

# **THE ROAD TO LONG-TERM JOB CREATION IS MORE THAN JUST A ROAD.**

HOUSE SELECT COMMITTEE  
ON STRATEGIC  
TRANSPORTATION PLANNING  
AND LONG-TERM FUNDING  
SOLUTIONS

JANUARY 7, 2018



NORTH CAROLINA  
**RAILROAD**  
C O M P A N Y

# HISTORY

HEADWINDS | ▶ Mark Washburn

## GRAVES' CONCLUSION

THE FORGOTTEN LEADER  
WHO SET NORTH CAROLINA  
ON TRACK FOR PROGRESS

**Y**ou've probably never heard of Calvin Graves, a Yanceyville attorney and farmer, but he was arguably the most influential figure in propelling North

Carolina from the depths of destitution to a manure-languishing as "The Rip Van Winkle State." A pivotal moment arrived in 1848, when the navigable waterways that fed the Charleston, North Carolina's largest city, were more than rutted wagon roads beyond the coastal cities. The railroad was taking root. It was the beginning of prosperity — and com-

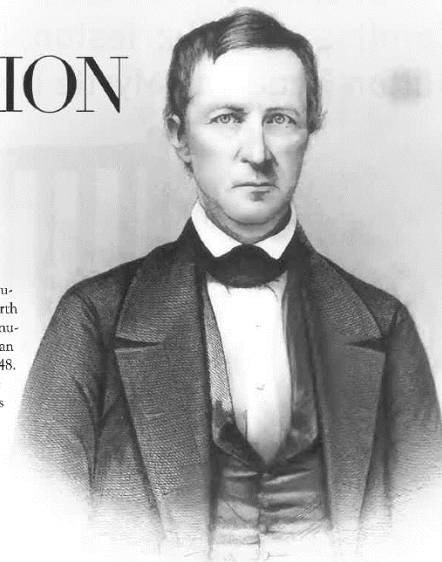
petition for a rail line from the Piedmont to the coast. Shipping costs for a bushel of wheat fell from 15 cents to 15. Salt, cotton and other goods fell to a fraction of the price of over-

land. He considered competing plans for a rail line that would open the western part of the state to a fierce battle between those who favored the others. Fault lines split the east and west, and in the N.C. Senate, it was a stale-

mate. As Senate president, he held the balance. He was obliged to vote against the plan, declaring, putting principle above expediency. He held revolutionary potential. He held a hind schedule, but when tracks were laid from Charlotte, North Carolina's largest city, to its stupor. Crops rode east

and west. He had junctions in Charlotte. Com- mon cotton growers had some of the best. Mills flourished, and Charlotte's growth. The growth hasn't stopped. The state prospered. Durham and Burlington became the line. It became the artery that ran from Charlotte and Wilmington. John Motley

NORTH CAROLINA



Morehead, the railroad's first president, called it North Carolina's "tree of life."

Today, the North Carolina Railroad Co. operates a 317-mile ribbon of steel from Charlotte to Morehead City. It needs no subsidy from the state and pays property taxes by leasing its rails to shippers such as Norfolk Southern. About 60 freights and nearly a dozen passenger trains pass over daily.

The railroad is estimated to save North Carolina industries about \$800 million annually in shipping costs and to have a direct impact on about 57,000 jobs. It has become an engine of growth beyond the imagination of the warring factions who held its fate in 1848.

It took a casualty though — the political career of Calvin Graves. Incensed by his vote and lack of support for another line that would have reached Yancey County, voters turned him out of office.

Today, his memory is carried only on his tombstone, a state highway marker in quiet Yanceyville and the distant rumble of bustling freight. ■



Mark Washburn is a Charlotte writer. This is his first column for BUSINESS NORTH CAROLINA.





