

The Rail Report

NCDOT Rail Division



July 2014

NCDOT Takes Rail Safety Message to Gibsonville

Educational effort part of
International Level Crossing Awareness Day



The NCDOT's BeRailSafe program, along with the Gibsonville Police Department, North Carolina Highway Patrol and the Guilford County Sheriff's Office, spoke to a number of Gibsonville motorists about railroad safety on June 3rd as part of a 'Crossing Blitz' conducted at railroad crossings along Springwood Ave.

More than 800 tip

sheets emphasizing the importance of staying safe near railroad tracks were distributed to passing motorists as part of the two-hour operation.

The crossing blitz was conducted in conjunction with International Level Crossing Awareness Day, a global initiative held to educate the public about rail safety.

Crossing blitzes are held periodically across the state in an effort to combat vehicular and trespasser deaths. In 2014, 23 people have been injured or killed by trains while trespassing or driving a vehicle on railroad tracks. Recently, a pedestrian in Gibsonville was struck and killed by a passing train while walking on the tracks.



NC Piedmont Train Displayed at Streamliner Event at the N.C. Transportation Museum

Spencer Railroad Festival attendees were able to see the *Piedmont* train set first hand May 29-June 1. The 1755 City of Salisbury F-59 locomotive, the 64-seat Scotch Bonnet coach, the 56-seat Carolina Lily coach and the Currituck Sound Baggage/Lounge car were on display. The Rail Division Customer Service Team and BeRailSafe staff members were on hand to answer NC Passenger service questions, hand out Rail Safety materials and promote NCDOT's Rail Safety Awareness Training for First Responders.



Rail Safety Tips

For Motorists:

- **Always stop your vehicle when crossing gates are down or lights are flashing.** Wait for the crossing gates to rise and lights to stop flashing. Look both ways, listen and proceed with caution. For your safety, obey all signs and signals at railroad crossings.
- **Never stop your car on railroad tracks.** When approaching an intersection at railroad tracks, keep your car behind the white lines.
- **If your car stalls while crossing the tracks, get out immediately and call 911 or the emergency notification number located on the railroad signal equipment.** If a train is coming - abandon the car! Proceed quickly toward the train at a 45 degree angle so that if the train strikes your car you will be safe from flying debris.
- **Be aware that trains may operate any time throughout the day and night in either direction.**

For Pedestrians:

- **Never walk or run on railroad tracks.** Remember: "Tracks are for trains. Stay away and stay alive."
- **Walking on or near railroad tracks is dangerous - and illegal.** Trains in North Carolina operate up to 79 miles per hour and can take more than a mile to come to a complete stop. Also, tracks are on private property; you risk being cited for trespassing.
- **Do not cycle or operate all-terrain vehicles (ATVs) on railroad tracks or railroad rights of way.**
- **Do not hunt, fish or bungee jump from railroad trestles.** They are not designed to be sidewalks - there is only enough clearance for a train to pass.
- **Always look both ways before crossing railroad tracks and cross only in designated areas.**
- **Do not cross tracks when gates are down.**
- **Be aware that trains may operate any time throughout the day and night in either direction.**

NIGHT TRAINS

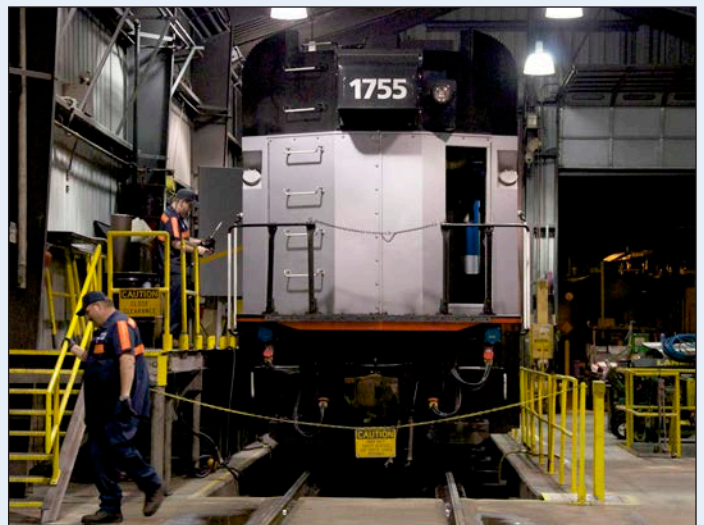
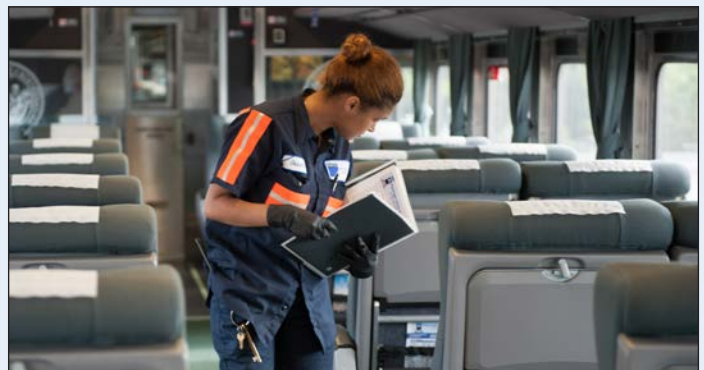


