kind of dashboard or some kind of page that people could look at to see what parts of their route might be impacted by this work?

Because I know, for example, the MBTA, while it is a transit Authority and not, you know, inner city rail company, they do have, for example, a speed restrictions dashboard on their website.

Dan - It would be tough for VTrans to have an all-inclusive dashboard,

Joe - The agency has a dashboard that shows every construction project, highway and rail within the purview of the Vermont Agency of Transportation, but we don't cover other states to Dan's point. Thank you, Paul, for bringing that up, because we put a lot of work into our dashboard.

c) Montreal Update – Dan there is a station study going on which was expected to be done last fall, then it was expected by the end of the year, and then it was expected, sort of the spring. Well, I can happily say that at our last meeting, which was last week. They have everything they need and they're now writing the report. So the report is expected to be done being written in June. They are then going to take that report and translate it to English, and we're supposed to see it first part of July.

The feasibility piece is what people need to look at and see so we can all look at next steps that each section, whether it's in Canada or whether it's the freight railroad or whether it's Amtrak, we all need to take our next steps based on that station stuff. Hopefully we will have more info for the next Agenda I

will keep you posted. This is still our #1 real goal in our rail plan statewide rail plan.

Carl- The Adirondack is suspended for 40 days starting the 21st of this month for track repairs up there. The Ethan Allen change, it's coming early June and it should be updated on Amtrak's website.

Carl – Mentioned a push for printed timetables to be published, linked, and distributed at stations to show how many connections can be made by more than just Amtrak on Vermont rail.

Future Grant Opportunities -

- a) NECR – Charles Hunter** - Pan Am Southern we're doing 2 CRISI direct submission in this area. In this round, one that's on the screen right now is actually with Pan Am Southern and it's upgrades on the freight main line, which ends over around Albany comes into through the Hoosac Tunnel, I should say the corner of western corner of Vermont through Pownell no actual online customers in panel. But this is a very strategic route for customers in Vermont. A lot of our propane that comes up into Vermont flows over this route. Some of it ends on the NCR, some ends on Vermont railway, so that's going to address a lot of worn rail issues. Switches install some detectors, and we'll also upgrade the branch line down to Waterbury, CT on that grant. We appreciate VTrans supporting that one for us. The next a combined application between New England Central and our sister railroad, the Providence and Worcester. It's a single line route that comes from the Canadian border down to Willimantic, Connecticut, and then goes into Rhode Island from there. The work in Vermont on this one is replacing bridge Timbers on the Long E Albert trestle, doing repairs in the Italy Yard in Saint Albans, which includes replacing old switches that don't support 286,000-pound cars. Reconnecting 2 tracks that have been out of service for a long time and doing some work on the Burlington Branch that includes replacing the older 80 and 90 pound per yard rail on the Burlington Branch, replacing bridge Timbers. There are three bridges that will have work done. A list and surfacing that'll get to Burlington Bridge up to 286, which we've talked about for many, many years here at the Rail Council. You'll also get it to class to FRA, track standards so and down in Rhode Island similar work to the Burlington on what we call the Providence Branch for the traffic that goes down into Rhode Island. Again, we appreciate VTrans supporting this one as well.
- b) CWR – Dan** - future opportunities that VTrans is working on are on the same exact track location that our current build grant is working on the bridge projects between Rutland and Hoosick New York, what we call the B & R. That same section of track we're working on the track upgrades.
- c) GMRR and WACR 286 Lbs** - Currently working on attract project to change out the old track. There's 8090-pound rail, there's actually a lot of different weight rails in that section of rail, but changing that to continuously welded rail that we can. With the 286-bridge upgrade, the next sort of weakest link is the track. So we work on that so that the amount of freight that's coming

through the area we need to make sure that to track and handle that. That is our next priority grant to put in. We have two other projects that are sort of, you know 1A1B. They're both the same sort of priority. Is the Green Mountain from Rutland down to Bellows Falls?