# HISTORY



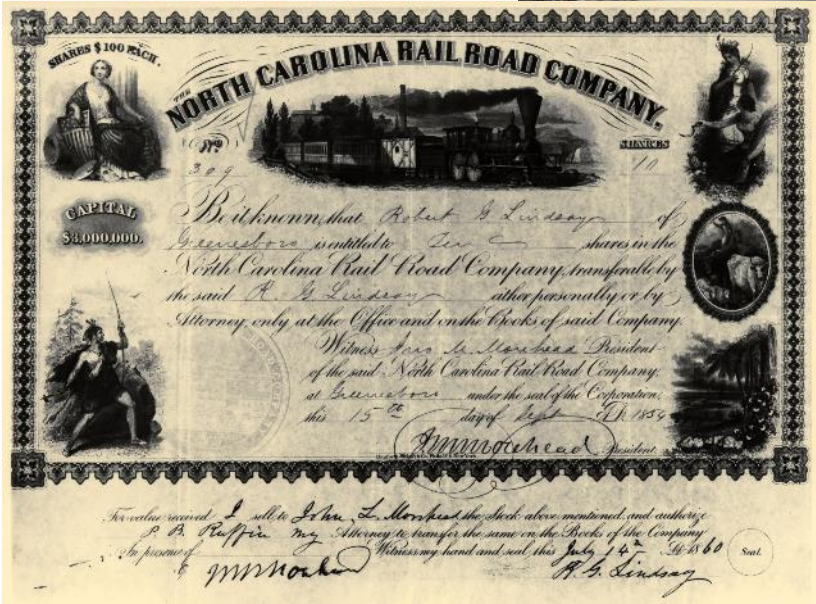
## CHARTER OF THE NORTH CAROLINA RAIL ROAD COMPANY.

### INDEX TO SECTIONS.

#### SECTION

- 1 Incorporates Company with capital of \$3,000,000.
- 2 Route of Road, from Wilmington Road to Charlotte.
- 3 Appoints Commissioners for creating Stock and opening Books of Subscription.
- 4 Books, when and how long to be kept open; amount of shares, five dollars of which to be paid down; to be paid over to General Commissioners.
- 5 Duty of General Commissioners in keeping open Books, and when \$1,000,000 shall be subscribed.
- 6 7 Corporate rights and powers.—Notice of process.
- 8 Provision for first and subsequent General Meetings, election of Directors, &c.
- 9 10, 11, 12, 13 Number of, and manner of voting for Directors, election of President, and quorum at General Meetings; Votes and Proxies.
- 14 Return to be made by General Commissioners, and penalty.
- 15 Vacancies in Board, to be filled by Directors.
- 16 Authentication of Contracts.
- 17 Construction and use of Road; when any section is completed.
- 18 Right and charges for transportation of goods or passengers.
- 19 Company may farm out right, and made common carrier.
- 20 Manner of Calling for and enforcing payments of Stock.
- 21 Debt of deceased Stockholders, equal dignity with judgments.
- 22 Certificates of Stock shall be issued, and how transferred.
- 23 Capital may be increased, and how.
- 24 Directors to make Annual Report, and may call Meetings.

# HISTORY







## **Our Mission**

Putting the North Carolina Railroad Company to work for the good of the people of North Carolina.

## **Our Vision**

To improve our state by:

Expanding freight rail opportunities to grow business.

Enabling rail to move people.

Investing in North Carolina.



- Private business corporation with stock owned by the people of North Carolina
- Operates with private, non-taxpayer revenue
- Part of NC tax base
- History of collaboration with business/industry, municipal and state leadership, and economic development and transportation partners
- Trackage-rights agreement generates revenue for economic development investments across the state
- Pays dividends to NC, through the Freight Rail and Rail Crossing Safety Improvement Fund at NCDOT



Above: Southern Railway engine 1740 crosses Cabarrus Street on NCRR in Raleigh carrying freight in 1930s.

Below: Norfolk Southern freight train with double stack containers crosses Klumac Rd. on NCRR in Salisbury, 2017

# NCRR INVESTS

*North Carolina's competitive advantage in the recruitment of rail-served business and industry.*



Lead track under construction to connect I-85 Industrial Park in Davidson County to the North Carolina Railroad, serving EGGER Wood Products, 770 jobs