As many people are winding down for the day, second shift crews are just getting started at NCDOT's Capital Yard Rail Car Maintenance Facility.

Piedmont Train 74 rolls into the yard at 3:30 p.m. from Charlotte, and is tackled by a mechanical crew that takes the locomotives and coaches through detailed mandatory Federal Railroad Administration "calendar day" inspections. This checklist covers everything from major mechanical or electrical inspections/repairs to making sure the toilet system works properly. While the mechanical work is underway, a cleaning crew begins work on the interior of the passenger coaches, cleaning each one from top to bottom. The exterior of the train is hand washed to remove the corrosive grime that builds up on its round-trip between Raleigh and Charlotte. When Train 76 pulls in from Charlotte at 9:15 p.m., a third shift crew begins the same process for this train set.

In addition to the calendar day inspection, sanders are filled for better adhesion of wheels to tracks, air brakes and horns are checked, and sewage from the day is dumped. If a coach or locomotive has developed a mechanical problem that can't be corrected during the shift, it is pulled from the train set.

By 3:00 a.m., the crews receive final ticket data from Amtrak. With just a few hours left before the departure of Train 73, coaches are added or taken off the train set, based on ticket sales plus the extra seats needed for NCDOT's popular NCMultiRider program that allows passengers to walk up and board the train without reservations. *(continued on next page)*





First shift mechanical crews have their own list of things to do, tackling major maintenance/mechanical projects as well as the cycle of federally-mandated inspections of locomotives and coaches that are above and beyond the “calendar day” inspections. These inspections are required every 90, 180, 360, 720, 1080 and 1460 days and each inspection is more intense than the last. They also do test equipment installation for projects such as the ongoing biodiesel testing with North Carolina State University and inspect, maintain and repair the facility and equipment used in the maintenance of the train equipment.

Maintenance of the *Piedmont* equipment, which takes place on the hill above the busy northbound Capital Boulevard, is a 24-seven, 365-day a year operation covered by 21 Rail Plan employees over three shifts. NCDOT’s Capital Yard never sleeps, but we hope that our passengers can, knowing that these dedicated crews have done everything possible to ensure that they have a safe and comfortable trip onboard North Carolina’s Amtrak.

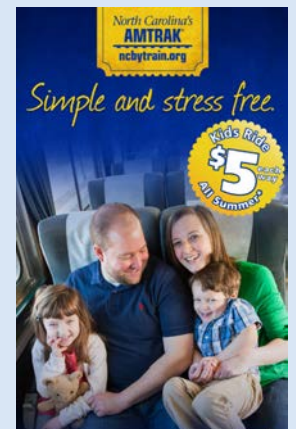
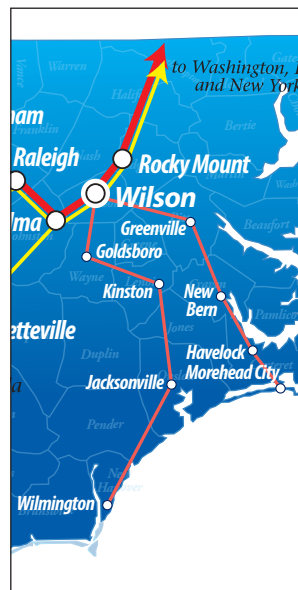
Ridership & Revenue on NC’s Amtrak Service – April 2014 vs. 2013