There's about 25 bridges that need something to get us to 286Lbs. to make that line able to fully load cars. The other one is White River Junction, the Newport on the Connecticut River line, we are doing the preliminary engineering on a potential future grant to make that line also 286Lbs. Now the bridge grants we don't really have a timeline on yet. As far as if or when we will make an application, but we are getting uh close on the continuously evolving rail gram in Rutland and POSIX. These are just future grant opportunities. Potentially, as we follow our statewide rail plan. Doing those as corridor grants, so not just one bridge at a time, because that doesn't generally get you a grant because it makes more sense to do them as a quarter cause FRA looks at it better if there's some independent utility.

Freight and Construction Topics –

- a) **Project Updates** – upgrade update on VNE. Charles - We took over September of last year, I was in East Deerfield, Mass, which is a major yard on the East, West, North, South that serves Vermont and I don't think he could have stuffed one more car into it right before we took over. The predecessor railroad knew they were moving on, so to speak, so it took us a while to work through the backlog of traffic.

I was back there again last month. It was pretty quiet, a very manageable number of cars in that yard by high railed from Hoosick Junction over to Fitchburg. We're doing some track work out there and the owners in SNCSX provide the capital on that line. We just got a large grant with New York State DOT to do some upgrades on the main line over there. The most interesting thing and very telling for me was talking to our employees that we hired from previous railroad and their outlook on live and railroad people are kind of grumpy to begin with the excellent, I mean they're the spirits were pretty high, they could certainly recognize they were part of a team and that while progress could not be made overnight, progress was being made on that railroad. I was very impressed with the attitude of our employees over there. Customer service has improved a lot since we took over. We're not quite where we want to be.

We're still in the hiring mode, just like everybody else. So VNE is going pretty well.

Seldon - We went down and had some meetings with it with the folks in September as well.

And yeah, Deerfield was pretty plugged and pretty upfront about some of the challenges that were there. And we came into the winner and really didn't have any issues. The service that we expected, but Bellows falls has been going fine. I mean, I know there's a project to do some additional work in Hoosick to make the interchange more, more fluid down there and the art, New York, NY state funded project, I believe.

Charles - We inherited several unfinished grant projects, so we're able to work with New York DOT and CSX and NS and get those back on the movement side, that means we'd certainly have, you know, certain things we'd put in place.

Dan - This was a big deal. It was a big deal to Vermont, but could have gone, you know, different ways. I applaud Beanie Genesee, Wyoming. What you guys have done then I think was a smooth transition. Everything so far that was promised seems to be working and you know I just think it's better, it's better for Vermont right now the way it is. So thank you very much, Charles, and thank those above you and around you and we appreciate everything you guys have done cause you know again it would, there was a lot of unknowns, it could have gone different ways and you guys have stepped up to the plate and it's been great.

Charles - We have a really good management team over there. Some came over from the previous railroad. Some actually used to work for us at one point, and then we've hired others and it it's really made a good team.

b) BUILD Grant Award – Paul - With a maintenance project at a Montpelier crossing which had a lot of attention thanks to Selden and his crew for helping us keep it crossable. This is just a temporary repair it'll get us a couple years it get us that band aid and bridge to the next bigger project, which is in the in the works within a couple of years, which is a kind of a full upgrade of crossing improvements at this location. Eventually we're going to add lights here.

We upwards of 15 projects ready for construction right now and it's this season and it's part of next season.

One of the bridges that we do that is, that is active right now in Dorset and kind of right in town. So all good things that are coming out of this, this project is Dan was talking about this is our upgrade on the Bennington to Rutland Ranch to get US twenty 286Lbs on our bridges and like you said the next phase would be the track components.

Couple of the projects I wanted to highlight that are I think getting the momentum they need to, first is this bellows falls platform in Bellows Falls. There's a lot of ownership components going on here with who's on 1st and I don't know, he's on 3rd and kind of, but the buildings owned by 1 entity, it's going to try to change hands. And then there's a lease that's going to happen with the new the new owner, then the platform is different and is owned by the state and then the railroad is that New England Central? We are close to taking off and getting this underway so that we can rebuild this platform and be in fully idea compliance for Accessibility, which would be 8 inches above Topper Rail, so would be a low-level platform because it's a shared a shared route with freight.

