

NORTH CAROLINA
MARITIME Strategy

NC Maritime Strategy

Existing and Planned Railroad Infrastructure

Prepared for the North Carolina Department of Transportation

by

AECOM

in association with URS

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1 NORTH CAROLINA RAILROAD HISTORY AND BACKGROUND

North Carolina once had more than 5,200 miles of railroad corridors that connected every village, town and city in the State. Over the last 60 years, under greater competition from the trucking industries along with deregulation of the railroad industry, however, railroads have rationalized their rail networks to focus the large network into more densely-served routes that can provide economic rail service to key locations.

Over the last 60 years nearly 2000 miles of railroad within North Carolina have fallen into disuse or abandonment. In contrast to this rail rationalization, by 2030, the US population is expected to grow by 30% with most of that growth projected in the Southeast and West. North Carolina's population is projected to grow by more than 50% which makes North Carolina one of the top ten states for growth.

2 TODAY'S RAILROAD SYSTEM IN NORTH CAROLINA

North Carolina's rail network serves 86 of the state's 100 counties. The rail network provides services to ports, power plants, mines, military installations, agriculture, forestry, plastic, furniture and other industries such as coal, food products and chemicals. Freight railroads support jobs for about 2600 railroad employees in the state.

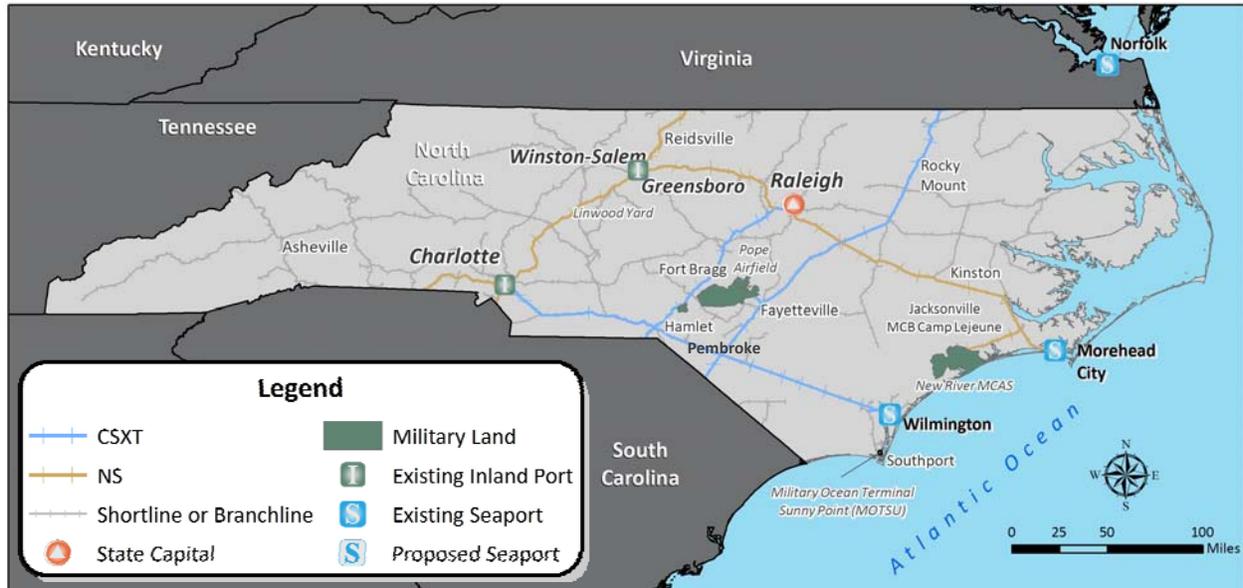
Today's freight rail network within the state of North Carolina comprises more than 3,200 miles of rail trackage owned by 22 railroads. A detailed map and directory of North Carolina's railroads, as prepared by the NCDOT Rail Division, is provided as an appendix to this technical memorandum.

Two Class I¹ railroad companies, CSX and Norfolk Southern (NS), operate approximately 77 percent of the state's rail system². Short lines and switching companies operate on the remainder of the system. Two railroads own tracks but are not currently operating within the state. One railroad no longer transports freight but provides passenger excursion service. The US Military also has a rail connection to its munitions depot in the Southport area (MOTSU).

¹ A Class I railroad carrier is defined as a railroad with annual operating revenues (based on 2005 statistics) over \$319.2 million.

² 2006 North Carolina Waybill Analysis Executive Summary

Figure 1: Class I and Shortline Railroads In North Carolina



Source: AECOM/URS from ESRI, NCDOT, FAF 3.1, and USGS ThematicMapping world borders dataset

2.1 North Carolina Railroad

The North Carolina Railroad Company is a private corporation whose shares are fully-owned by the State of North Carolina. NCRR owns 317 miles of railroad corridor, including three primary segments of North Carolina Railroad property that were leased to Southern Railway Company (later Norfolk Southern) in 1895 for a 99 year period. The state-owned right of way includes the highly-utilized Charlotte-to-Greensboro segment that provides connection between Norfolk VA and NS intermodal facilities in Charlotte and Greensboro. Daily rail traffic on this segment comprises 50 to 60 freight trains and ten passenger trains. The second segment, Greensboro-to-Raleigh, supports limited freight operation as well as daily passenger service. The third NS-leased segment between Raleigh and Morehead City sees significantly less use, with just three weekly freight trains in and out of the port.

The original NCRR-NS lease was amended several times up until the original lease expiration in 1994. A new agreement, executed in 1999, grants NS continued use of NCRR property and exclusive freight trackage rights over NCRR lines through December 31, 2014. For this privilege, NS pays NCRR an annual trackage rights fee of \$11 million, which rate is inflation-adjusted each year. Per the agreement, NS holds the duties and responsibilities as common carrier over these lines.

2.2 CSX

CSX operates in both an east-west and north-south direction within North Carolina. CSX serves the Port of Wilmington and has a direct east-west rail route to Charlotte from the Port of Wilmington that passes through Pembroke and Hamlet. It has major rail yards at Hamlet on the east-west route and at Rocky Mount on the north-south, I-95 corridor route. CSX has an

intermodal terminal at Charlotte and bulk transfer terminals at Charlotte, Raleigh, Wilmington and Winston-Salem.

