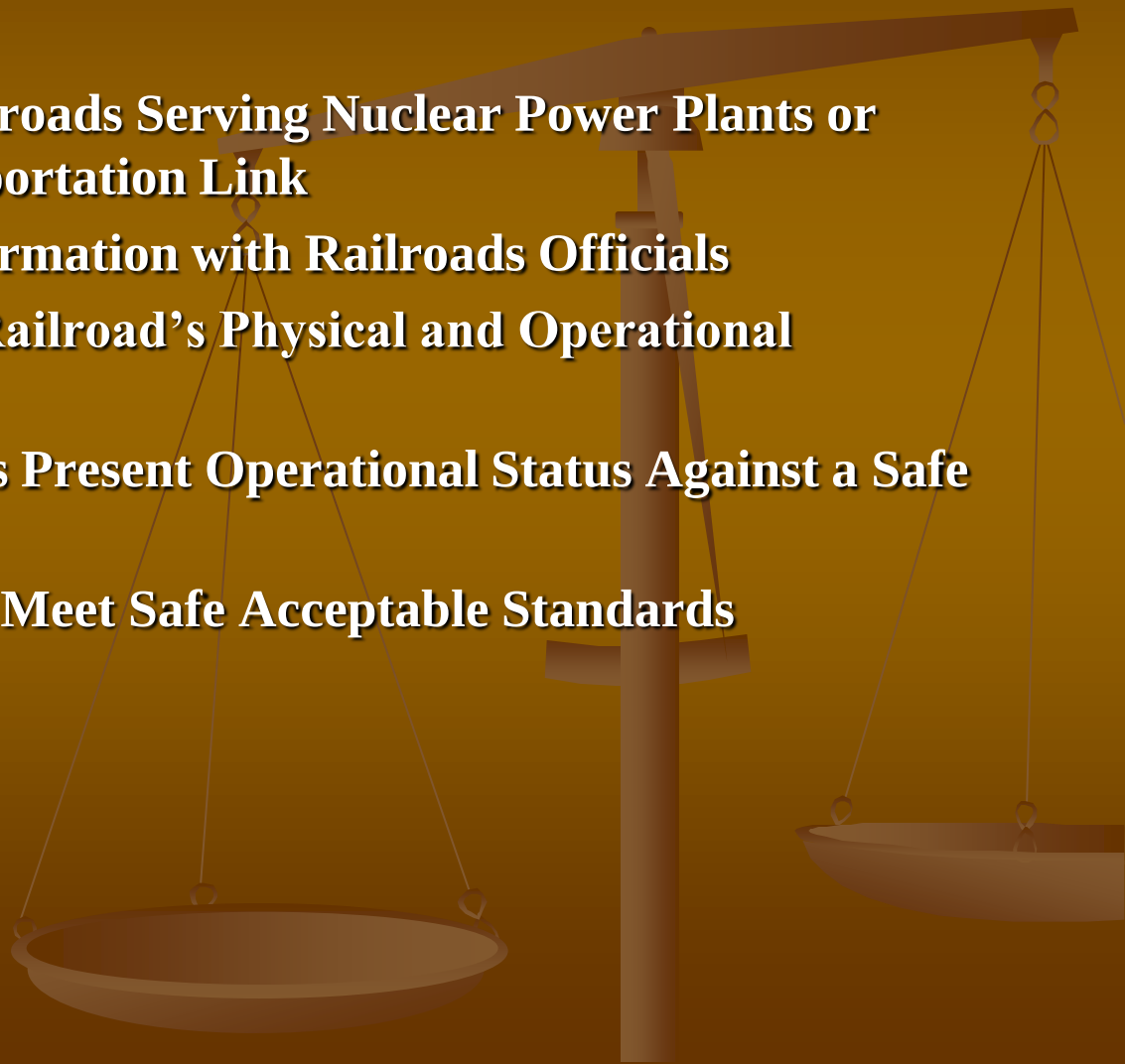
U.S. DOT
Federal Railroad Administration

U.S. Department of Energy
Transportation External Coordination Working Group (TEC)
July 24-25, 2007
Kansas City, Missouri

Evaluation of Shortline Railroads
Tasked for the Transportation of Spent Nuclear Fuel