## INVESTMENT EXAMPLES

- Lead, siding and other tracks
- Engineering/Design

## INVESTMENT FACTORS

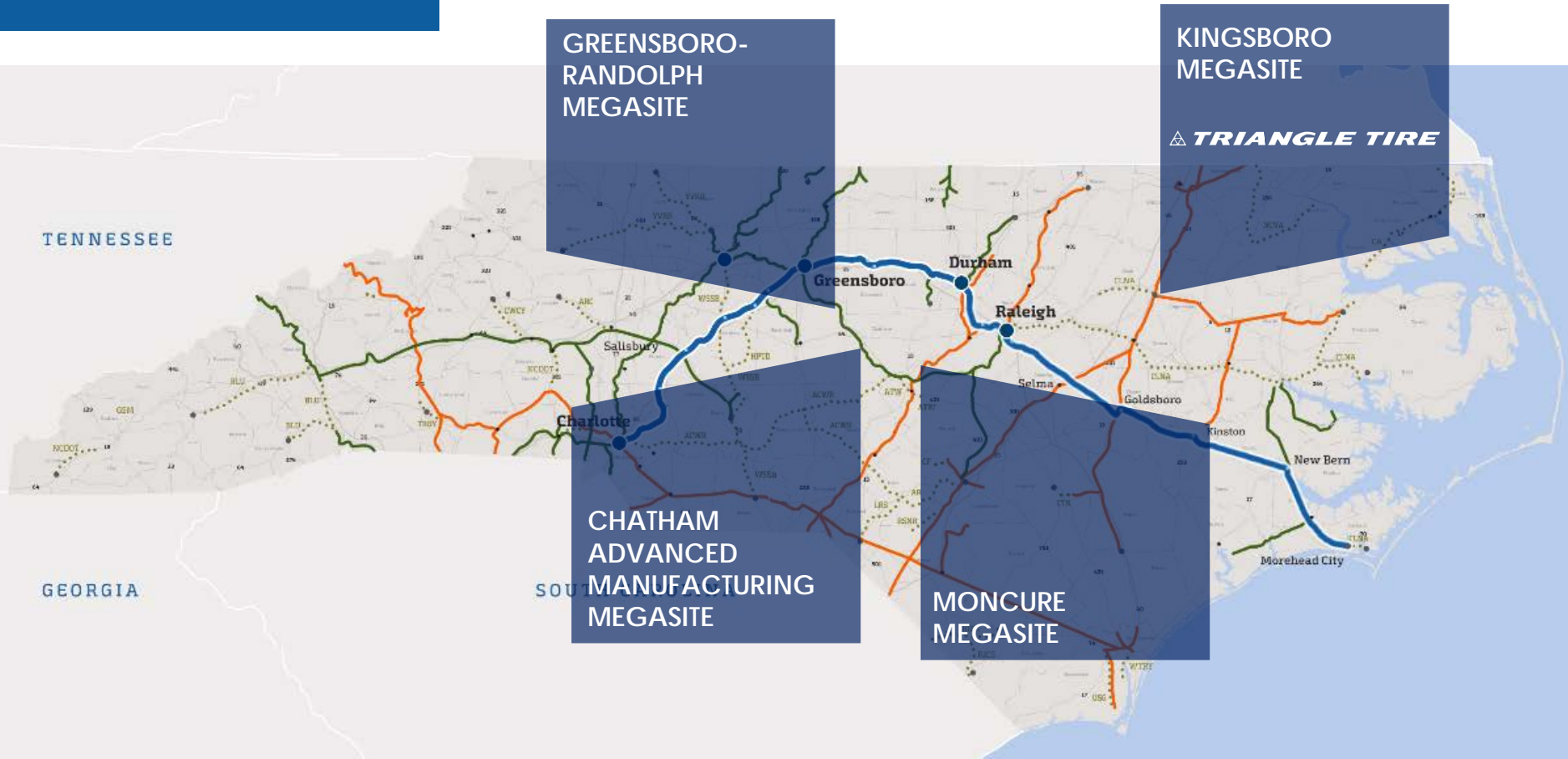
- Job Creation
- Capital Investment
- Rail Use