2.3 Norfolk Southern Railway

Norfolk Southern (NS) operates in both an east-west direction (serving the Port of Morehead City) and north-south direction (roughly paralleling the I-81 corridor). NS has intermodal container facilities at Greensboro and Charlotte, a major classification yard in Linwood at Spencer Yard, and two bulk transfer terminals located just south of Charlotte and east of Winston-Salem. In addition, NS maintains an auto distribution terminal west of Winston-Salem.

As contrasted to CSX, which primarily operates over its own rights of way, the greatest density of NS operation in North Carolina is within rights of way owned by the North Carolina Railroad. NS leases NCRRT trackage within three state-owned segments, including the highly-utilized Charlotte-to-Greensboro segment that provides connection between Norfolk VA and NS intermodal facilities in Charlotte and Greensboro. Daily rail traffic on this segment comprises 50 to 60 freight trains and ten passenger trains. The second segment, Greensboro-to-Raleigh, supports limited freight operation as well as daily passenger service. The third NS-leased segment between Raleigh and Morehead City sees significantly less use, with just three weekly freight trains in and out of the port. The current agreement granting exclusive trackage rights over these State-owned corridors expires on December 31, 2014.

2.4 North Carolina Shortlines

Numerous shortline railroads throughout the state support short hauls and terminal operations and also provide feeder rail service to CSX and Norfolk Southern.

Table 1: Shortline Freight Railroads in North Carolina

Railroad	Approximate Trackage (miles in NC)	Overview
Aberdeen Carolina & Western Railway (ACWR)	160	Connects to both NS and CSX, serving Charlotte, Greensboro, Winston-Salem, Raleigh and Fayetteville.
Aberdeen & Rockfish Railroad (AR)	46	Interchange railroad connecting CSX to Fayetteville
Alexander Railroad (ARC)	18	Runs daily weekday service between Statesville and Taylorsville in the western Piedmont area.
Atlantic & Western Railway (ATW)	11	Interchanges with CSX and NS at Cumnock and Sanford. Owned by the Genesee & Wyoming.
Beaufort & Morehead Railway (BMH)	1	Terminal railroad right of way at the Morehead City Port. Owned by NCSIPA and operated by the Carolina Coastal Railway.
Caldwell County Railroad (CWCY)	17	Provides connection between Hickory and Lenoir
Cape Fear Railways (CFR)	10	Provides rail service to Fort Bragg and Clifbragg, connecting to CSX. Owned by Seaboard Corp.

Railroad	Approximate Trackage (miles in NC)	Overview
Carolina Coastal Railway (CLNA)	159	Operates on a 142-mile NS line from Raleigh to Plymouth and a 17-mile line from Pinetown to a barge facility at Belhaven on the Pamlico Sound. Connects to NS at Raleigh and Chocowinity. Connects to CSX at Wilson and Greenville. Also provides switching services at the Port of Morehead City.
Carolina Rail Service, LLC (CRIJ)	1	Rail line from Port of Morehead City to the Gallants Channel Bridge.
Carolina Southern Railroad (CALA)	37	Provides connections from Whiteville NC to Mullins SC and from Chadbourn NC to Conway SC. Connects to CSX in Mullins.
Chesapeake & Albemarle Railroad (CA)	44	Operates between Norfolk VA and Edenton, on the Albemarle Sound in northeastern North Carolina. Moves primarily stone and chemicals. Interchanges with CSX in Edenton NC. Owned by RailAmerica Inc.
Clinton Terminal Railroad (CTR)	3	Operates three and a half miles of switching track at Clinton and connects with CSX.
High Point, Thomasville & Denton Railroad (HPTD)	20	Operates from High Point through Thomasville and Denton to a junction with NS and the Winston-Salem Southbound Railway in High Rock. Jointly owned and operated by NS and CSX.
Laurinburg & Southern Railway (LRS)	28	Operates in south central North Carolina from the CSX line in Laurinburg to Raeford. Owned by Gulf & Ohio.
Nash County Railroad (NCYR)	15	Interchanges with CSX in Rocky Mount and provides service to Nashville NC. Owned by Gulf & Ohio.
North Carolina & Virginia Railroad (NCVA)	135	Operates in northeastern North Carolina and interchanges with CSX in Boykins VA. Owned by RailAmerica Inc.
Thermal Belt Railway (TBRY)	9	Operates in Rutherford County in western North Carolina, with connection to CSX in Bastic.
Virginia Southern Railroad (VSRR)	15	Operates between Oxford and Clarksville VA and points north. Interchanges with CSX at Oxford. Owned by RailAmerica, Inc.
Winston-Salem Southbound Railway (WSS)	87	Operates from Winston-Salem to serve the Piedmont Triad area. Owned jointly by CSX and NS.
Wilmington Terminal Railroad (WTRY)	17	Provides switching service within the Port of Wilmington and interchanges with CSX. Owned by Genesee & Wyoming.
Yadkin Valley Railroad (YVRR)	93	Provides service on NS line from Winston-Salem to Mount Airy and to North Wilkesboro. Owned by Gulf & Ohio.

2.5 US Military

The US Military owns railroad rights of way that provide access to Camp Lejeune and to the Marine Ocean Terminal at Sunny Point (MOTSU). CSX supports the operation of the US Army right of way to MOTSU while NS operates over the USMC Camp Lejeune Railroad.