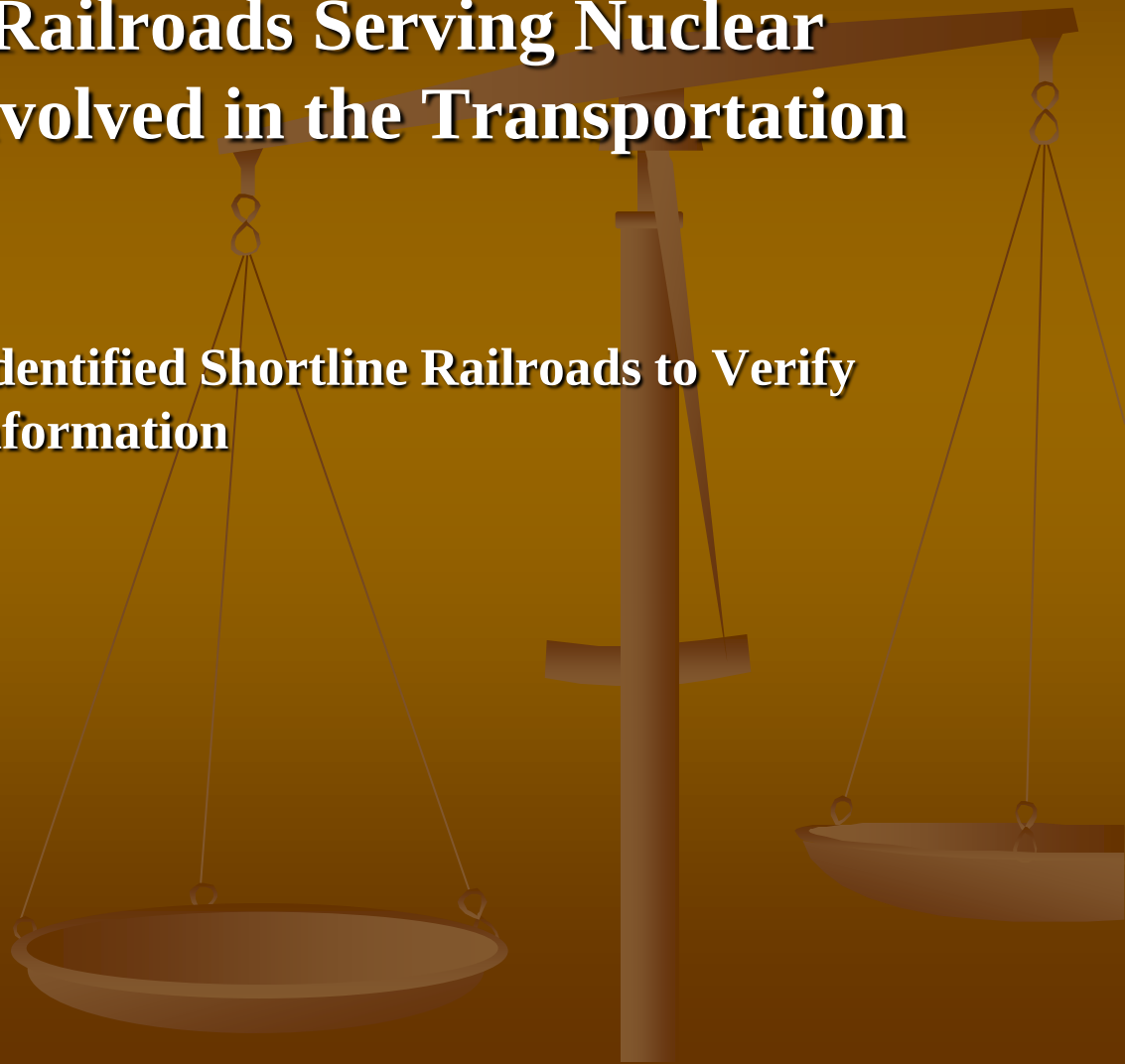
Evaluation of Shortline Railroads

- **Task:**
  - **Identify Shortline Railroads Serving Nuclear Power Plants or Involved in the Transportation Link**
  - **Establish Contact Information with Railroads Officials**
  - **Field Review of each Railroad's Physical and Operational Infrastructure**
  - **Qualify each Railroads Present Operational Status Against a Safe Acceptable Standard**
  - **Facilitate Upgrades to Meet Safe Acceptable Standards**



