



# NoPort News

A newsletter of the North Carolina International Terminal

*All the news that prints to fit.*

January 4, 2010

## ***Trains around our Trees***

CSX Transportation, Inc., has announced the opening of its rail line between Wilmington and Charlotte for double-stack container trains. Such trains, using special deep-well container cars, can carry intermodal containers stacked two-high. The western railroads use such trains to move containers from West Coast ports to midwestern and even eastern markets, but the eastern roads have had to deal with limitations of older bridges and tunnels with lower clearances.

This project is part of CSXT's *National Gateway* project ([www.nationalgateway.org](http://www.nationalgateway.org)), a cooperative project with state transportation agencies to raise bridges and increase tunnel clearances on major routes serving container ports. Norfolk Southern Railway has one too: the *Heartland Corridor*, which focuses on the ports at Hampton Roads.

The use of double-stack container trains to move containers from the proposed North Carolina International Terminal is fundamental to the business plan. The plan involves use of the existing railroad line through Boiling Spring Lakes to connect the terminal site to the CSXT railroad in Leland. The design assumption is that 882,000 containers would be moved each year by rail; 900,000 more would be carried by truck. Here are some key features from the technical memoranda of CH2M Hill, Inc., consultants to the North Carolina State Ports Authority:

- Ten to fifteen trains a day would be required for the estimated traffic.
- Each train would carry 260 containers, and would be 10,000 feet long (almost two miles).
- The rail line crosses seven roads at grade, including the entrances to the Military Ocean Terminal at Sunny Point and the Brunswick Nuclear Plant. Bridges would be necessary at all crossings. Three more bridges would be necessary at the CSXT yard in Leland.
- A four-track support yard would extend 13,000 feet (two and a half miles) from the terminal site, we know not where. The City of Southport and Brunswick County, in their collective planning wisdom, have zoned large tracts between Southport and Boiling Spring Lakes for heavy industrial use, which includes railroad yards.

Each of the trains would be drawn by three diesel locomotives of three thousand horsepower. Locomotives run continuously, even when not actually pulling trains. Belching noise, hydrocarbons, carbon monoxide, oxides of nitrogen, and particulate matter. On us.

Locomotives are now subject to emissions rules, but those rules are applicable only to newly manufactured (or remanufactured) locomotives. The most stringent rules are applicable to locomotives manufactured from 2015 onwards. Old locomotives remain in service for a very long time—thirty years or more—so unregulated units will be around for many years.

**NO PORT Southport NC, Inc.**

**Post Office Box 10062**  
[www.noportsouthport.org](http://www.noportsouthport.org)

**Southport, NC 28461**