3 RAIL SERVICE AND CAPACITY

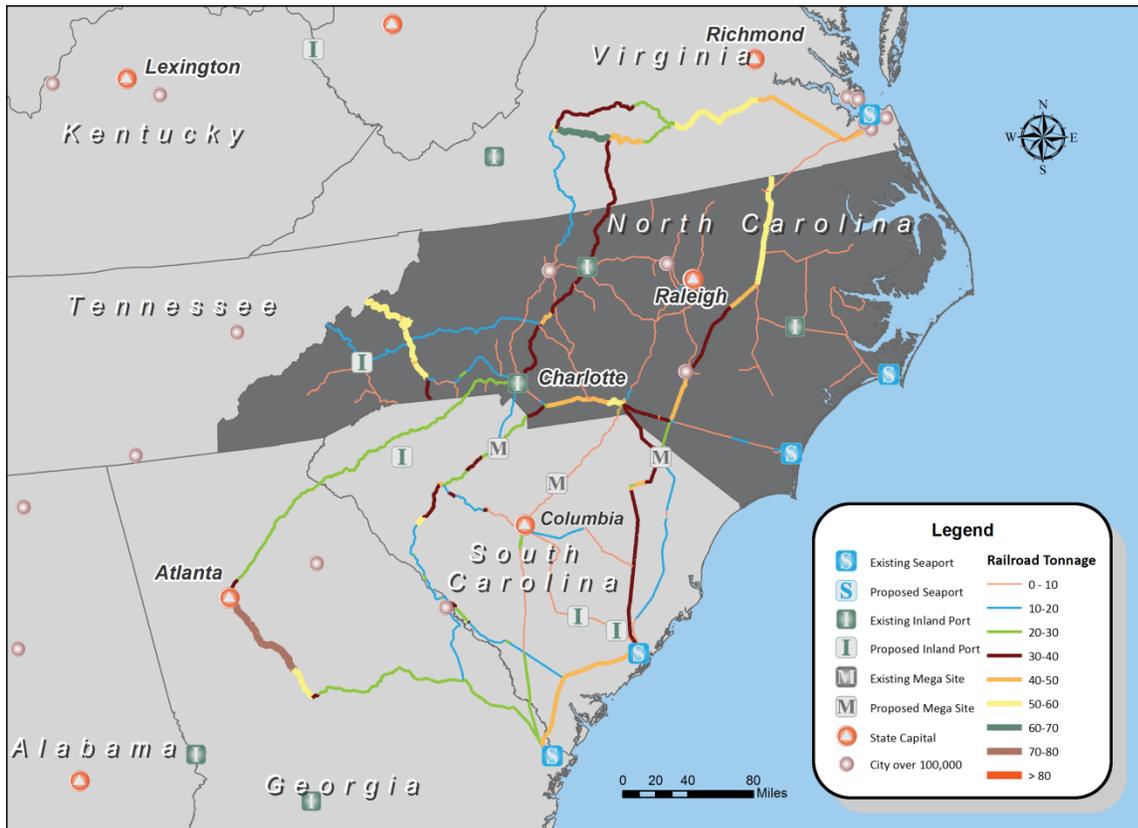
The railroads consider three factors when pricing and moving goods: they are **distance, load factor, and density**. As an example, the distance from the Port of Wilmington to Charlotte is roughly 200 miles. This distance is normally a standard truck route. A typical short haul for a railroad is between 300 and 400 miles. An argument for using a train in a shorter haul would be density; however, and at the moment, the density does not exist for the Port of Wilmington or Port of Morehead City.

The state's two Class I railroads – CSX and NS – operate 77 percent of the state's rail system; short lines operate the remaining. The major rail lines in the state with the greatest amount of traffic, run in a north-south direction making North Carolina a bridge between the northeast and southeast portions of the country.

Based upon a waybill analysis conducted by North Carolina Department of Commerce for the period of 1999 through 2003, more than five times more rail traffic was shipped into North Carolina than out of it. Ten commodity groups accounted for 95 percent of North Carolina rail tonnage and 88 percent of rail carloads on rail corridors within the state: coal, farm products, nonmetallic minerals, food products, lumber or wood products, pulp and paper products, chemicals, clay, concrete, glass and stone products, intermodal (containers), and hazardous materials.

A review of the rail tonnage map for North Carolina reveals that the majority of both NS and CSX rail traffic moves in a north-south direction compared to the east-west movements accessing the ports. Alternative north-south corridors may be available between Charlotte and Greensboro if needed for additional system capacity. The Port of Wilmington generates approximately twice the rail traffic of Morehead City, though rail volume to the busier port is still less than 10,000 tons per year.

Figure 2: Annual Rail Freight Tonnage on Primary Routes in North Carolina and Surrounding States (thousands)



Source: AECOM/URS from ESRI, NCDOT, NCDOC, FAF 3.1, and USGS ThematicMapping world borders dataset

4 ONGOING AND PLANNED INFRASTRUCTURE IMPROVEMENTS

Rail infrastructure improvements within the state have typically been advanced by a combination of interests, including private railroads, NCDOT, NCR, the US Military, and industrial users.

The NCR mission is “to maximize the value of the North Carolina Railroad’s properties for the people of North Carolina through partnerships that drive economic growth, enhance freight and passenger service, improve safety and respect the natural environment.” Toward this end, NCR has partnered with NS, the NCDOT Rail Division, the federal government, and others to advance various capital improvements on the NCR rights of way.

Capital improvements on the state-owned rail NCR right of way completed or underway since 2004 have totaled nearly \$380 million. These investments have largely been focused on the heavily-traveled right of way between Charlotte and Raleigh, including various capacity, speed and safety improvements to benefit both passenger and freight rail operations. Recent investments between Raleigh and Morehead City comprise mostly capital maintenance and safety projects to replace or rehabilitate rail, at-grade crossings, bridges, and culverts. A new team track (for transload) has also been provided at Kinston.