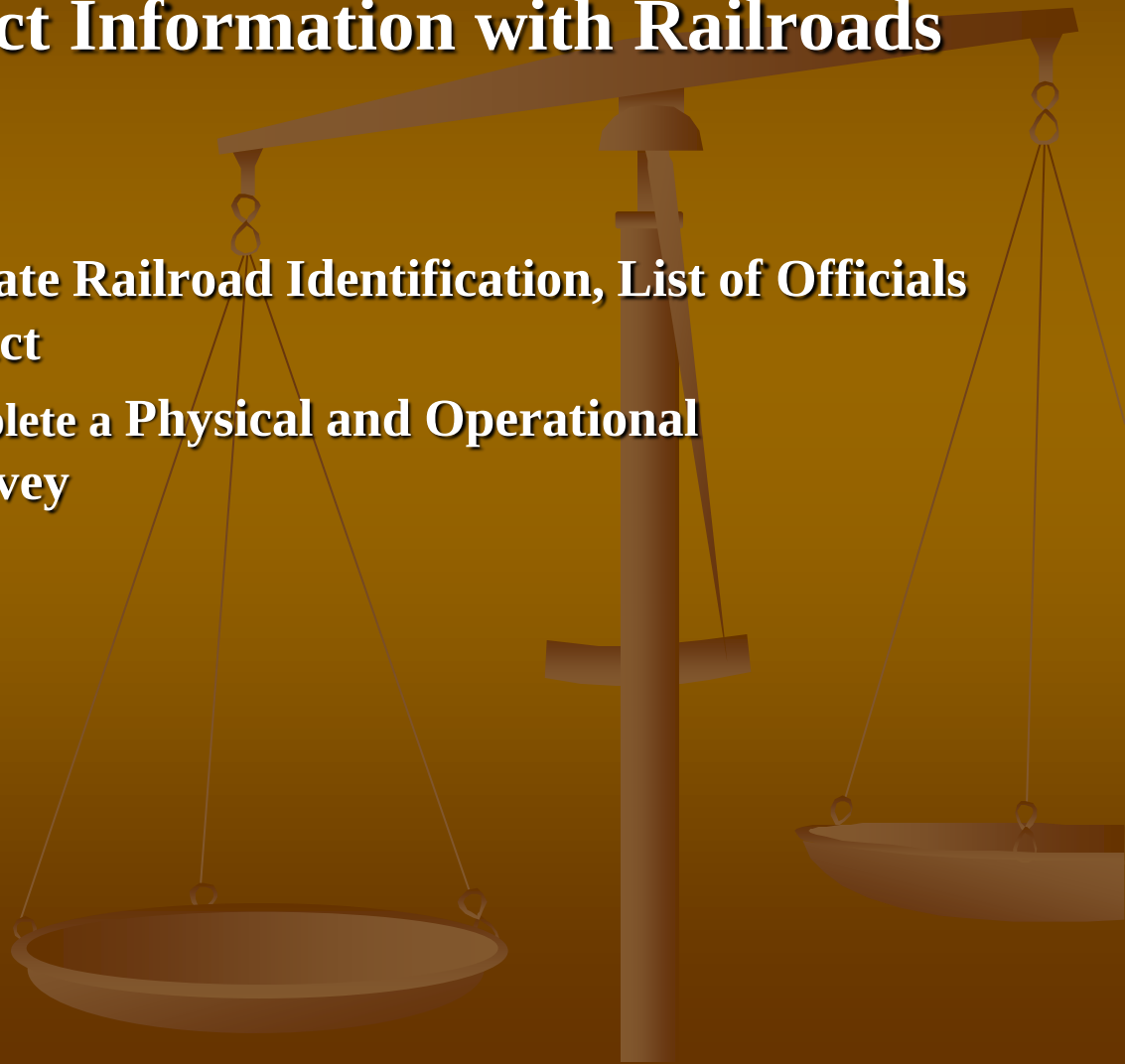
Evaluation of Shortline Railroads

- **Identify Shortline Railroads Serving Nuclear Power Plants or Involved in the Transportation Link**
  - **Began Contacting 28 identified Shortline Railroads to Verify Validity of Existing Information**



Evaluation of Shortline Railroads

- **Establish Contact Information with Railroads Officials**
  - **Creating an Accurate Railroad Identification, List of Officials and Point of Contact**
  - **Have Railroad Complete a Physical and Operational Infrastructure Survey**



Evaluation of Shortline Railroads

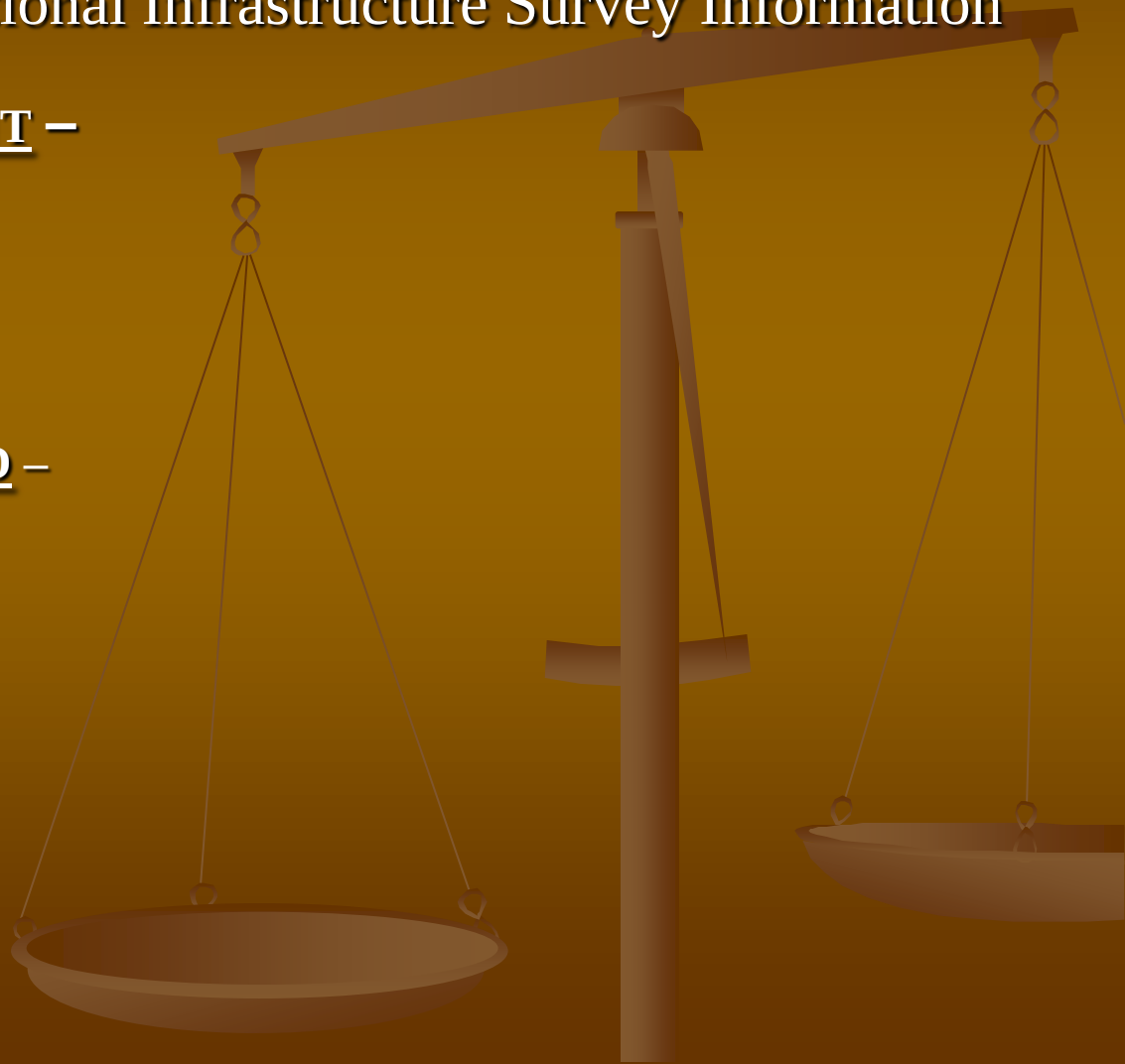
- Physical and Operational Infrastructure Survey Information

