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June 8, 2020

Joel M. Jundt, PE
Deputy Secretary
Division of Secretariat
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501-2586

RE: The May 20th recommendations to the Governor by the State Railroad Board

Dear Mr. Jundt:

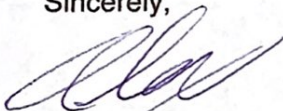
Herewith some reflections on what I heard via SDPB.

1. Does the department have anything in writing from BNSF confirming multiple carrier access still exists for the Napa-Platte Line and the MRC Line? BNSF retained the right to unilaterally cancel the rights if the state's operator was six months in arrears in monies owed to BNSF.
2. If the answer to #1 is yes, does the SDDOT have any plans to honor the state's 2005 commitment to build a passing/meeting track somewhere adjacent to Napa Junction? This is a requirement before BNSF will allow CN or UP shuttle trains on its line. Has northwest of Utica been considered? The site has the advantage of being flat and has access to convenience store food at the Utica end for a crew holding to make a meet.
3. A replaced connection in Sioux City in the northeast quadrant of the crossing of BNSF and the CN and UP would be necessary along with #2. Bruce Lindholm was working on this and had an agreement in principle to acquire the necessary access. Does this file still exist?
4. The SDDOT decision to initiate a dormant plan for a pass/meet track east of the oil road crossing serving the Gavilon elevator did not disclose any safety protections such as exist at Napa Junction. From the track chart, the elevation at the crossing is 1686', at the Platte Creek bridge it is 1567', a drop of 129'. The maximum rate of descent is 1%. The line then climbs 72' to White Lake about two miles away. If cars were "placed for railroad convenience" (not stored, the board recommended that not be allowed) and rolled out, would they crest the rise to White Lake? I don't know. If they did, the next stop would be Mitchell. A call to the FRA or the NTSB might provide an answer.

5. Is the proposed location ideal? It is roughly 40 miles from the interchange in Mitchell. Has anyone checked with BNSF to see if they would consider a train "constructively placed" that far away meeting the requirements for the \$100/car fast load discount? A mutually beneficial location would be a pass/meet track parallel to the BNSF line north of North Yard in Mitchell. Two miles are there with no public crossings. I suggest the state pay for the track and the BNSF contribute the bridge or culverts crossing the creek which feeds Lake Mitchell. Perhaps BNSF would agree such a track would satisfy the requirements of paragraph #2.

6, Heath Haden, VP-Operations, said the pass/meet track near Gavilon would be beneficial for movement of DSRC's local train. DSRC contracts with an out of state firm for dispatching DSRC trains. The SDDOT should buttress Mr. Haden's statement with a statement from the contractor dispatcher stating how frequently DSRC locals are operated west of Mitchell's yard limit.

Sincerely,



Alex Huff

Incorporator & past co-owner, Dakota Southern Railway Company

cc: Governor Noem
Bob Mercer