Enhancement of freight rail network within North Carolina is also advanced by the NCDOT Rail Division. A recent analysis conducted by the Rail Division approach investigated opportunities for:

- Crossing consolidations and improvements
- Enhanced interface between train and highway operations
- Improvement of train operating efficiencies to increase velocity
- Rail line relocations and signal improvements

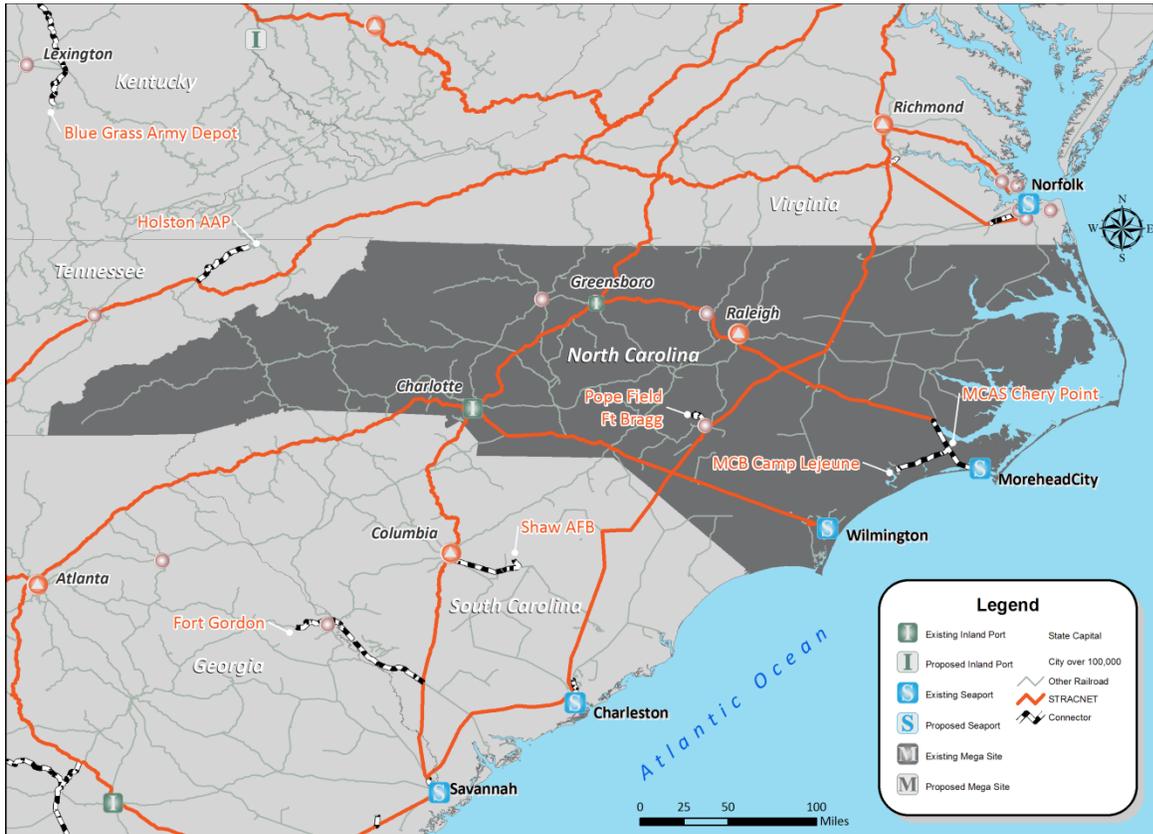
Selected improvements planned or underway that would enhance rail connections between port facilities and rail terminals are described below.

4.1 Pembroke Connection

There are more than 45 trains per day through Pembroke in both north-south and east-west directions. Presently, the north to east trains and the reverse must switch and go through Pembroke twice. The east leg connects directly to the Port of Wilmington. Various alternatives have been proposed for a connection in the northeast quadrant from the CSX "A" Line to the CSX Wilmington Subdivision. It would facilitate north-south rail movements to the east.

The United States Department of Defense has indicated that they rely on a well-maintained interconnected civil rail network to deploy its forces. Two key rail lines, the CSX north-south mainline between Baltimore MD and Jacksonville FL and the CSX east-west mainline between Wilmington and Charlotte, cross at Pembroke. Both of these rail routes are key components of the Strategic Rail Corridor Network (STRACNET) which constitute key railroad lines most important to the national defense. The proposed new connection would make it possible for military trains from Fort Bragg to the Port of Wilmington to proceed through Pembroke without stopping and backing up. Accordingly, the proposed connection would enhance military deployments from Fort Bragg.

Figure 3: Strategic Rail Corridor Network (STRACNET) within North Carolina



Source: AECOM/URS from ESRI, Military Surface Deployment and Distribution Command

In addition to supporting military movements, the enhanced Pembroke connection could also have an effect on future passenger movements between Raleigh – Fayetteville and Wilmington.

The new connection has been estimated between \$7 and \$12 million depending on the selected alternative. This work has been funded and project development is now underway.

4.2 Fayetteville Train Operations Improvements

The NCDOT has initiated a study to determine the deficiencies with the current rail operations in the Fayetteville area and to identify recommended changes to improve the operating efficiencies for the Norfolk Southern, CSX Transportation and the Aberdeen and Rockfish Railway to improve fluidity within the rail corridor network.

4.3 NS Charlotte Intermodal Terminal at CLT

NS has an existing 40-acre intermodal yard in north Charlotte with an annual lift capacity of approximately 125,000 lifts. The facility is now at maximum capacity and is not suitable for expansion due to its location near downtown Charlotte. As a result, NS has partnered with the Charlotte-Douglas International Airport (CLT) to relocate the NS facility to the airport. The new 200-acre terminal is forecast to have sufficient capacity to handle the railroad's intermodal

needs in Charlotte over the next 25 years.³ The \$92 million project, partially funded by \$15.7 million in federal grants, is scheduled for completion in 2013.

4.4 Rail Connection to Global TransPark

Construction of an industry rail connection to the state-owned Global TransPark in Kinston is underway to allow for rail transport of aircraft components manufactured onsite.

4.5 Industrial Connections

Since 2004, NCDOT has funded approximately \$4 million in freight rail projects under its rail industrial access program. Projects currently planned or underway include:

Table 2: Current and Pending Rail Industrial Access Projects

Industrial User	Railroad	Overview
CertainTeed Gypsum	CSX	Multiple rail spurs
Horsehead Corporation	CSX	New siding with yard
B5, LLC	CLNA	New rail spur
Uniboard USA LLC	CSX	Interchange railroad connecting CSX to Fayetteville

Source: www.bytrain.org

4.6 R110 Carteret Railroad Bridge at Port of Morehead City

NCDOT is currently pursuing the rehabilitation of the existing bascule railroad bridge that provides access between the Port of Morehead City general cargo terminal and Radio Island. Built in 1950, the bridge has suffered significant deterioration over recent years.