DOE SHIPPING POINT –

RAIL ACCESS -
LOCATION –
CONTACT –
PHONE –

SERVING RAILROAD –

LOCATION –
CONTACT –
PHONE -
E-MAIL -

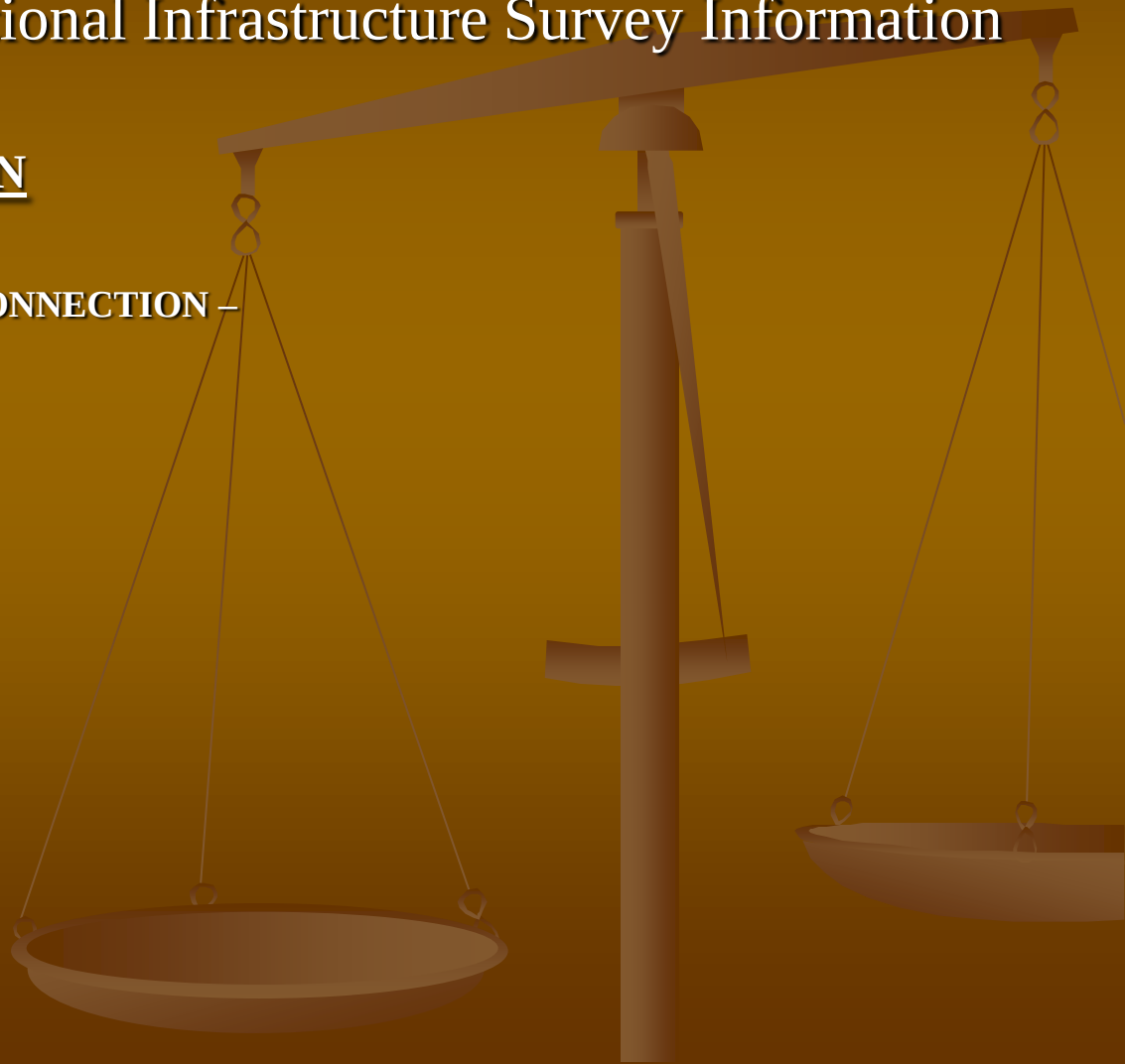


Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

TRACK INFORMATION

CLASS ONE RAILROAD CONNECTION –
CLASS of TRACK -
RAIL WEIGHT
≥100 LBS -
<100 LBS -
TRACK OWNERSHIP -
TRACK RESTRICTIONS -