	RIDERSHIP			REVENUE		
	2014	2013	% +/-	2014	2013	% +/-
Piedmont	14,353	14,161	1%	\$291,984	\$274,727	6%
Carolinian	27,774	26,590	4%	\$1,690,553	\$1,559,655	8%

Expanding Motor Coach service connects Communities Beyond the Reach of Current Rail Lines and Stations to Passenger Train Service

Soon after the inaugural of the *Piedmont* service in 1995, a bus route was established connecting downtown Winston-Salem to the High Point Train Station. In April 2012, Amtrak added two new thruway bus service routes, (shown right) providing expanded transportation options for residents of Eastern North Carolina. Both routes connect to Amtrak’s Palmetto service at the train station in Wilson have more than 1,000 riders a month. Ridership for the routes was up 630 over April of 2013. Cities served by the routes are Greenville, New Bern, Havelock, Morehead City, Goldsboro, Kinston, Jacksonville and Wilmington.

The Rail Division has applied for a Federal TIGER multi-modal service planning grant to investigate feasibility of more motorcoach and transit connections. The grant will identify efficient connections to the *Piedmont* and *Carolinian* services. Routes that meet utilization requirements and are deemed financially sustainable will be pursued as options for expanding the reach of passenger service to new communities and funding is available.

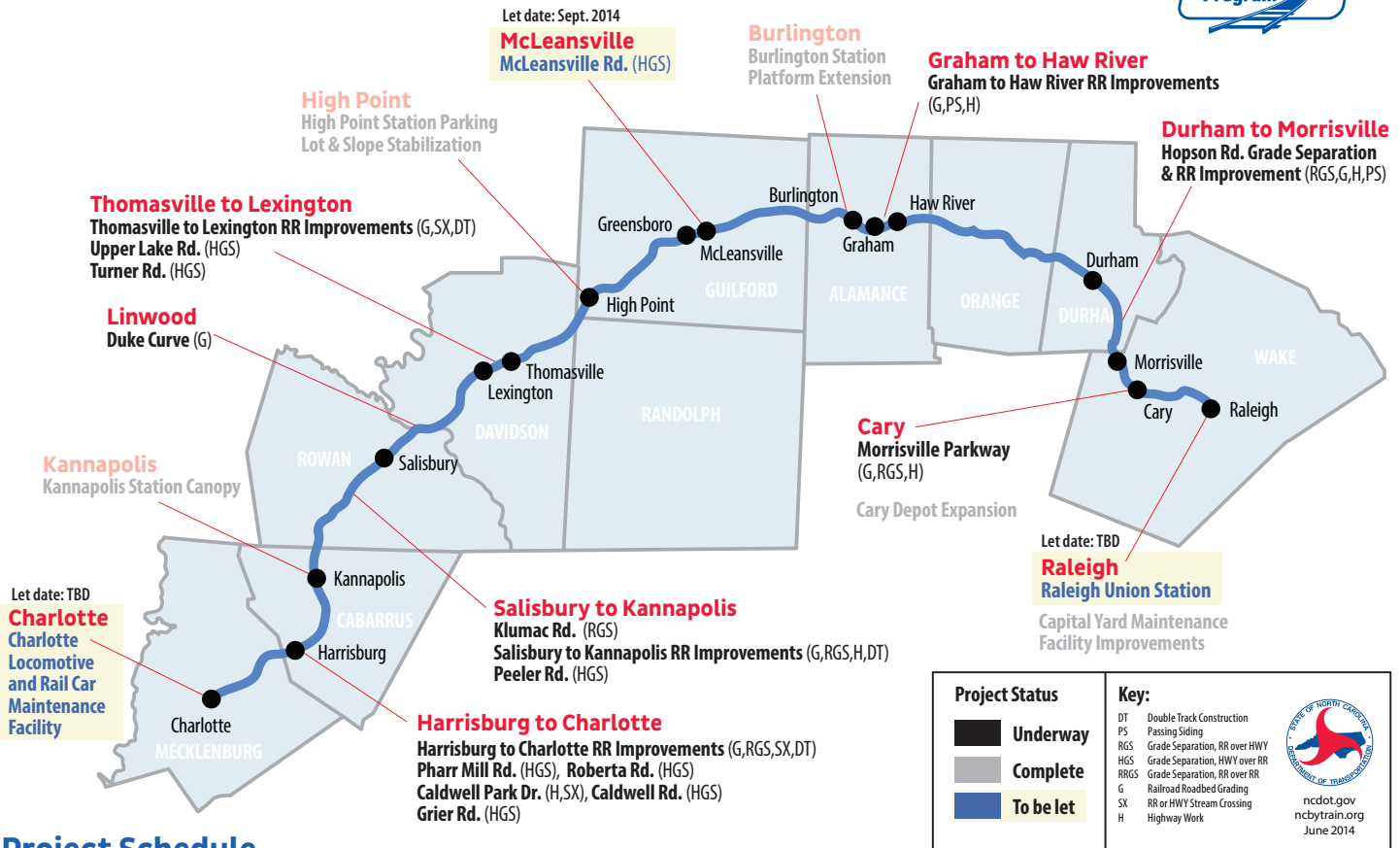


Kids 2-12 ride for \$5 with full adult fare on Tuesdays, Wednesdays and Thursdays within North Carolina.

Offer good for travel June 3 – August 28. Use fare code V812 when buying your ticket.

Seating is limited. Advance reservations required. Not valid with other offers.

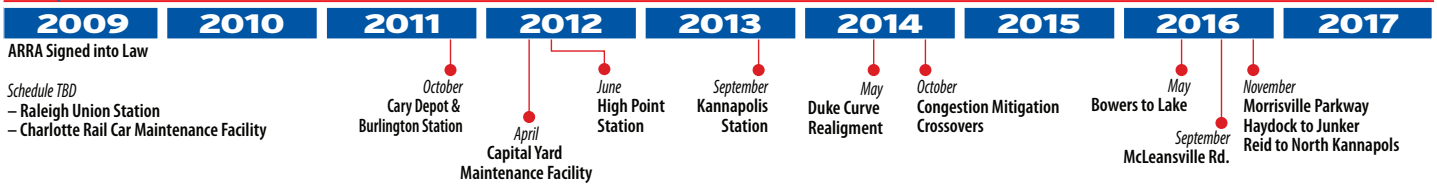
Piedmont Improvement Program – May 2014 Status Report



