

RR Tour 5-3-2018

MRC

Met Lynn Kennison at his office at 0600 and proceeded to Chamberlain where we picked up Gary Doering and then headed back to Presho to set on track.

Set on track heading east, and backed up (west) to end of MRC-2 project area at MP 482, where we then proceeded eastward.

Project area is second hand 136 of various years but similar wear with 4 hole bars.

Weeds need cut between 482 and Kennebec. Virtually no traffic west of Kennebec at this time.

Surface and line is mostly acceptable, however, some spot ballasting, surfacing and lining is needed as well as some dressing off of shoulder areas

Cattle on ROW in an area between Reliance and the river (same area where one cow was hit recently).

Set off on east side of River and toured yard area also. The yard seems in good condition, however no anchors are installed on the rail and ballast needs to be added.

Met with FRA over extended lunch period and discussed the inspection they had just completed on the Dakota Southern resulting in approximately 15 total violations; operating practices (2), mechanical (3) and track (10). (might have the OP and mech numbers wrong).

After that meeting went to area where passing track is to be built and high railed that area. Area looks to be an excellent choice with minimal grade, no curvature, no major cuts or fills, no major bridges and only a few minor wetland issues. Should work out well. It appears rail on MRC1 is used 136 or 132 with 6 hole bars and similar wear as MRC2. We toured nothing east of the proposed siding area.

Overall inspection of track went relatively well, however, the FRA meeting put a definite damper on the inspection. We met no DSRR employees on this trip so do not have a good feel for what their maintenance plans are for the year or what they plan to do to correct the problems discovered by the FRA and to prevent recurrences. The FRA has demanded an ACTION PLAN from the DSRR on how they will address these issues and the FRA wants this report within 45 days of the date above. The FRA also will return in 90 days to do a follow up inspection to insure all defects and violations have been corrected. The tonnage projections are and customer additions on the line will require the operators to sharpen their mtce skills and stay ahead of any problems, may require adjustments in inspections and mtce plans. As board member, I am extremely interested and concerned with what their plan of attack is and I think we (the Board) need to "strongly" encourage the DSRR to be proactive to address these issues immediately ! I would like to look at east end of

MRC as soon as we can make it work to check out a few things on my own, with Lynn, his replacement and a RR foreman/Roadmaster, of course.

Overall Rating for the MRC is 6.5 (on a 0-10 scale)

This does not include evaluating the FRA violations or the DSRR's response to that, or the area that we did not have an opportunity to hi-rail