The bridge span will be rehabilitated by adding plates to the main girder, replacing floorbeams and track stringers, and repairing support towers and bearings. This approach will allow for operation of the bridge lift function and will support E60 loading over the span. The estimated cost for these repairs is \$3.5 million.

4.7 National Gateway Improvements

The National Gateway is a partnership between CSX, USDOT, and various state departments of transportation to better connect mid-Atlantic seaports to Midwest population centers. Among the key freight corridors included in the program are CSX's north-south line through North Carolina and east-west line between Charlotte and Port of Wilmington. The line between Charlotte and Wilmington has been cleared for double-stack container trains. Expansion of the CSX Charlotte Intermodal Terminal is also being investigated, but is not currently funded.

³ Seven Portals Study – Charlotte Region Report, 2011

4.8 Charlotte Railroad Improvement & Safety Program

The Charlotte Railroad Improvement & Safety Program (CRISP) is aimed to modernize existing track infrastructure in and around Charlotte to support the implementation of high-speed passenger rail service and to improve the safety and efficiency of freight rail and transit rail service through Charlotte. Most notable among the CRISP projects that will enhance rail freight is the grade separation of CSX and NS rail lines to eliminate an existing at-grade rail crossing diamond. The grade separation project is funded by \$129 million in ARRA grants.

4.9 Double Tracking of the North Carolina Railroad to Generate Increased Capacity

The NCDOT is currently underway with a program to increase speed and capacity for higher speed rail traffic on the North Carolina Railroad corridor. Projects have been awarded to begin design of the rail improvements which will include crossing closures. These capacity improvements will benefit the rail corridor between the Port of Morehead City and Charlotte.

5 OPERATIONAL AND PHYSICAL CONSTRAINTS

Overall, the North Carolina freight rail network provides rail connection across most of the state and to many industries. Review of previous studies and discussions with stakeholders, however, identified both operational and physical constraints that challenge the cost-efficient movement of rail freight within North Carolina.

5.1 Dominance of Trucking Transport in North Carolina

The biggest challenge facing providers of rail service to the port in North Carolina is how to be more truck-like with regard service and pricing. While North Carolina contains various high-population density areas of consumers, the state's freight is currently dominated by truck transport. With many in-state haul distances of 250 miles or less, it can be difficult for the railroads to challenge the truck operator for this market.

The most significant issue facing port users of rail service in North Carolina is the ability to obtain cost-competitive, reliable rail service with frequency of service needed to bring their goods to market. The railroads have minimized their costs to transport these goods for the short haul. Markets need to be developed for longer haul or greater density of rail-transported goods.

5.2 Lack of Dual Rail Service to North Carolina's Ports

CSX and Norfolk Southern agree that the shipping lines desire access to two railroads. When a shipping line has the option for two railroads at a given port, it can offer a competitive advantage in attracting vessel calls and shipper demand. Currently, NS is the only railroad in Morehead and CSX the only one in Wilmington.

NC Ports and in-state shippers contend that the lack of dual rail service contributes to high quotes for rail transport to the state's port facilities. Dual rail service would introduce rail freight

competition by offering service of two railroads to each port location. In theory, competition would cause the railroads to reduce their rates and make rail service more competitive with truck transport. With low rail density on port-connecting rail lines, however, the operation of additional trains (without an accompanying increase in volume) could actually increase variable rail costs and quoted rail freight prices.

NCSPA also cites lack of dual rail service as a challenge in trying to attract new container vessel calls to Wilmington. This is particularly problematic because NC Ports are the only port facilities among the regional peer ports that do not benefit from dual freight rail service into the port facility. Because shippers and shipping lines often have agreements with specific railroads, waterborne cargo may be directed to a specific railroad and the actual advantage of dual rail service may be less than perceived. Still, the railroads agree that it would benefit both companies to have access into each port.

An alternative to dual rail service is shared rail service, whereby two railroads enter into agreement to transport the other's cars on their trains. CSX and NS hold shared service agreements in other locations, but do not have such an arrangement in North Carolina. Shared rail service would allow shippers to contract with one railroad while obtaining access to the other railroad's operating lines (as set forth in the shared service agreement); an interchange of cars would be required between the two railroads. Implementation of shared service could also benefit NC Ports in attracting ocean carriers, who may enter into exclusive agreements with a single US rail carrier to provide point-to-point transportation service to shippers. Under the provisions of the existing trackage rights agreement that grants NS exclusive freight operating rights over designated NCRR rights of way, explicit agreement of NS and NCRR may be required to allow for CSX freight to be transported over these lines.

5.3 Access to Charlotte Intermodal Terminals

CSX and NS each operate major regional intermodal container facilities in Charlotte. These intermodal terminals serve North Carolina and states across the US southeast and mid-Atlantic regions. Their current location within Charlotte I-485 urban loop, however, presents a challenge for local truck access. While grade separations proposed by CRISP would eliminate some at-grade conflicts, local congestion remains a concern.

Conversations with railroad stakeholders also reveals that the location of the current CSX Charlotte facility does not provide efficient rail access to westerly destinations due to double-stack clearance constraints; CSX trains must now make indirect switching moves through their lines east of Charlotte in order to move double-stack trains to Atlanta.

5.4 "Last Mile" Access to NC Port Facilities

The speed of rail services to NC Ports is impacted by routes that traverse through adjacent city streets. The CSX line to the Port of Wilmington takes a wide route around the downtown Wilmington that includes at-grade crossings of many of the city's major thoroughfares.⁴ Rail freight along NCRR to the Port of Morehead City passes through the city center with numerous

⁴ Moffatt and Nichol (2006). North Carolina State Ports Authority Equipment Analysis: Wilmington Terminal, pg. 3. (In Appendix E of their Port of Wilmington Container Yard Improvements Report, 2006)

grade crossings that slow train speeds and can impede local residential, business and tourist traffic.