We have another one in White River that John Nummy is working on for us. There are a few

components here that have complicated it there's a tunnel that goes under the tracks from the building. But it's there and it's historic. We've had to deal with that component and what it means to modify it in any way. We're not by any means trying to remove the tunnel, but we do need to affect one end of it so that we can put in a foundation for our platform, so we've been working through that with our historic folks and the our SHIPPO partners as well as FRA, trying to kind of help them do the see the good things about rehabbing this platform the way we need to. In addition, there's a connection to the parking lot we need to make so it meets the ADA components to this, when they look at it says are your features accessible and can you access the platform from your parking lot. If we're going to build a new platform right next to it, it's going to influence that canopy, we are assessing if it needs to come down or some other plan.

- c) Storm Damage Update – Kyle –** With last July's massive storm. FEMA declared it as disaster 4720. So, we had upwards to 160 sites. We spread the work across all the project managers, and I think we have a good team effort to knock this out and work on these designs to finish the repairs next year or two. We have a series of projects on the list here that involve abutment armoring on Bridge 07. We have a couple crossings that just need some pavement put back that got washed away with a with the flooding. We're also looking at raising signal houses, something that we're going to try to address the future projects where the placement of a single signal house goes and looking at the FEMA mapping and the floodplain. Elevations there to get these houses up a little bit, so FEMA proposed us using some hazard mitigation funds to lift these houses. So if and when the next storm comes it'll be at least higher and hopefully not get wet and require all the components to get changed out like we had across the state here. So that'll be really good. Back up in Barre town, 9.25 and 9.31 a massive slope washouts and slope slides. We had a great contractor that came up, RJ Corman and UH did a lot of lot of repairs there to put the slope back. So currently we have geotechnical engineers evaluating what was put back last year, seeing if that's stable, if anything else is needed to make it more resilient. Moving over to the Green Mountain Railroad, we have several sites here with similar damage, similar repairs and a lot more bridge-oriented work. And as we all know, a lot of debris, granular debris especially comes down from the mountains and gets washed down to the streams and the valleys during these large storm events and deposits, a lot of material at all the current bends and everything. What we're left with is a lot of our bridges have a lot of that sediment that really fills in underneath them and what that does is increase velocity. And lots of times it has the orientation of the water now hitting our asset, hitting our peers, hitting our butts. We're looking at ways to better armor our abutments and Piers and find different methods to get that water to be ideally right in the middle of your span. So not hitting any part of the bridge, superstructure or substructure, I mean.
- A lot of the bridges 119 one, 21122, one 23124 all in the Chester area got hit pretty hard. They're all kind of similar to repairs to culverts, rebuilding stone culverts, rather just your technical review trying to get these sites back. We have one more site to address down in the

VTR BNR, it's bridge 69. There was a about 100 foot long retaining wall made from timber, only about four feet tall got washed out. The river wanted to come behind our abutment and find a new path. We temporarily repaired that. We're looking at a new proposed method to make that more resilient in the future. The goal is to not have to put back a temporary retainer while we'd like to do some type of stone armoring and get that river channel underneath the bridge and not against our abutments.

In August we got hit with a subsequent storm. Fortunately, we weren't damaged as bad on the on our state railroads, there ended up being two sites and VRS already have completed those repairs, but I just wanted to note it here. We've declared FEMA funds for that. Those were track oriented repairs.

In December we got a lot more rain and just the other day we had a discovery call and some of the counties in Vermont. I've been working on other storms from the past and I'm happy to finally say that seven other projects went out to bid and were awarded within the last couple weeks to be repaired from storms dating back to 2019-2020?

In Coventry on the Connecticut River line, VRS is working on reestablishing that track up the surrounding areas filled right up with water and took out. The section was about 1000 feet long, but the water just come over and just wash out all the ballast stones. So in order to have safe train passage, we have to make sure that the balance went back in and it was safe and tamped. Bridge 501 down in White River had a bunch of debris that's deposited on the pier it adds a lot of extra pressure on to that peer that we don't want.

