

Keeping Gulf Coast Industry on Track

Established in 2007, Rail Logix, a privately owned rail yard operator, is seeking to be the fastest-growing inter-modal developer by building multiple new rail-served industrial parks on the Gulf Coast. Specializing in the storage, handling and switching of railcars, combined with augmented services such as railcar cleaning, maintenance and transloading for users in the petrochemical, energy, agricultural and logistics industries, Rail Logix delivers flexible, build-to-suit facilities for customers in need of turnkey solutions and world-class service.

The company provides efficient, reliable and on-demand service for its customers' railcars to interchange with Class I carriers a minimum of five days a week in a safe and economical manner. Strategically located near Port Houston in both LaPorte and Baytown, Texas, Rail Logix has recently expanded into new markets near San Antonio and Lake Charles, La., with interchange

and storage for a total of 6,570 rail cars spread over 2,020 acres combined. Rail Logix is an established industry leader in this key rail-transportation niche, and the company will soon be breaking ground on new industrial parks near Baton Rouge, La., and Dayton, Texas.

Strategic Partnership

To develop these rail-served industrial parks, including track construction and other infrastructure improvements for all of these megaprojects, WT Byler Co. has been Rail Logix's go-to delivery for both site and rail construction.

In working with Rail Logix, the schedule is driven by the company's needs. Concept drawings typically begin with 2D views that are transformed into 3D models with supporting infrastructure and drainage, in weeks instead months. This requires working with various consultants, architects, railroads, pipelines and other agencies simultaneously during initial design and construction.

Jim Jackson, project executive with WT Byler Co., explains, "We go from simple concept layouts to complete construction drawings at a very fast pace. Most times, construction must start early to maintain a scheduled delivery date while we are still solving lagging items. For example, there may be pipelines and utilities crossings to be mitigated, rock within the subgrade to be removed or long-lead-time materials to procure. Additionally, client needs may require dock high capabilities, pit conveyor systems or other types of rail-unloading structures."

Currently, WT Byler Co. has excavated more than 3 million cu yd of earth materials, soil stabilized 50,000 tons of lime/cement and placed 1,000,000 tons of aggregate base materials to build a combination of more than 100 miles of track plus infrastructure for Rail Logix's four existing parks.

Supplementing the rail operations, Rail Logix has a strategic alliance with National Property Holdings to offer its clients a full complement of real estate services. These services include project development, expert construction management, leasing and property management, in addition to commercial and industrial properties for lease or sale.

"When we plan a speculative industrial park, we have to design for the utmost flexibility because we do not know who our customers are going to be on the front end. In addition to WT Byler's construction expertise, their design-build capabilities allow us to build to suit in an expedited manner as our customers demand it," states Ryan Lovell, vice president of real estate at Rail Logix.

Taken together, Rail Logix's development proficiencies and WT Byler Co.'s design and construction capabilities make this a great team, enabling their industrial clients to outsource these critical transportation and infrastructure services.

For additional information about this strategic partnership and services, visit www.wtbyler.com. ♦



Alamo Junction Rail near San Antonio is centered around multiple 9,000-plus-unit train loop tracks and is dual served by the Union Pacific and BNSF Railway, resulting in a competitive freight environment and significantly reduced cost.

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