## NCRR Invests Economic Development Map



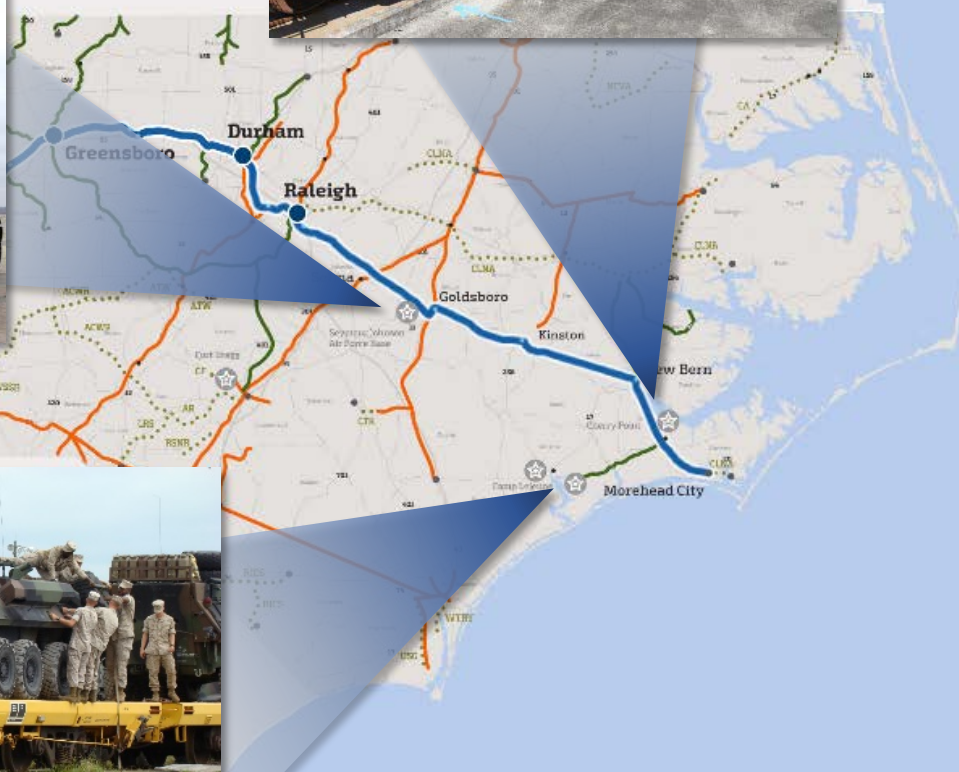
# ECONOMIC DEVELOPMENT



NORTH CAROLINA'S RAIL-SERVED INDUSTRIAL SITES TOTALING 1000+ ACRES



# MILITARY BASES



# NCRR PROPERTY MANAGEMENT



NCRR Corridor in Downtown Durham



Private crossing at Grifols on NCRR Corridor



Freight train running on mainline of NCRR Corridor near NoDa, adjacent to CATS Blue Line light rail track.





# INFRASTRUCTURE INVESTMENTS



Before and after High Point Slope and Drainage Project, completed 2018

# INFRASTRUCTURE INVESTMENTS

## NCDOT PIEDMONT IMPROVEMENT PROGRAM

- DOUBLE TRACK AND GRADE SEPARATION PROJECTS FROM RALEIGH TO CHARLOTTE
- \$21 M INVESTMENT BY NCRR
- \$290.8 M ARRA FUNDS