Operation Lifesaver Updates – Allyson – Was appointed state coordinator in March. We have two new board members, Crystal Blasius of Amtrak and Rob Rohauer of CSX.

We have a few events coming up in terms of opportunities to spread the word and awareness about rail safety. We are attending the National Summer Transportation Institute camps for both middle schoolers and high schoolers. Possible upcoming opportunities are Essex Fair, Hartford Block Party, Hartford Alumni parade, plus a few more fairs I'd like to investigate. Also busy reaching out to schools haven't had a lot of success here there yet, but I'm still working on it. We did get a large supply order last well couple weeks ago now. Operation Lifesaver hats, key chains, zipper poles, things like that. Just to provide kind of a reminder for folks, when they see these things to think about operational life saver and I'm working also on social media and got some good videos up there. Now on Instagram, they're getting over 1000 views each, which is good news. One of them is pretty cool. It's a bobcat walking down the tracks near the bridge ends. So if you'd like to check us out, we are on Instagram, Operation Lifesaver of Vermont and on X as at Lifesaver Vermont.

We also have the mobile messaging board almost up and running, registered, insured. We just need to work out the software part of things and I've got a few suggestions so far and where it might be best located around the state. And then if I may open the floor to folks, it's like have an idea of they're a good place for it to be.

Dan - So for those of you who don't know operationally several years ago when we're trying to get ready for the Ethan Allen expansion to Burlington, we purchased a mobile message board and we were moving it up and down Route 7 saying you know faster trains, be aware trains are coming, look both ways and all that kind of safety message. Now we own the board so we're looking for hotspots or focus areas, but places where this message board can be effective around the state. Just reminding people of the trains, you know, trespass all that stuff. If there's a focus area that you guys want us to focus on, send Allison or myself a message and we'll bring it to the board and see if we can get approval for that message board to be located there.

Our big event that we participate in is Champlain Valley fair in the fall, we're already planning on that. So, anybody that wants to help us in our booth up there I'm always looking for help.

Public input –

We had put out a press release about we have another railroad that we're going to add to our system in New Hampshire, the New Hampshire Central Railroad. Blends well with some of the propane business we do. There's a terminal up in North Stratford connects to the SLRG&W there. Pending a STB approval and everything, we're hoping the first part of June that will be operating that railroad as well, that's about another 52 miles to the system.

David Wulfson - In June, I will begin my 51st year in the railroad business. While I'm not retiring, I am going to work less and do some of the things that I enjoy and I'm concerned about my ability to attend these meetings, even though there's only four or five a year, I want the railroad to be properly represented. I'll be sending my resignation to the governor's office soon.

Carl - I'd like to suggest we consider we haven't done an out of Montpelier area meeting for a long time, but we considered when that station is ready to open that we might have a rolling Rail Council meeting. Take the Vermonter down to Brattleboro and back, at least for those of us in northern Vermont and have our meeting. There's four hours plenty of time between South and North. See if we could actually do something that we really draw some attention to the Rail

Charles - sorry quick infomercial this is the 125th anniversary of Genesee and Wyoming, the original railroad and Retzloff New York. Retzloff, New York, had a celebration at Rochester last week. We ran a special train down to the salt mine. I brought some copies of this special edition of our employee newsletter. They're there in the box. If anybody wants one, help yourself. If you're not here today and you want one, reach out to me via email and I'll be glad to mail you one. So, we'll be celebrating our anniversary this year, kind of a long his suggestion. We have the new dispatch center in Saint Albans, Alpen, last year and we would be honored to host a Rail Council meeting up there if you'd like to at some point as well.

7) Next Scheduled Meeting

Next Meeting: August 13th, 2024, 1 PM – 3 PM

Fully intending to have an in-person meeting room for that meeting in this same room.

8) Adjournment

The meeting was adjourned at 2:49 PM.

DRAFT