



### **From The CAB**

Completion of draft work on design of the tracks and platform for Charlotte Multi-Modal Transportation Center on West Trade Street is expected soon. Work could begin by 2018 with completion by 2020. It's still unclear whether a temporary station costing just under \$60 million would be built, or the permanent facility planned for the area.

Meanwhile heavy construction continues on the \$14 million Rail Maintenance facility for North Carolina Department of Transportation's Rail Division in Charlotte. Heavy equipment has been evident for several months now on the site between Summit Avenue and the John Belk Freeway. Construction needs to be finished by August as federal enhancement funds are being used for the project. Work must be finished by the deadline or repayment of money to the U.S. Department of Transportation may be involved. The facility would service the Piedmont trains, the Carolinian and future inter-city or commuter passenger trains.

Martin Wheeler

### **The Last Mile Update**

In the last newsletter, we published information on the NCDOT's effort to complete your trip on the train by offering a pass on the local transit system stating it was available at all stations between Raleigh and Charlotte except Burlington. Just after the newsletter was mailed, we learned that it was available in Burlington as well. In a discussion with a conductor on the Piedmont, we understand that the system is very popular with the passengers.

Gene Kirkland

### **From the Coach**

In the first newsletter for the year, I prepared an article on what I saw of the upgrade of the line between Raleigh and Charlotte. I made that trip on New Years Eve 2016. I thought it was time to see where this stood as of 30 April 2017. As you may remember, this is what I saw from the train and not a professional report on the line.

First of all, I was surprised as to almost all of the work has been completed. In fact from Raleigh to Kannapolis, you would not know recognize all of the effort that has gone into this line. It is now a truly double track line from Greensboro to Kannapolis. Even the scars of the work have disappeared. Grading, road work and other related construction projects are complete and it appears that it has been this way all along. I was not expecting this level of completion.

Near the signals at Haydock, they have finished a bridge over the small creek in this area and are in the process of completing the double track in the area. There are several industries in this area and there is a lot of work tying these industries into the system. All of this work needs to be completed while maintaining deliveries to these industries.

Also, there is bridge now completed near UNC Charlotte that is for a new roadway under the track. The rail bridge is complete but the road is not yet complete. The double tracking needs to be completed in this area and the work will be completed.

Gene Kirkland

### **May Meeting Notice Inside**

## **Lynx Blue Line Extension**

The Lynx Blue line extension in Charlotte is not expected to open until March 2018. The expected August opening between Uptown and the University of North Carolina at Charlotte ( UNCC ) has been delayed due to construction delays, testing and safety reviews. There are no budget overruns for the 9.3 mile line, and construction cost will remain at 1.16 billion dollars.

The project is now about 80 percent complete, and test trains will soon start running on the alignment. 21 of 22 Siemens S-70 light rail cars have been delivered for the service with most already tested and completing initial break-in runs of 1000 miles. Remaining work on the line includes final construction, system integration, signalization testing, and vehicle testing on the new line segment.

Martin Wheeler

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## **NCDOT Equipment**

As part of my trip in April, I was able to learn a few additional items of interest from the Piedmont Improvement Project. The first of the cab control units is back in Raleigh. Number CC102 is back and under going testing. Up until now the Piedmont equipment sets have been running in push-push mode with an engine on either end. When the train arrives in Charlotte, the engineer just goes to the other end of the train and they are ready to go at the scheduled departure time. With the cab control units coming on line we will see true pull-push operation on the train.

As well, another powered locomotive has been received in Raleigh and the City of Kannapolis is now going through final testing and should be in operation when you read this.

CAPT has also learned that the wye track at the Raleigh station is back in place and will return to use very soon. This could create some interesting train sets on the Piedmont.

Gene Kirkland

## **Durham – Chapel Hill Light Rail Project Now Under Review**

The Federal Transit Administration wants additional assurance that GoTriangle has 30 percent of local and state money earmarked for the \$2.5 billion Durham Light Rail Project. An earlier cost sharing agreement between the transit agency, Durham, and Orange Counties no longer meets the submitted financial plan for the project. Since the 2012 agreement the State of North Carolina has also limited all state money for approved light rail projects to 10 percent down from the 25 percent offered in the past. GoTriangle had hoped to award a \$70 million engineering contract at it's April 26 meeting.

