

NCDOT Rail Division

The Rail Report



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Photo courtesy Scotland County Economic Development

Mountaire Farms Project Includes Improvements to Scotland County Rail Line

Mountaire Farms, Inc. recently completed construction of a feed mill near Maxton in Scotland County. The company invested approximately \$45 million in development of the facility and supporting rail operations. With a site spanning 700 acres, the new feed mill makes Mountaire Farms the largest single manufacturer in the county, with the capacity to be the largest feed mill in the country.

To support the freight transportation needs of the facility, significant rail construction and refurbishment was required. Almost 17,000 feet of rail with eight turnouts were employed to construct a rail access loop around the site.

The new loop connects the facility to the newly-refurbished Laurinburg-Maxton Airport Commission rail line which included the rehabilitation of 6,934 feet of existing track and construction of 1,900 feet of new track, two turnouts with derails and a new at-grade crossing. Two existing at-grade crossings were also upgraded.

The Airport Commission line connects to the Class I "SE-line" that is owned and operated by CSX Transportation. SE-Line improvements included the rehabilitation of 1,900 feet of existing track, installation of three turnouts and railroad signal work.

Through the Freight Rail and Rail Crossing Safety Improvement Program, NCDOT provided a \$200,000 grant to aid in the construction of the industrial rail loop and connection to the Commission rail line. Additionally, NCDOT provided approximately \$1,291,000 from STI Economic Development funds to aid the improvements to the connecting track network. NCDOT also provided \$162,500 to Scotland County for public rail crossing and highway improvements near the Laurinburg-Maxton Airport.

"Scotland County is thankful for all our partners that assisted in attracting Mountaire to our county. NCDOT Rail Division played a crucial role not only through grants but with knowledge and assistance throughout the process," said Mark Ward, Economic Development Director for Scotland County. "We have already determined 250 acres that can become rail serviced sites with the rehabilitation of this spur line."

On May 22, the feed mill received its first unit train of corn. Within the next two years of operations, the facility is expected to create 65 jobs and ship 2,160 carloads of freight. NCDOT is pleased to be a partner in transportation projects that create jobs and support economic development across North Carolina.



Save 15 Percent on Train Travel to the Wyndham Championship

NC By Train service offers a convenient and affordable travel option

Now's your chance to enjoy the competition at the 80th Wyndham Championship (July 30-Aug. 4) in Greensboro without the hassles of parking and traffic by riding NC By Train. There's no need to worry about how to get around once you're there. A free shuttle will take passengers arriving at the Greensboro train station to and from the tournament (Aug. 1-4).

Passengers can board at any of these stations: Charlotte; Kannapolis; Salisbury; High Point; Burlington; Durham; Cary and Raleigh. In addition, children under 12 ride the train for half off every day with a paying adult.

Visit ncbytrain.org to save 15 percent on train tickets to the event.

Travel restrictions do apply. Free admission for the Wyndham golf tournament is available to all military members, children under 15, plus Piedmont-Triad area teachers and first responders. Visit ncbytrain.org for details or call 800-BY-TRAIN.

Video Features Piedmont Service as an option to "Beat the Traffic"

As traffic worsens in the Triangle, commuters are looking for more travel options. GoTriangle recently conducted an experiment to see how taking the NCDOT's *Piedmont* passenger train from Durham to Raleigh during the evening rush hour compared to driving on I-40. **Click here** to watch the video which was featured at the May 29 "Beat the Traffic" Community Voices Forum in Raleigh.



Earline Richardson, Rail Division Administrative Assistant Retires

Earline Richardson retired May 31 with 17 years service to the State of North Carolina. For the past five years she served as administrative assistant to the Rail Division directors.

We thank Earline for her service to the Rail Division and appreciate her warm and welcoming manner, plus the kindness that she showed daily to each of us and to the many people we support.

We wish you much happiness in your retirement.

Left: Earline Richardson was presented with a Road Gang certificate by Chief Deputy Secretary David Howard and Rail Director Jason Orthner at her retirement celebration.

Rail Improvements add Capacity and Efficiency for Aberdeen Carolina and Western Customers

The Aberdeen Carolina and Western Railroad (ACWR) is a 150-mile-long short line railroad that runs from Charlotte eastward to Lee and Moore counties. The railroad is centrally located between all major metropolitan areas in the state and connects to both CSX and Norfolk Southern railroad networks. As a short line railroad, ACWR focuses on getting shipments from industrial facilities to larger railroads that span across North America and vice versa. The ACWR provides both freight transportation and locomotive and railcar repair. Recently, ACWR successfully completed two rail infrastructure improvement projects in partnership with the N.C. Department of Transportation. NCDOT's Freight Rail and Rail Crossing



Safety Improvement Fund provided a 50 percent match towards the total cost of the projects.

These improvements will aid in the elimination of slow speed areas and allow for additional tonnage to be transported. The first project totaling \$318,000 resurfaced track, replaced thousands of cross ties and upgraded 5.4 miles of track to handle modern rail loads. The funds for this project were awarded in 2017. The 2018 FRRCSI award totaling \$904,000 modernized four rail bridges to handle heavier loads and upgraded rail, switches and facilities.

These improvements will help the ACWR to meet the needs of potential customers and expand freight volumes to provide competitive and efficient movement of freight for its customers. NCDOT is pleased to be a partner in transportation projects that enhance the safety, reliability and efficiency of rail operations, while supporting economic development across North Carolina.



