

## RR Tour 5-9-2018

## G&amp;P Sub and Britton Spur

Met Rocky (Foreman for DMVW) at West (south) end of property and proceeded to Britton to begin hi-rail trip.

First we took a look at the new 110 facility in Britton, then we set on the track and proceeded out to the main. Spur is mostly smaller jointed rail, but surface, line and tie condition look good.

Overall Rating for spur is 6 (on a 0-10 scale)

Set on G & P sub @ approximately MP 75 heading east (north). Traveled entire line up to connection at Geneseo Jct. Line is various sized jointed rail from 115# to 90# and is in good surface and line condition. 7' X 16' box is going in "around " MP 47.5 sometime this year which will require a shutdown. Very little traffic on this area of line at this time.

Overall Rating for this half of G&P is 7 (on a 0-10 scale)

Returned to Britton area and set on track at approximately MP 77 heading west (south) toward Aberdeen. 112# jointed to approx. MP 83.5, then 110# jointed for approx. 30 miles, then some smaller jointed, 90 and 85 for the last 3 miles into Aberdeen. New 2 mile 115# siding on southwest end of this line has been used exactly once since being installed. DMVW has plans to get rid of 85# steel this year. Several surface and line spots on south end that DMVW is addressing with regulator and 6700 tamper and they have plans to add some ballast soon. Major concern is track movement due to lack of anchors on the 110# track. With tonnage all going toward Aberdeen, this is causing rail movement in that direction which has to be relieved periodically. Failing to do so, will cause pressure kink in rail and possible derailment. While Rocky and DMVW seem to have good mtce plans for this line, they do not seem to have a plan to address this rail movement/anchoring issue. A quick estimation on my part is that over 100,000 anchors are needed to be installed and rail needs to be stress relieved. Total cost, in my estimate, could be \$500k or more. (is this a project where we could go after some Fed \$\$\$) Short of that, inspections will have to continue after each train, which the DMVW is doing now! Another part of their mtce plan is doing walking inspections "at least" once a year which they are starting very soon. They "try" to do two, spring and fall, but usually get 1.5 done per year. (NOTE: this is one thing DSRR must do). Rocky is very good foreman and knows his track well and how to maintain it. 4000-5000 carloads expected on this section this year, nearly all BN unit trains heading toward Aberdeen.

Overall rating for this half of G&P is 6 (on a 0-10 scale)