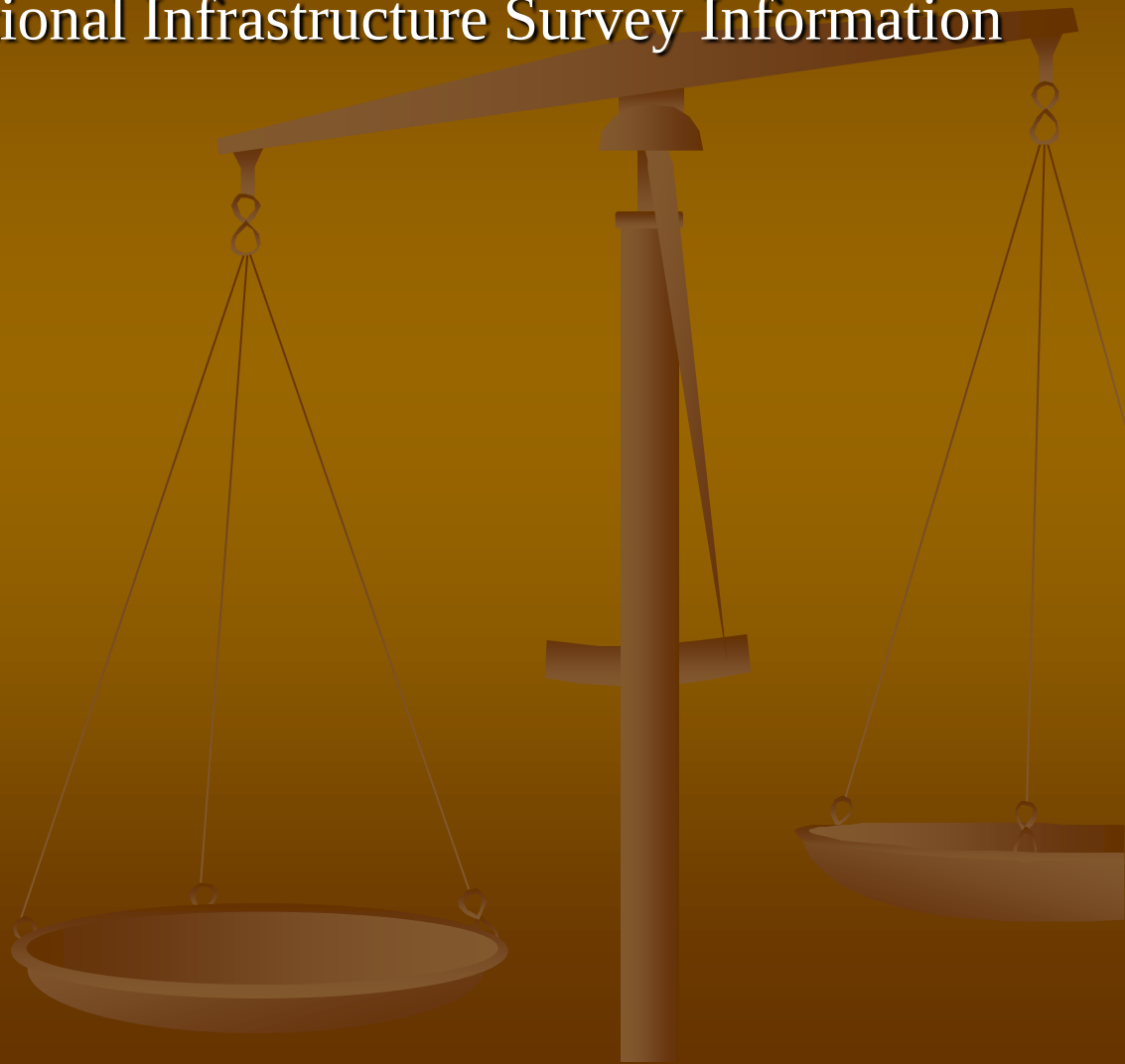


Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

O P INFORMATION

METHOD of OPERATION -

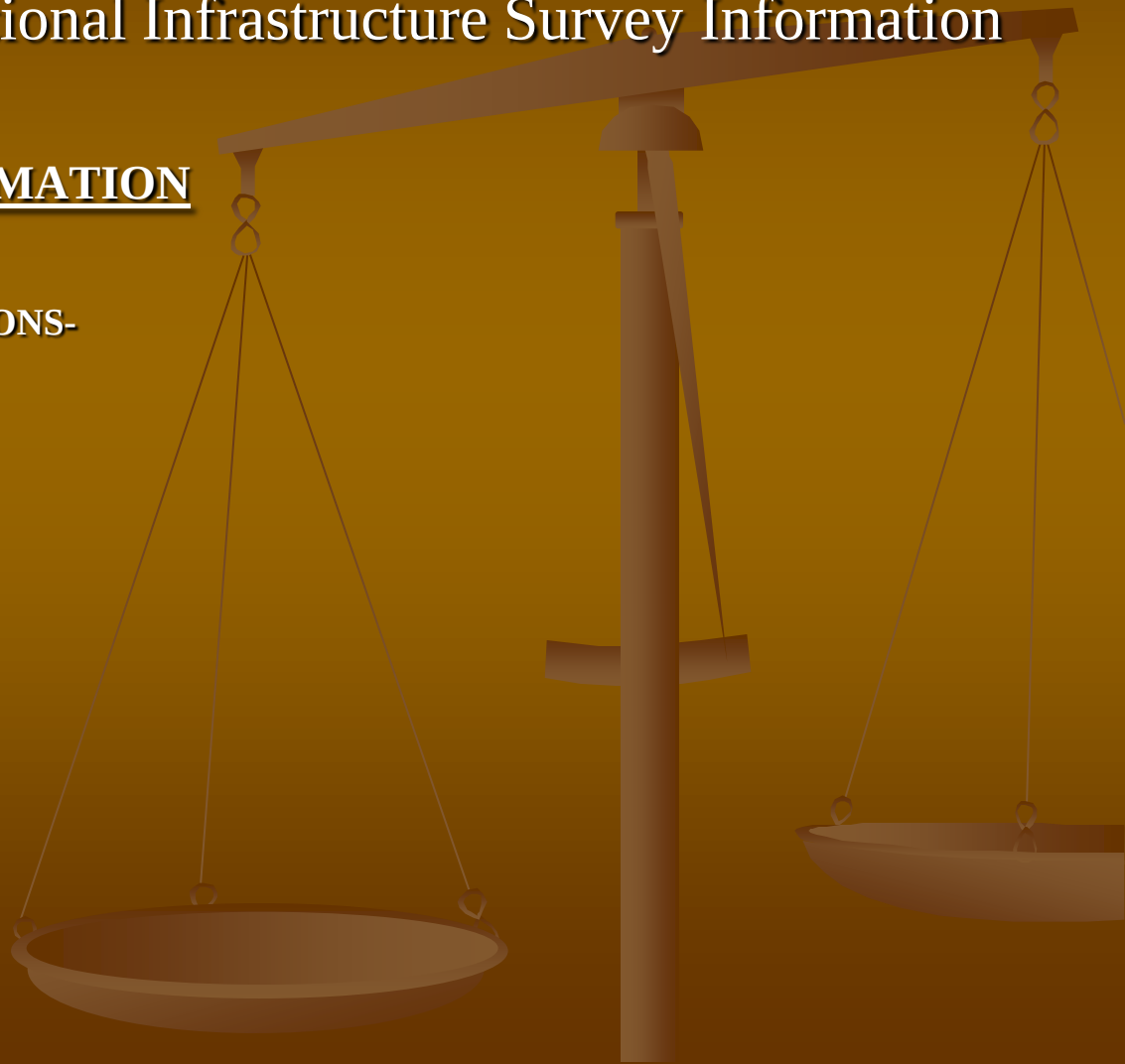


Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

MECHANICAL INFORMATION

EQUIPMENT RESTRICTIONS-

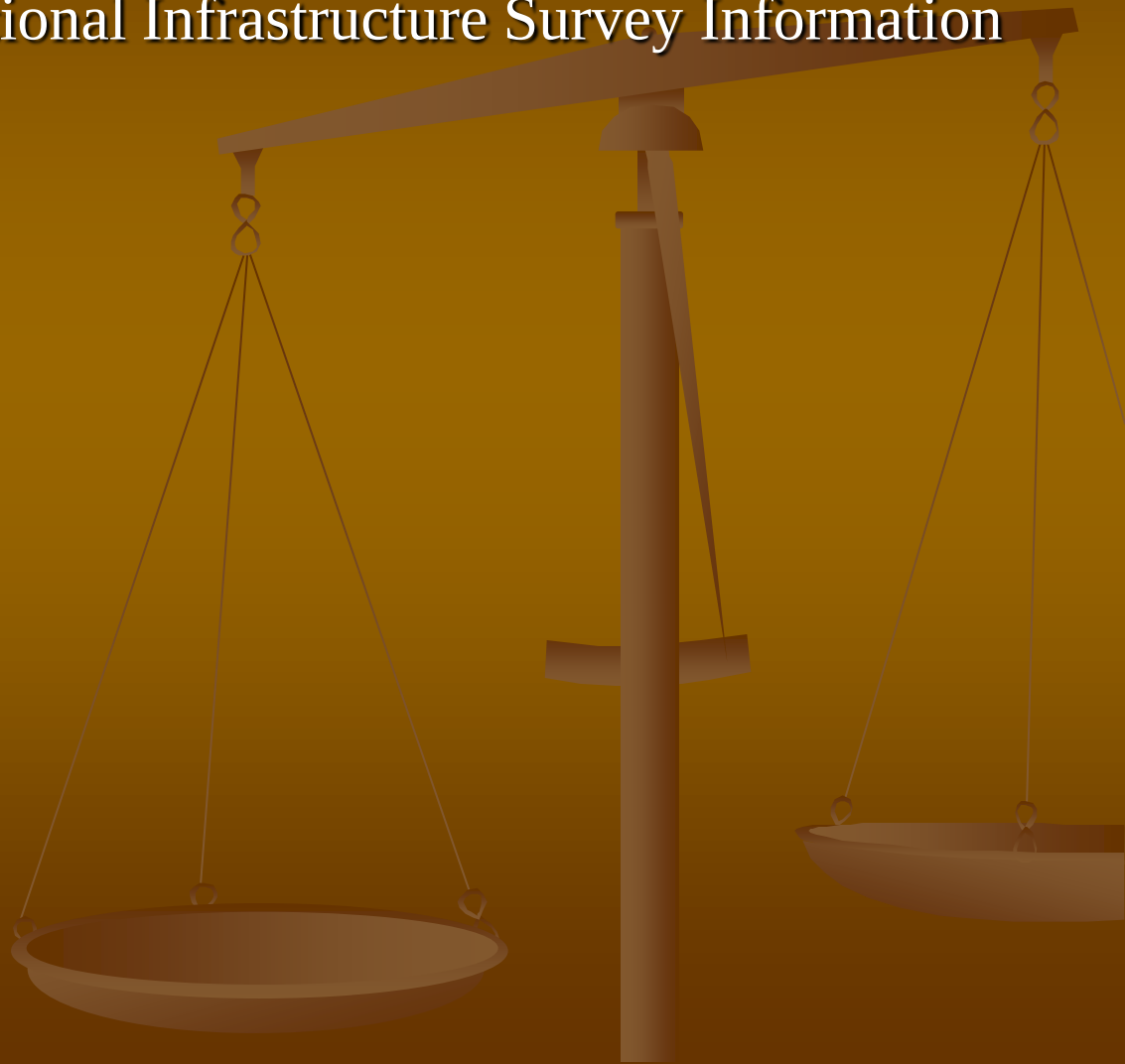


Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

