

## SECTION D

# WEST VIRGINIA RAILROADS

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As the LATTTS Strategic Rail System lies in private-sector hands, the approach to its use and improvement is different for other transportation modes. In addition, each state has its own policies and practices regarding participation in rail projects. This report is intended to provide information about the strategic system components that traverse West Virginia, and the use which might be made of them. The intent is that the state will work with the involved railroads, sharing the data and analysis as appropriate, to the mutual benefit of both parties.

### STRATEGIC RAIL SYSTEM

The rail lines and line segments in the state were selected for the LATTTS Strategic Rail System using the criteria as discussed in the main Alliance report. They basically comprise the principal main lines of each carrier serving the state and include those identified as major service routes in recent merger/acquisition application filings. The West Virginia portion of the LATTTS Strategic Rail System is shown as Exhibit D-1.

### Rail Carriers

West Virginia is served by two Class I railroads. These are CSX Transportation (CSXT) and Norfolk Southern (NS). CSXT provides service to the strategic port of Huntington and to the state capital at Charleston. NS provides east- west service in the southern part of the state and north-south service in the furthest northeastern corner of the state, completing a strategic system going through the Commonwealth of Virginia.

### Rail Lines

There are 678 miles in the West Virginia portion of the LATTTS Strategic Rail System (see Exhibit D-2). Of all Alliance states, West Virginia ranks thirteenth in Strategic Rail System mileage. CSXT is the predominant rail carrier in the system, accounting for two-thirds of the system mileage. CSXT lines going through West Virginia connect to Baltimore, Norfolk and Newport News. CSXT lines from West Virginia also connect with Toledo to the north and New Orleans to the south. NS lines going through West Virginia connect with Roanoke, Norfolk, Charlotte, Knoxville, Mobile and New Orleans. NS lines also connect with Harrisburg, Philadelphia and New York.

Exhibit D-1



**Exhibit D-2  
WEST VIRGINIA STRATEGIC RAIL SYSTEM**

<b>Rail Carrier</b>	<b>Mileage</b>	<b>Rank</b>	<b>Percent of Total Mileage</b>
CSXT	463	1	68
NS	215	2	32
<b>TOTALS</b>	<b>678</b>		<b>100</b>

### LATTS RAIL TRAFFIC

The rail traffic data generated for the study was segregated into three categories: carload, intermodal and cross-border. The first two categories involve marine connectors at LATTS ports and the latter requires rail traffic crossing the Texas-Mexican border, the only land connection with Latin America in the Alliance Region.

### Traffic Flow To/From West Virginia

Of all Alliance states, LATTS rail traffic originating/terminating in West Virginia ranks second in 1996 and sixth for the forecast year of 2020. The base year shows a total of 2.9 million tons. The forecast year of 2020 totals almost 3.6 million tons. The breakdown by category is contained in Exhibit D-3. Carload traffic contributes the dominant volume.

The growth of 675,420 tons during the forecast period represents a 25 percent increase in the amount shown for the base year 1996. The carload category accounts for 83 percent of the forecast tonnage increase. The cross-border category makes up 10 percent of the expected tonnage increase. Intermodal makes up the remaining 6 percent of the forecast tonnage increase.

Principal identified commodities shipped into and out of West Virginia include coal, chemicals, waste and scrap, petroleum and coal products as well as primary metal products.

**Exhibit D-3  
WEST VIRGINIA LATTS RAIL TONNAGE  
1996 - 2020**

	<b>Carload</b>	<b>Intermodal</b>	<b>Cross border</b>	<b>Total</b>
<b>1996</b>	2,854,379	7,945	18,347	2,880,671
<b>2020</b>	3,418,291	51,275	86,525	3,556,091
<b><i>Forecasted Tonnage Increase</i></b>	563,913	43,330	68,178	675,420
<b><i>Interpolated Annual Tonnage Increase</i></b>	23,496	1,805	2,841	28,143

In 1996 LATTS made up 2.7 percent of all rail tonnage in and out of the state. It is expected to increase to 8.1 percent by the forecast year 2020. World trade rail tonnage is that tonnage coming and going to all Latin American countries plus the rest of the world. For 1996 world trade rail tonnage was slightly less than 26.0 million. The forecast year of 2020 shows world trade rail tonnage at a little more than 28.1 million for the State of West Virginia.

### Through Traffic

The principal impact on the West Virginia rail system will result from east-west moves to/from Virginia deep-waterports. Most of the LATTS-related rail traffic flows in a north-south direction.