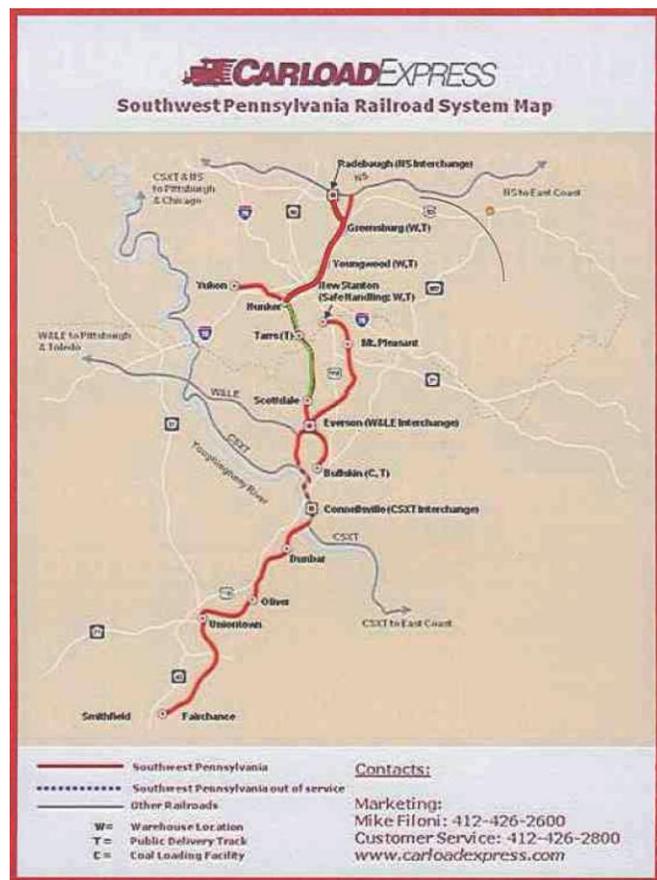


For business editors

Westmoreland County Receives \$1,100,000 RTAP Grant for Replacement of Rail

An important infrastructure project to benefit business and industry - invests in long term hard rail transportation asset in Westmoreland County.

GREENSBURG, February 27, 2014 – The Westmoreland County Industrial Development Corporation’s (WCIDC) Board of Directors, Charles W. Anderson, R. Tyler Courtney, and Ted Kopas announced today the approval of a Rail Transportation Assistance Program (RTAP) grant funding application, submitted through the Commonwealth of Pennsylvania’s Bureau of Rail Freight, Ports and Waterways (BRFPW) program, in the amount of \$1,100,000. The RTAP grant, administered by the Commonwealth of Pennsylvania, Department of Transportation (PennDOT), is for the replacement of head worn and curve worn rail line from Mile Post 0.0 in Radebaugh to Mile Post 23.8 in Westmoreland and Fayette Counties. The project’s structure is a three-phase, 7.91 mile rail replacement on the main line track of the Radebaugh Subdivision.



“Investing in Westmoreland County’s rail freight network as an invaluable asset is essential to connect local business to the global marketplace,” said Commissioner Charles Anderson, who also serves as chairman of the county industrial development corporation. “This project

will ultimately benefit business and industry thanks to the efforts of the county's short-line freight hauler, Southwest Pennsylvania Railroad."

The 33-mile railroad was purchased by the WCIDC in 1995 including a site located at the county's major transportation hub near New Stanton known as Westmoreland Logistics Park – Rail Freight Terminal. Located adjacent to RIDC Westmoreland (former Sony facility), the Logistics Park is a rail freight transload terminal designed to take advantage of the railroads for freight movement. The county's terminal operator is Savage Safe Handling, a full-service, bulk product transportation and toll processing company that operates some of the largest rail-to-truck transloading facilities in the United States. "The county's rail-to-truck transloading facility is a significant regional asset that provides not only Westmoreland County customers the benefits of both rail and trucking services, but businesses throughout western Pennsylvania," adds Commissioner Tyler Courtney, who also serves as vice chairman of the county industrial development corporation. The 33-mile track is home to Southwest Pennsylvania Railroad (SWP), a short-line freight hauler of Carload Express, Inc. that connects users of the facility to an international rail network.

"The continued rehabilitation of the SWP railroad is another example of the county's creative public/private partnership arrangements between the WCIDC and SWP, and by keeping approximately 42,876 long haul trucks per year off the Commonwealth's roadways, safety is improved on our highways," said Commissioner Ted Kopas, who also serves as secretary of the county industrial development corporation.



The replacement rail for the project will be to industry standards 136RE rail section and will be continuously welded in 80' lengths. "This portion of the Radebaugh Subdivision is uniquely characterized as having the

only remaining 100 PS rail and single shoulder tie plate segments in the main track and exhibits high levels of curve and head wear, containing totally worn out joint bars," said Russell Peterson, CEO of Carload Express, Inc. "It's imperative to maintain this section of line to support safe transportation for customers of the Marcellus Shale industry.

In addition to the \$1,100,000 in RTAP funds, the WCIDC and SWP will be providing the balance of the project cost estimated at nearly \$1.6 million.

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