HM INFORMATION

HM REGISTERED -



Evaluation of Shortline Railroads

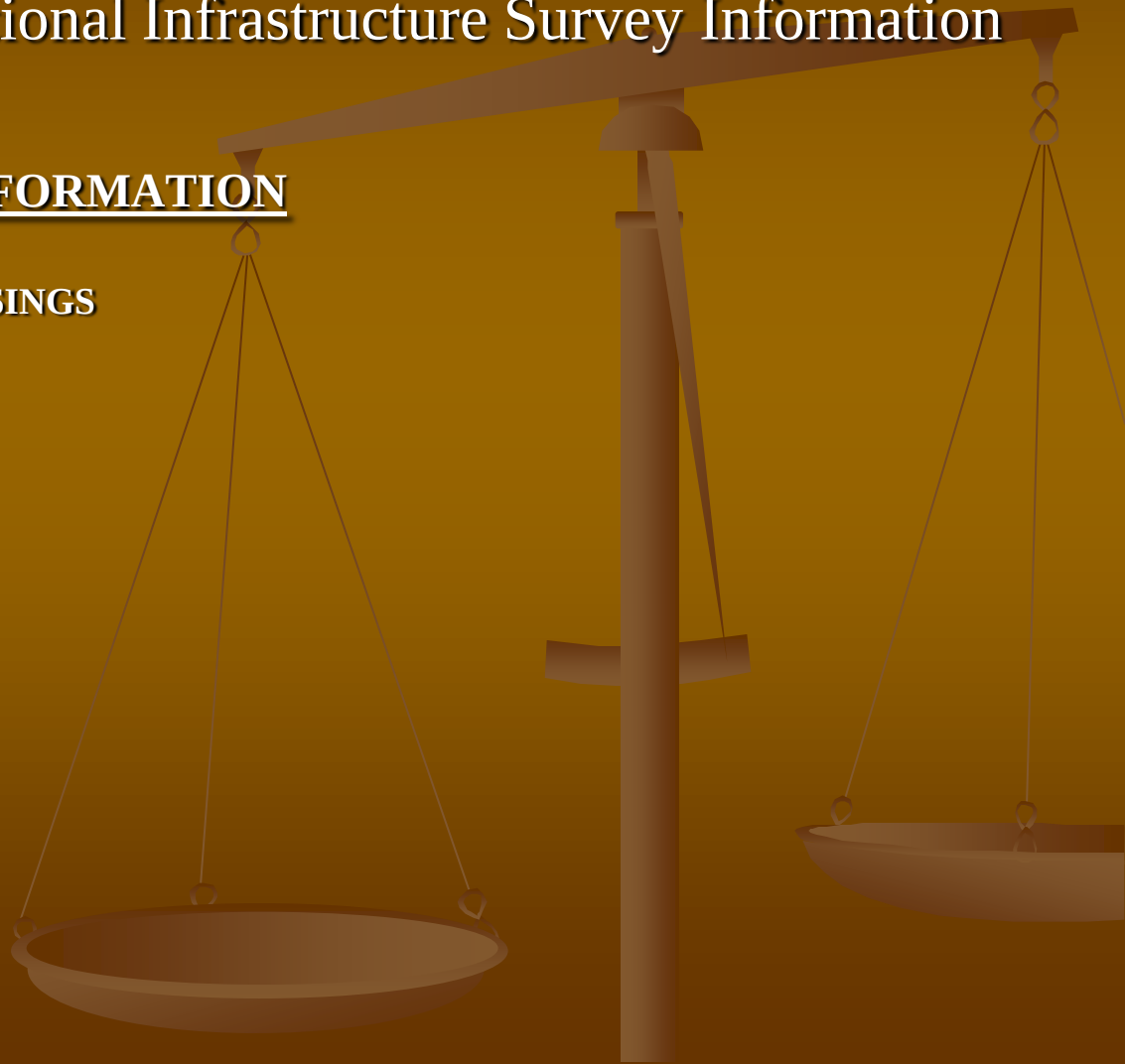
- Physical and Operational Infrastructure Survey Information