The Light Rail service is planned to be running by 2026 offering daily service between 6am and 12 midnight. Weekday peak service would be every 10 minutes between 6 and 9 am, and between 3 and 7pm. Off peak service would run every 20 minutes. The Plan has construction beginning in 2019 and finished by 2026.

The cost split will be 50 percent from the Federal Government, 10 percent from the state of North Carolina, and 40 percent from local sources. The cost of the project would \$2.48 billion in 2026 dollars.

The line would be 17.7 miles long and interface with GoDurham and Amtrak in downtown Durham.

26 vehicles would be needed for the service, and 3 car length platforms would be built for optimum service capacity. It's expected running time would be 44 to 46 minutes, with top operating speed of 55 miles per hour. The line would be signalized and have speed control and automatic train stop. The maintenance facility is planned near Farrington Road in Orange County.

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## **Salisbury's Quiet Zones**

CAPT has learned that Salisbury, NC now has three quiet zones in operation. These went into operation in early May, 2017. There is also one in operation in North Charlotte.

# CAPT Board Meeting

## May 20, 2017

### Landrum, S.C.

The Carolinas Association for Passenger Trains will meet at the **Landrum Public Library** (phone no. is 864-457-2218). The library's address is 111 Asbury Drive. If you are heading east (from Asheville) on I-26, take Exit 1 and at the end of the ramp, turn to the right. If you are heading west (toward Asheville), take Exit 1 and at the end of the ramp, turn to the left. Proceed down Landrum Road which will become East Rutherford Street. After about one mile, you will see the library on the right. Turn right onto Asbury Drive. There should be plenty of parking there. Everyone should arrive at the library a little before 12 noon. We will have the meeting room for only two hours (12 noon until 2:00pm) so this is the reason for our early arrival. The library closes promptly at 2:00pm so we may not quite have two full hours. On the positive side, the early meeting ending means that those driving from long distances should be able to get back home before darkness falls.

Prior to our meeting, for those wishing to have lunch together, we can meet at the **Hare and Hound Pub and Restaurant** which is located at 101 East Rutherford Street (about one mile past the library in the center of town). Rick Wyatt (SCDOT rail manager) and his wife say that this is a good place to eat and we should enjoy it. It is recommended that we arrive at the restaurant as close to 11:00am as possible as this is when they open. They specialize in American cuisine including "specialty salads and sandwiches". The website is [www.thehareandhound.com](http://www.thehareandhound.com) and the phone no. is 864-457-3232.

After the meeting, for those wishing to visit the renovated **Landrum Depot**, it is a short drive back to the center of town. At the corner of East Rutherford and North Howard Avenue (US 176), you will make a right turn at the light and the depot is only about a block down this street. You will see it on the right. Hopefully, we can peek inside unless there is an event going on!

## Meeting Agenda

Welcome

Secretary's report

Treasurer's report

Update on the resolution drive in South Carolina in support of expanded rail passenger service

Update on CAPT fostering creation of an association similar to Virginians for High Speed Rail

Update on news in North Carolina and South Carolina affecting transit and rail passenger service

Update on CAPT newsletter and website issues

Amtrak update ( Trump budget proposal, and other issues )

Reports by Officers and Directors

Planning for future meetings

Adjournment

**CAROLINAS ASSOCIATION FOR PASSENGER TRAINS**  
**Officers and Directors**

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	John Stein	3701 Holly Lane #204, Raleigh, NC 27612	919-783-0410

### Upcoming CAPT Meetings

May 20, 2017 - Landrum, SC  
Board Meeting

July 15, 2017 – Greensboro, NC  
Board Meeting

September 16, 2017 – Columbia, SC  
Board Meeting

November 18<sup>th</sup> Charlotte, NC  
Annual Membership Meeting

### Keep Up To Date

John Bobinyec continues to assist CAPT as our webmaster. He continues to keep the web page updated and has made it a key tool for CAPT. We recommend that you review the page weekly. Much of this information is only available with short notice. Our web page URL is [www.Captrail.org](http://www.Captrail.org).

#### All Aboard In The Carolinas

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Mail with check to: **Gene Kirkland, CAPT Treasurer, 2108 Bellaire Ave., Raleigh, NC 27608-1806**

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