

**GENERAL ASSEMBLY OF NORTH CAROLINA**  
**SESSION 2007**

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**HOUSE DRH60463-LB-449 (5/14)**

Short Title: Study P & N Rail Line.

(Public)

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Sponsors: Representatives Neumann, Clary, and Current (By Request).

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Referred to:

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A BILL TO BE ENTITLED

1  
2 AN ACT TO DIRECT THE DEPARTMENT OF TRANSPORTATION TO STUDY  
3 PIEDMONT AND NORTHERN RAILWAY LINE IN GASTON COUNTY TO  
4 DETERMINE THE COST OF BRINGING BACK INTO SERVICE THE FULL  
5 LINE.

6       Whereas, the Piedmont and Northern Railway (the P&N) was proposed in  
7 1909 by William States Lee, vice-president of Southern Power Company; and

8       Whereas, in 1910 Piedmont Traction Company was incorporated to provide  
9 street railway service in and around Gastonia; and

10       Whereas, Southern Power Company capitalized the new P&N after merging  
11 Piedmont Traction and a South Carolina line, and by 1912 extended service from  
12 Gastonia to Charlotte with a heavy electric interurban railroad, providing passenger,  
13 freight, and mixed service; and

14       Whereas, the P&N was a heavy carrier of both freight and passengers; and

15       Whereas, passenger service on the P&N was discontinued in the early 1950s  
16 and the line dieselized in 1954; and

17       Whereas, the P&N was merged into the Seaboard Coast Line Railroad (now  
18 CSX) in 1969; and

19       Whereas, CSX has abandoned much of the line in Gaston County, to the  
20 detriment of economic development in Gaston County; and

21       Whereas, the Rail Corridor Preservation Act, passed by the General  
22 Assembly in 1988, gave the Department of Transportation authority to purchase  
23 railroads and preserve rail corridors for "future rail use and interim compatible uses",  
24 and an amendment in 1989 declared it a public purpose for the Department of  
25 Transportation to reassemble critically important lost portions of rail corridors by  
26 condemnation; and

1           Whereas, the Department of Transportation in 1991 acquired 14.6 miles of  
2 the old P&N right-of-way from Mount Holly to Gastonia to Belmont, as well as .77  
3 miles in Charlotte, across the Norfolk Southern mainline from Bank of America  
4 Stadium to preserve a Charlotte terminus; Now, therefore,  
5 The General Assembly of North Carolina enacts:

6           **SECTION 1.** The Department of Transportation is directed to study the  
7 P&N line in Gaston County to determine the cost to bring the full line back into  
8 operation.

9           **SECTION 2.** This act is effective when it becomes law.