6 MAJOR RAIL PROJECTS PROPOSED BUT UNFUNDED

6.1 Restoration of the Wallace to Castle Hayne Rail Link

Freight to and from the Port of Wilmington, NC and the business and industry located within southeastern North Carolina coastal counties relies exclusively upon rail service provided by CSX. The majority of rail traffic to and from Wilmington passes through Hamlet, NC, before accessing the primary CSX north-south and east-west mainlines at Pembroke (see above). In 1994, the State of North Carolina acquired and preserved approximately 27 miles of the former CSX W&W subdivision. This rail segment was the former Atlantic Coast Line (ACL) route between Wallace and Castle Hayne and was abandoned in the mid-1980's. CSX removed the track and most of the bridge structures at that time and the corridor has been dormant since.

Restoration of this abandoned right-of-way to an active freight railroad is an alternative and more direct freight routing for southeastern North Carolina. This rail corridor would connect the CSX lines serving the Port of Wilmington to Wilson and points north on the CSX system. It would form a more direct and less-congested rail route that could use the primary CSX north-south main line along the I-95 corridor. The US Military has expressed specific interest in the restoration of this link to enhance access and provide a redundant rail connection between Camp Lejeune and the Port of Wilmington. In addition, if trackage rights were negotiated, the State-owned Wallace to Castle Hayne line could provide a route for Norfolk Southern to access the Port of Wilmington.

An order of magnitude cost estimate for the restorations of service was approximately \$50 million in 2004 dollars. In addition, a projected amount of more than \$30 million of CSX improvements was needed to restore the remainder of the corridor. As rail operations exist today, there does not appear to be a commercial freight rail operational need to justify the combined \$80 million expenditure. The Wallace to Castle Hayne rail connection could, however, support other regional needs, including US military transport and passenger rail service.

6.2 Track Relocation from Havelock to Morehead City

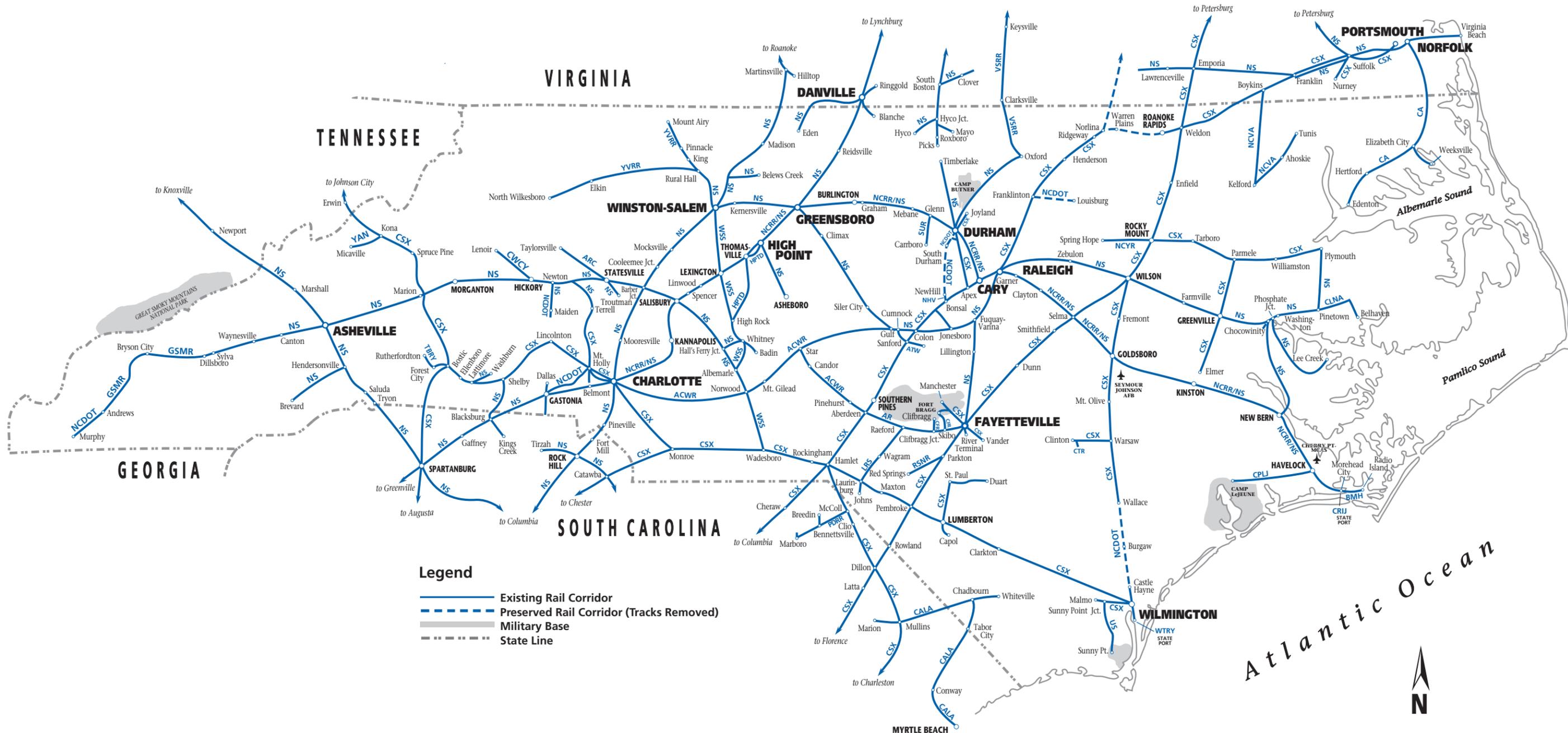
Access to the Port of Morehead City could be improved by the relocation of NCRP between Havelock and Morehead City. Current NS operation on the NCRP line requires assembly of trains on the main track; grade crossings along and including US 70 are blocked by train switching and set out that causes highway delays of up to 20 minutes.

Consideration should be given to upgrades to the existing track alignment and the construction of an off-site rail yard to build and break down trains were considered.

The previously-identified best relocation alternative corridor was identified as beginning south of Havelock and continuing eastward along the southern boundary of the Croatan Forest and across the Intercoastal Waterway where it would head southward around the Beaufort-Morehead City Municipal Airport and across Gallant's Channel to Radio Island. This alternative

is feasible from an engineering standpoint but would need to mitigate potential environmental impacts.