July Trivia Question:

Today many of us have an app on our cell phones for determining speed. This GPS based technology is fairly accurate and delivered in real time. For many years on the railroad, before the advent of mechanical or electrical speedometers, train crews relied on two common methods for estimating the speed of their train. What were they? *Answer on page 5*

BeRailSafe and Operation Lifesaver Participate in Gibsonville Public Safety Day

On Saturday, May 18, NCDOT's BeRailSafe partnered with NC Operation Lifesaver and Gibsonville Fire and Police Departments for their Public Safety Day.

Kids were treated to demonstrations by firefighters including how and when to use a fire extinguisher, how to prevent fires, and, best of all, rail safety information.

About 20 kids ages 6–12 played “Do You Know Your Tracks?” to learn about the dangers of trespassing and participated in a coloring contest to remind them that tracks are for trains, not kids.

Another special treat was the opportunity to look at and sit in an authentic 1969 Los Angeles Police Cruiser that had been used on the set of Adam-12.



Roger Smock shares safety information with children at Gibsonville Public Safety Day

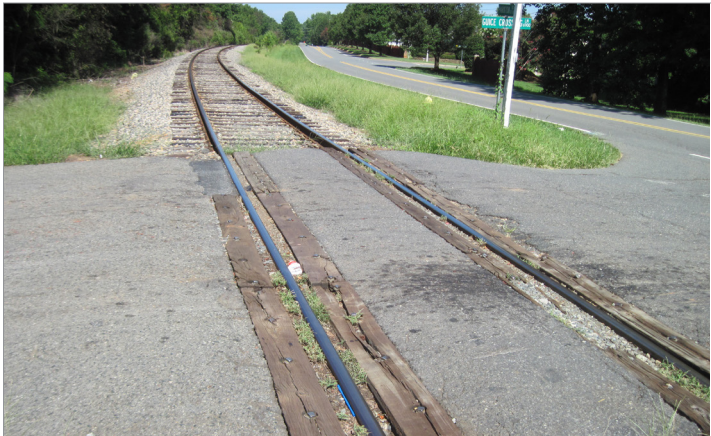
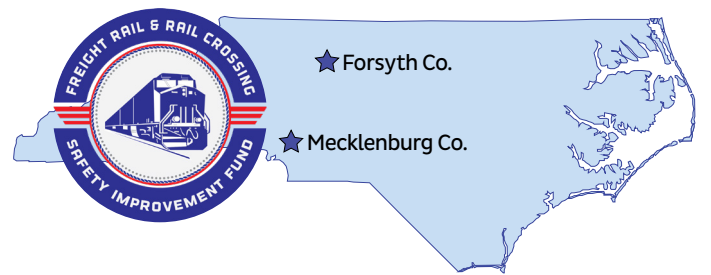
NCDOT, Aberdeen Carolina & Western Railway and Yadkin Valley Railroad Improve Crossings in Mecklenburg and Forsyth Counties

This month we feature a crossing on the Aberdeen Carolina & Western Railway in Mecklenburg County and a crossing in Forsyth County on the Yadkin Valley Railroad.

The Aberdeen Carolina & Western crossing is located on Guice Crossing Lane in Charlotte, a short road that provides access to Albemarle Road from nearby neighborhoods. The crossing was in poor condition. It was replaced with a modern asphalt and rubber seal crossing, providing a smoother crossing surface for local residents and trains. The ACWR, NCDOT Division 10 and the NCDOT Rail Division contributed to this crossing improvement.

The crossing on the Yadkin Valley Railroad is on Antioch Church Road near Tobaccoville. The rail and asphalt surface

was worn and had become uneven, causing a rough ride for motorists. It too was replaced with a new modern asphalt and rubber seal crossing and new approaches to provide an improved ride the traveling public. The Yadkin Valley Railroad was assisted with these improvements by NCDOT Division 9 and the NCDOT Rail Division.



Guice Crossing Lane before improvements



Antioch Church Road before improvements



Guice Crossing Lane after improvements



Antioch Church Road after improvements

Ridership & Revenue on NC By Train Service – March 2019 vs. 2018						
	RIDERSHIP			REVENUE		
	2019	2018	% +/-	2019	2018	% +/-
Piedmont	20,367	14,119	44%	\$480,641	\$330,840	45%
Carolinian	21,474	20,384	5%	\$1,400,602	\$1,318,992	6%

1,642

Train Host Association

NC

Hours Volunteered by N.C. Train Hosts in March supporting NC By Train onboard and at events

In March 2019 service modifications affected one *Piedmont* train on March 16. All other *Piedmont* and *Carolinian* trains ran as scheduled. Average gasoline prices remained low in March 2019 and were \$0.13 per gallon lower than in March 2018.

Charlotte Gateway Station – Phase I Construction



Bridge construction at Trade Street



Girder installation at Trade Street, west view



Girder installation at Trade Street, east view



Construction of Trade Street abutment

July Railroad Trivia Answer:

Train crews estimated train speed by counting wayside telegraph poles or mileposts while noting the time taken to travel one mile. The railroads and telegraph companies typically installed 40 poles per mile. Count for 30 seconds, pass 20 poles and you're going 60 mph, 10 poles for 30 seconds would be 30 mph. Distance covered between two mileposts in one minute means your train is going 60 mph. Moving between two mileposts in six minutes means you are plodding along at 10 mph.

The most important personal device a railroader owned in those days was a certified railroad pocket watch. All those pocket watches were set to match certified station and terminal clocks at crew sign up points which lined up with one master railroad clock for that railroad's entire network.



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