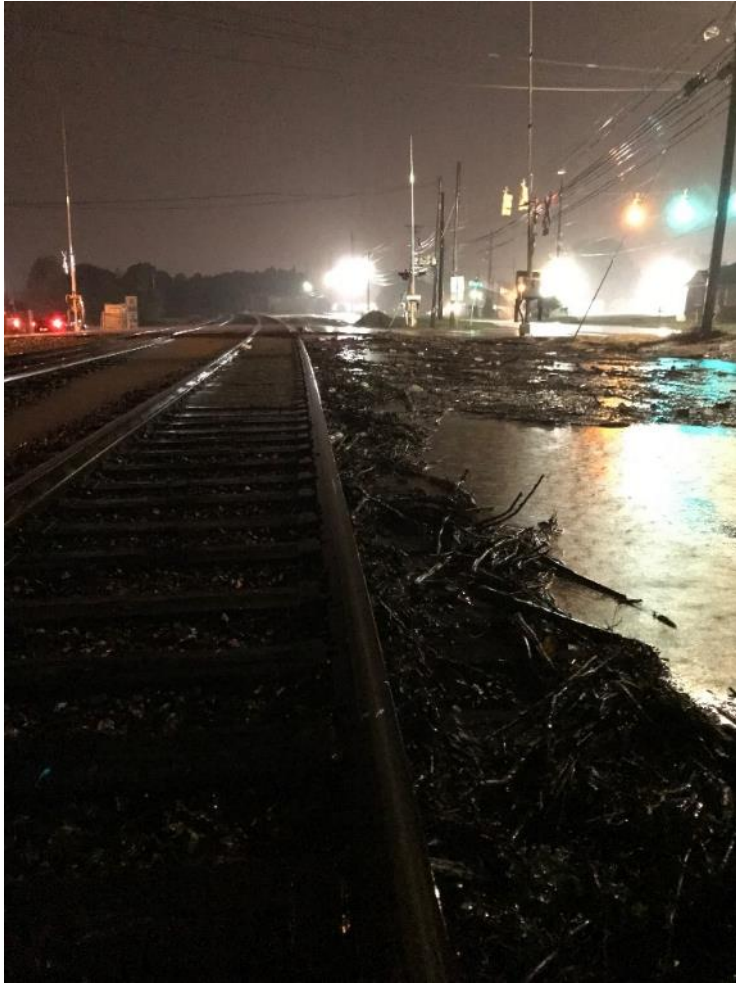


KLUMAC ROAD GRADE SEPARATION, SALISBURY

27 MILES OF DOUBLE TRACK BETWEEN GREENSBORO AND CHARLOTTE



# HURRICANE RESPONSE



NCRR, south of Lexington



NCRR, west of Goldsboro

# HURRICANE RESPONSE



NCRR, New Bern, Trent River Bridge



NCRR, Kinston

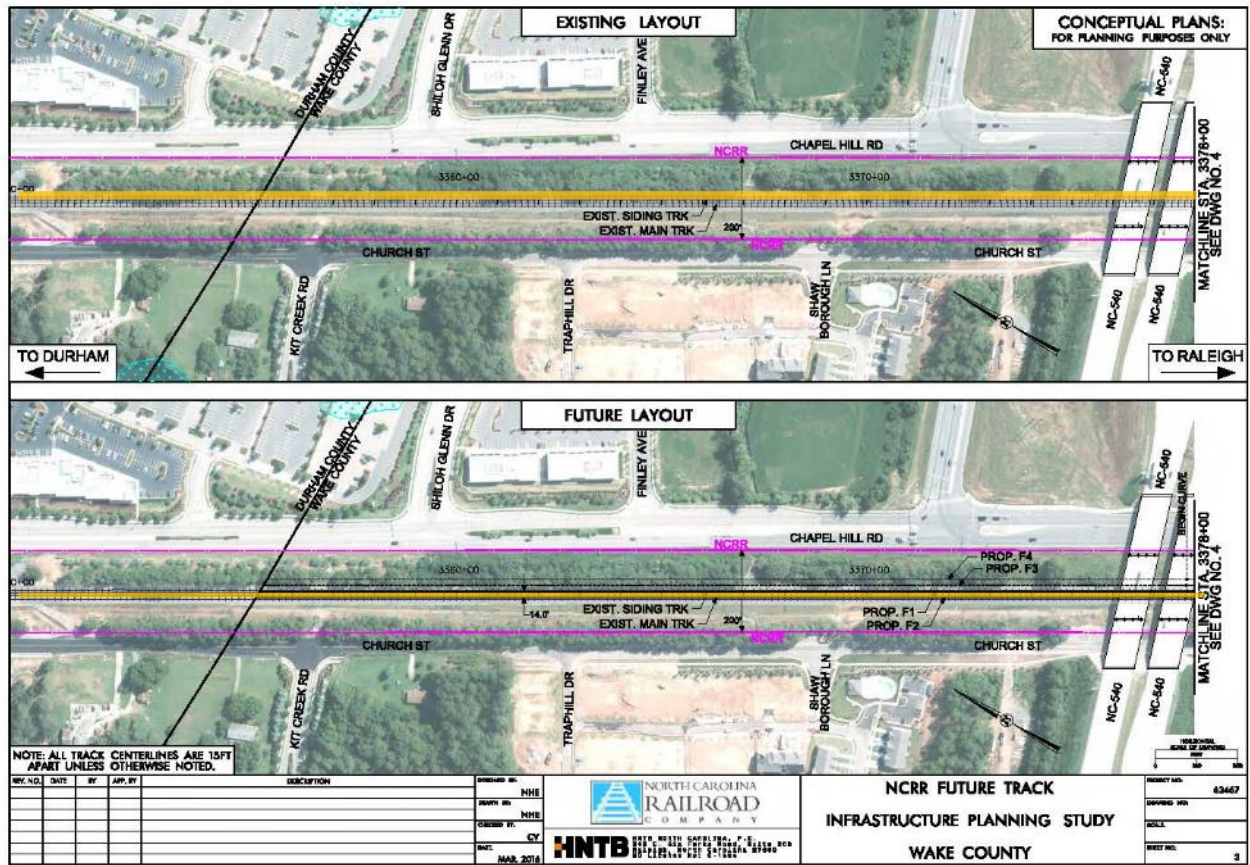


NCRR, Morehead City



# PLANNING FOR FUTURE CAPACITY

# NCRR FUTURE TRACK INFRASTRUCTURE STUDY



- Identify and evaluate long-term infrastructure needs on the NCRR Corridor
- Determine location of future tracks



# RAIL STUDIES

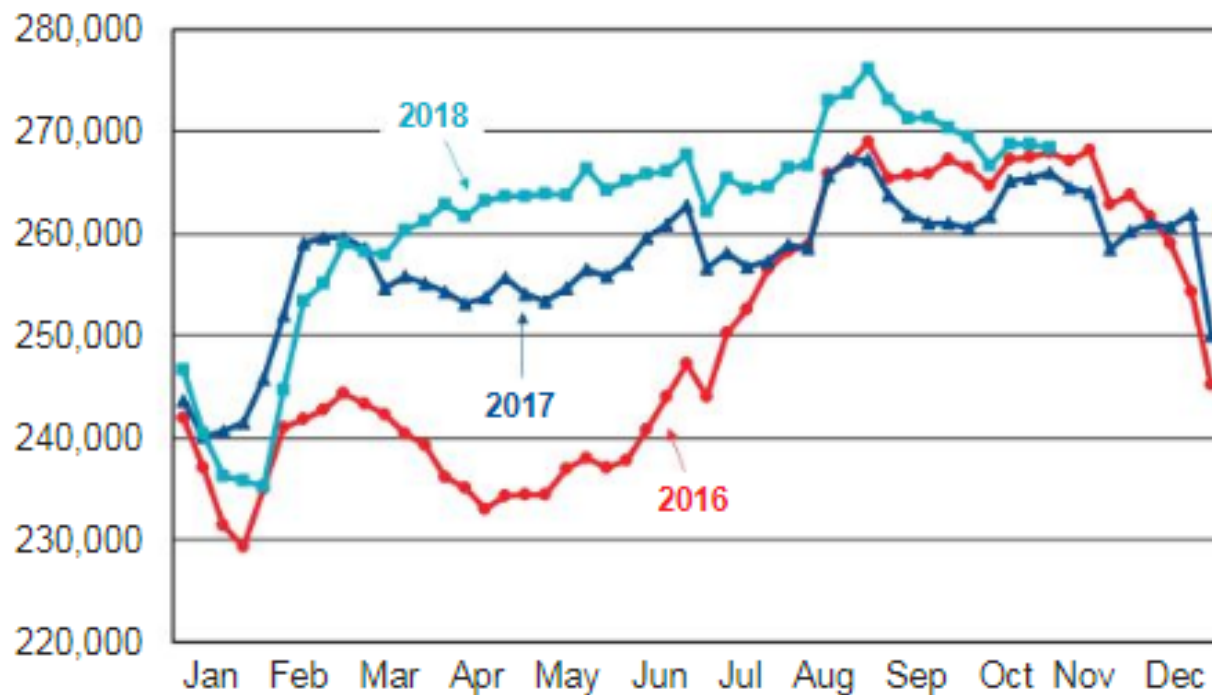


- 2008 Capacity Study  
(Greensboro-Goldsboro)
- 2010 Ridership Study  
(Greensboro-Goldsboro)
- 2015 Commuter Rail  
Capacity Study  
(Greater Triangle)

Virginia Railway Express Commuter Train on  
tracks shared by Norfolk Southern freight train

# INDUSTRY OUTLOOK

## AVERAGE WEEKLY U.S. RAIL CARLOADS: ALL COMMODITIES (NOT SEASONALLY ADJUSTED)



*Data are average weekly originations for each month, are not seasonally adjusted, do not include intermodal, and do not include the U.S. operations of CN and CP. Source: AAR*

Graph via Railway Age Magazine, December 2018



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[www.ncrr.com](http://www.ncrr.com)

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