**APPENDIX: MAP OF THE NORTH CAROLINA RAILROAD SYSTEM AND NORTH
CAROLINA RAILROADS DIRECTORY**



Legend

- Existing Rail Corridor
- - - Preserved Rail Corridor (Tracks Removed)
- Military Base
- State Line

AMTRAK Stations in North Carolina

Burlington	Fayetteville	High Point	Salisbury
Cary	Gastonia	Kannapolis	Selma
Charlotte	Greensboro	Raleigh	Southern Pines
Durham	Hamlet	Rocky Mount	Wilson

Information: 1-800-BY TRAIN or www.bytrain.org
 Reservations: 1-800-USA-RAIL or www.amtrak.com

REPORTING MARK	RAILROAD NAME
ACWR	Aberdeen Carolina & Western Railway
AR	Aberdeen & Rockfish Railroad
ARC	Alexander Railroad
ATW	Atlantic & Western Railway, LP
BMH	Beaufort & Morehead Railway, LP
CA	Chesapeake & Albemarle Railroad
CALA	Carolina Southern Railroad
CFR	Cape Fear Railways
CTR	Clinton Terminal Railroad Co.
CLNA	Carolina Coastal Railway
CRUJ	Carolina Rail Service, Inc.

REPORTING MARK	RAILROAD NAME
NS	Norfolk Southern Corporation
CSX	CSX Transportation
CWCY	Caldwell County Railroad
GSMR	Great Smoky Mountains Railroad
HPTD	High Point, Thomasville & Denton Railroad
LRS	Laurinburg & Southern Company, Inc.
NCDOT	North Carolina Department of Transportation
NCRN	North Carolina Railroad Company
NCVA	North Carolina & Virginia Railroad
NCYR	Nash County Railroad
NHV	New Hope Valley Railroad

REPORTING MARK	RAILROAD NAME
PDRR	Pee Dee River Railway
RSNR	Red Springs & Northern Railroad
SUR	State University Railroad
TBRY	Thermal Belt Railway
US	US Military
VSRR	Virginia Southern Railroad
WSS	Winston-Salem Southbound Railway
WTRY	Wilmington Terminal Railroad, Inc.
YAN	Toe River Railroad
YVRR	Yadkin Valley Railroad



NORTH CAROLINA RAILROADS DIRECTORY

Class I

Reporting Mark	Railroad/Address	Contact
CSX	CSX TRANSPORTATION Corporate Headquarters 500 Water St., Jacksonville, FL 32202	Michael J. Ward, President (904) 366-5210; (904) 359-1216 FAX, www.csx.com
	Industrial Development	E. Clark Adams, Manager (704) 547-5525; (704) 547-5529 FAX, clark_adams@csx.com
	Florence Division 100 Oakland Ave., Florence, SC 29506	M.L. Holsteen, General Manager (843) 664-8200; (843) 664-8273 FAX
NS	NORFOLK SOUTHERN CORPORATION Corporate Headquarters Three Commercial Place, Norfolk, VA 23510	David R. Goode, Chairman, President & CEO (757) 629-2610; (757) 629-2306 FAX, www.nscorp.com
	Piedmont Division 1120 W. Washington St., Greenville, SC 29601	Charles K. Rickman, Superintendent (864) 255-4210; (864) 255-4279 FAX
	Regional Office 1500 Carson St., Raleigh, NC 27608	Durwood Laughinghouse, Resident Vice President (919) 831-3002; (919) 831-3041 FAX, dsლაუგი@nscorp.com
	Industrial Development	James Bowman (919) 831-3092; (919) 831-3041 FAX, jrbowman@nscorp.com
	NS East Carolina Business Unit (ECBU) 1500 Carson St., Raleigh, NC 27608	Carl Wilson, General Manager (919) 831-3049, (919) 831-3041 FAX, carl.wilson@nscorp.com
		Ron Taylor, Director Marketing and Sales (919) 831-3054, (919) 831-3041 FAX, ron.taylor@nscorp.com
	Virginia Division 110 Franklin Rd. SE, Roanoke, VA 24042	M.L. Crawley, Superintendent (540) 981-4476; (540) 981-4880 FAX

Affiliated with A Class I

Reporting Mark	Railroad/Address	Contact	Ownership
CPLJ	CAMP LEJEUNE RAILROAD	Norfolk Southern Corporation	USMC Right of Way
HPTD	HIGH POINT, THOMASVILLE & DENTON RR	Winston-Salem Southbound Railway	CSX & NS Corporate
SUR	STATE UNIVERSITY RAILROAD	Norfolk Southern Corporation	NC & NCRR Right of Way
US	US ARMY RAILROAD	U.S. Army Transportation Terminal	US Army Right of Way
WSS	WINSTON-SALEM SOUTHBOUND RAILWAY 4550 Overdale Rd., Winston Salem, NC 27107	H.W. Usrey, Operations Manager (336) 788-9407, (336) 788-9085 FAX henry_usrey@csx.com	CSX & NS Corporate

Independently Owned

Reporting Mark	Railroad/Address	Contact	Ownership
ACWR	ABERDEEN CAROLINA & WESTERN RAILWAY 102 Depot Street, Star, NC 27356	Robert M. Menzies, President (910) 428-9030; (910) 428-2966 FAX www.acwr.com	
AR	ABERDEEN & ROCKFISH RAILROAD PO Box 917, 101 East Main St., Aberdeen, NC 28315	Edward A. Lewis, President (910) 944-2341; (910) 944-9738 FAX www.aberdeen-rockfish.com	
ARC	ALEXANDER RAILROAD PO Box 277, 51 Second Ave. N, Taylorsville, NC 28681	Benjamin Zachary, General Manager (828) 632-2103; (828) 632-3179 FAX arcrailroad@charter.net	
ATW	ATLANTIC & WESTERN RAILWAY, L.P. PO Box 1208, 317 Chatham St., Sanford, NC 27331-1208	Ella G. Frye, General Manager (919) 776-7521; (919) 774-4621 FAX atw@rail-management.com	Rail Management & Consulting Corporate Panama City Beach, FL
BMH	BEAUFORT & MOREHEAD RAILWAY, L.P. 113 Arendell St., State Port, Morehead City, NC 28557	Jeff Strader, CFO (910) 343-6200	NC State Ports Authority Right of Way Wilmington, NC
CA	CHESAPEAKE & ALBEMARLE RAILROAD 214 N. Railroad St., Ahoskie, NC 27910	Brad Ovitt, General Manager (252) 332-2778; (252) 332-3325 FAX www.railamerica.com	RailAmerica, Inc. Corporate Boca Raton, FL NS Right of Way