Project Status		Key:	
	Underway	DT	Double Track Construction
	Complete	PS	Passing Siding
	To be let	RGS	Grade Separation, RR over HWY
		HGS	Grade Separation, HWY over RR
		RRGS	Grade Separation, RR over RR
		G	Railroad Roadbed Grading
		SX	RR or HWY Stream Crossing
		H	Highway Work

ncdot.gov
ncbytrain.org
June 2014

Project Schedule



ARRA Funds Spent to Date (effective 5/31/2014)

Component	Expenditure
PD&A	\$38,906,626.62
Equipment Procurement & Rebuild	\$23,839,474.49
Stations & Facilities	\$10,488,416.95
Track & Structures	\$75,278,253.30
CRISP	\$2,180,376.32
Program Totals	\$150,693,147.68 of \$520M awarded FRA Grant Funds

New ARRA Contracts Awarded in May – 18
worth \$691,751.73

PIP Milestones in May

- Duke Curve track construction finished is awaiting cut-in to active track (shown below)



- Hopson/Nelson to Clegg track construction began
- Bridge girders were set on Upper Lake Road and Turner Road on Bowers to Lake
- Clearing operations and roadway work underway at Reid to North Kannapolis

Piedmont Improvement Program Project Photos – Mid-May – June 2014



2014/06/06

U-4716 Hopson Rd./Nelson-Clegg



2014/06/11

U-4716 Hopson Rd./Nelson-Clegg



2014/06/05

P-5205 Graham to Haw River



2014/05/27

P-5205 Graham to Haw River



06/04/2014

C-4901 Bowers to Lake - Turner Road overpass



05/21/2014

C-4901 Bowers to Lake - Upper Lake Road overpass

Piedmont Improvement Program Project Photos – Mid-May –June 2014



C-4901 Bowers to Lake - roadbed work



U-3459 Klumac Road - concrete form



P-5206 Reid to N. Kannapolis - Peeler Road bridge construction



P-5208 Haydock to Junker - Grier Road Road Overpass



P-5208 Haydock to Junker - Roberta Road overpass



P-5208 Haydock to Junker - Rocky River Bridge