Independently Owned continued

Reporting Mark	Railroad/Address	Contact	Ownership
CALA	CAROLINA SOUTHERN RAILROAD 171 Hwy. 905, Conway, SC 29526	Ken Pippin, President Jason Pippin, General Manager (843) 248-8008, (843) 248-8003 FAX	
CFR	CAPE FEAR RAILWAYS PO Box 70090, Bldg. 5-5519 Honeycutt Marshalling Yd., Fort Bragg, NC 28310	Jim Torpey, Superintendent (910) 396-7683, (910) 396-7688 FAX	Seaboard Corp. Corporate Shawnee Mission, KS
CLNA	CAROLINA COASTAL RAILWAY 116 N. Bellevue Ave., St.206, Langhorne, PA 19047	Doug Golden, President (215) 741-6007, (215) 741-6009 FAX dsg@voicenet.com	NS Right of Way
CRIJ	CAROLINA RAIL SERVICE, LLC. 100 Terminal Rd., State Port, Morehead City, NC 28557	Harold Stowe, President 800-234-1937 843-347-4141	Canal Holding LLC Corporate Conway, SC NC State Ports Authority Right of Way Wilmington, NC
CWCY	CALDWELL COUNTY RAILROAD 5725 Giles Farm Rd., Morganton, NC 28655	Don J. McGrady, President (828) 433-7409; (828) 437-9652 FAX mcgrady@hci.net	Caldwell County Economic Development Commission Right of Way Lenoir, NC
CTR	CLINTON TERMINAL RAILROAD CO. PO Box 11, Elizabeth & Railroad Sts., Clinton, NC 28329	L. Gray Tuttle, President/General Manager (910) 592-2187, (910) 592-2287 FAX	
GSMR	GREAT SMOKY MOUNTAINS RAILROAD, INC. PO Box 397, 119 Front St., Dillsboro, NC 28725	Jon Schlegel, General Manager (828) 586-8811; 800-872-4681; (828) 586-8806 FAX www.gsmr.com	American Heritage Corporate Railways Coral Gables, FL
LRS	LAURINBURG & SOUTHERN COMPANY, INC. PO Box 623, 1319 Atkinson St., Laurinburg, NC 28353	Rick Pearson, General Manager (910) 276-2811, (910) 276-2853 FAX pearsonj@carolina.net	Gulf & Ohio Railways Corporate Knoxville, TN
NCDOT	NORTH CAROLINA DEPT. OF TRANSPORTATION Rail Division, MSC 1556, Raleigh, NC 27699-1556	W. Stephen Head, Staff Engineer (919) 715-8746; (919) 715-8804 FAX www.bytrain.org	Owner of Right of Way
NCSPA	NORTH CAROLINA STATE PORTS AUTHORITY 2202 Burnett St., Wilmington, NC 28401	Jeff Strader, CFO (910) 343-6200 www.ncports.com	Owner of Right of Way
NCRR	NORTH CAROLINA RAILROAD COMPANY 2809 Highwoods Blvd., Suite 100, Raleigh, NC 27604	Scott Saylor, President (919) 954-7601; (919) 954-7099 FAX www.ncrr.com	Owner of Right of Way
NCVA	NORTH CAROLINA & VIRGINIA RAILROAD 214 N Railroad St., Ahoskie, NC 27910	Brad Ovitt, General Manager (252) 332-2778; (252) 332-3325 FAX www.railamerica.com	RailAmerica, Inc. Corporate Boca Raton, FL
NCYR	NASH COUNTY RAILROAD 100 Coastline St., Suite 321, Rocky Mount, NC 27804	Timothy Abbott, General Manager (252) 442-9915; (252) 442-9962 FAX	Gulf & Ohio Railways Corporate Knoxville, TN
RSNR	RED SPRINGS & NORTHERN RAILROAD 902 N. Pine St., Lumberton, NC 28358	Robert Herring, Executive Director (910) 738-4851; (910) 738-4880 FAX adv902@bellsouth.net	Advancement, Inc. Right of Way Lumberton, NC
TBRY	THERMAL BELT RAILWAY 5725 Giles Farm Rd., Morganton, NC 28655	Don J. McGrady, President (828) 433-7409; (828) 437-9652 FAX mcgrady@hci.net	Rutherford RR, Dev. Corp. Right of Way Forest City, NC
VSRR	VIRGINIA SOUTHERN RAILROAD PO Box 12, Keysville, VA 23947	Brad Ovitt, General Manager (434) 736-8862, (434) 736-9968 FAX www.railamerica.com	RailAmerica Corporate Boca Raton, FL
WTRY	WILMINGTON TERMINAL RAILWAY, INC. 1717 Woodbine St., Wilmington, NC 28401	Billy Tucker, General Manager (910) 343-0461, (910) 251-8159 FAX www.rail-management.com	Rail Management Operator Panama City, FL NC State Ports Authority Right of Way Wilmington, NC
YAN	TOE RIVER RAILROAD 115 Ridgecrest Rd., Asheboro, NC 27203-5835	Tom Johnson, Operations Manager (336) 629-2404	
YVRR	YADKIN VALLEY RAILROAD PO Box 1218, 8301 Depot St., Rural Hall, NC 27045	Todd Burchette, General Manager (336) 969-6055, (336) 969-9168 FAX yvrr@triad.rr.net	Gulf & Ohio Railways Corporate Knoxville, TN NS Right of Way

Map inquiries and suggested revisions should be submitted to Pamela Davis, NCDOT Rail Division, 1553 MSC, Raleigh, NC 27699-1553, email: pamdavis@dot.state.nc.us April 2004