GRADE CROSSING INFORMATION

NUMBER of GRADE CROSSINGS

ACTIVE -

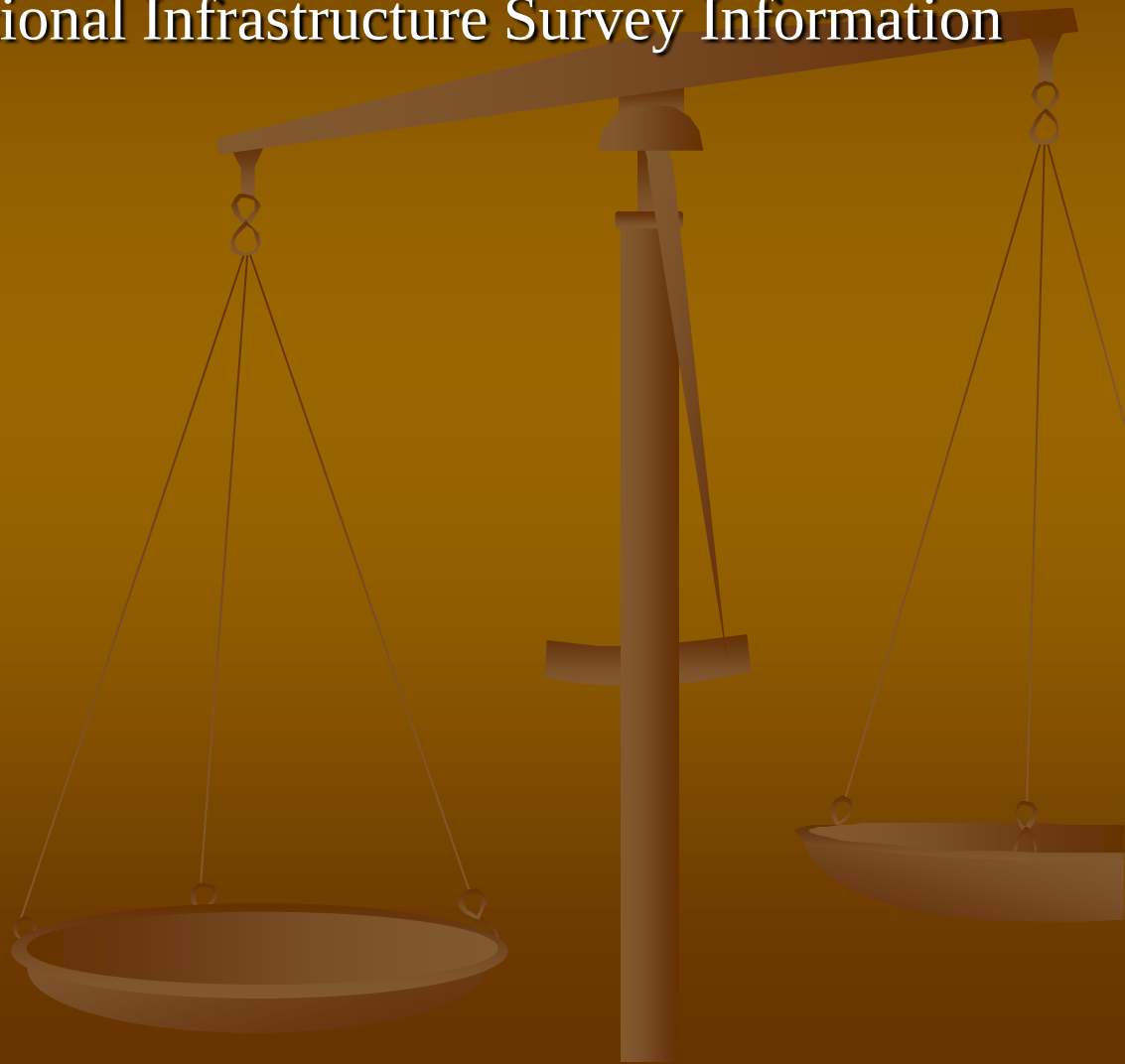
PASSIVE -



Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

COMMENTS



Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

TRACK INFORMATION

CLASS ONE RAILROAD CONNECTION –

CLASS of TRACK –

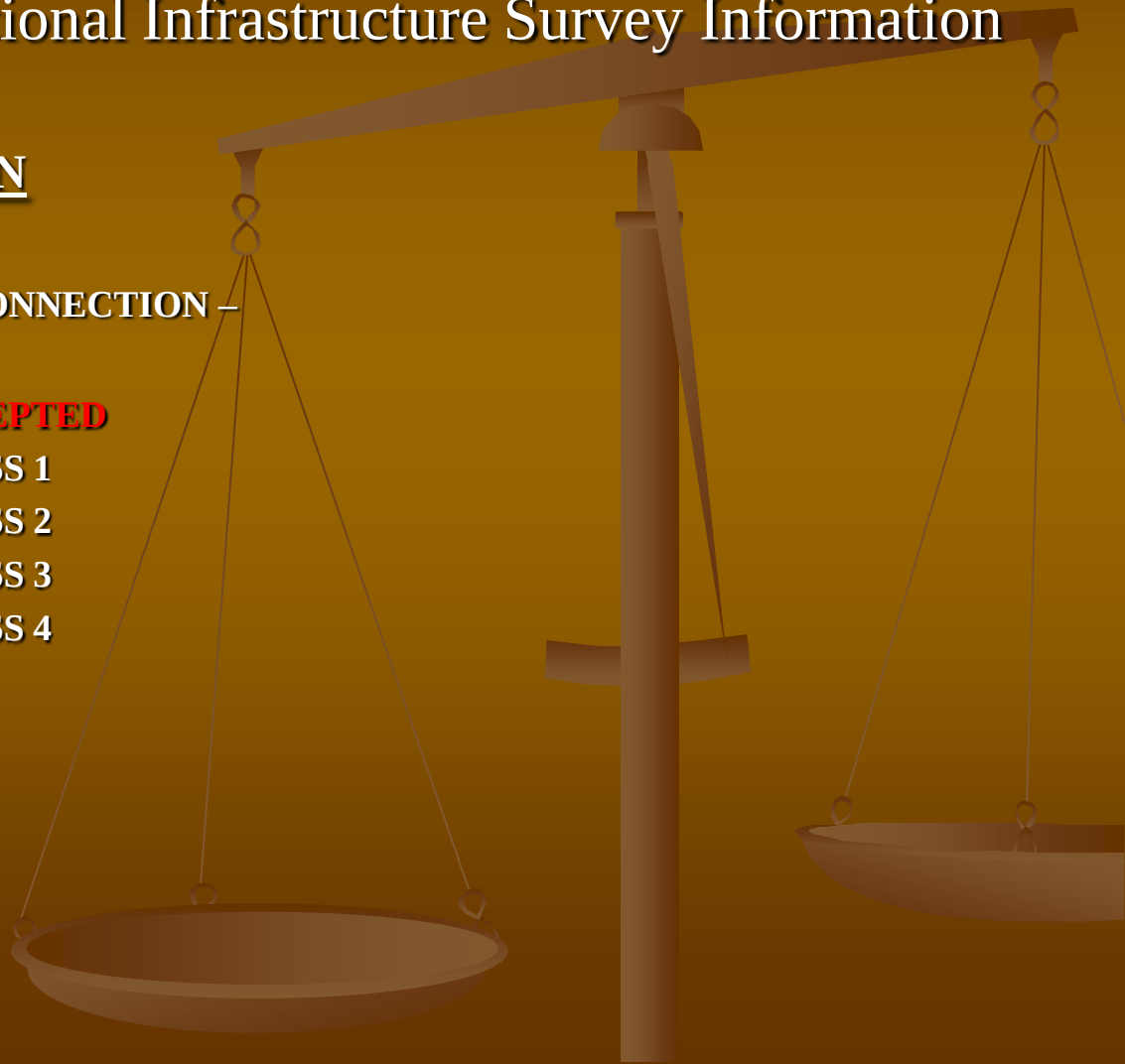
EXCEPTED

CLASS 1

CLASS 2

CLASS 3

CLASS 4



Evaluation of Shortline Railroads

EXCEPTED TRACK IN USE

Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

TRACK INFORMATION

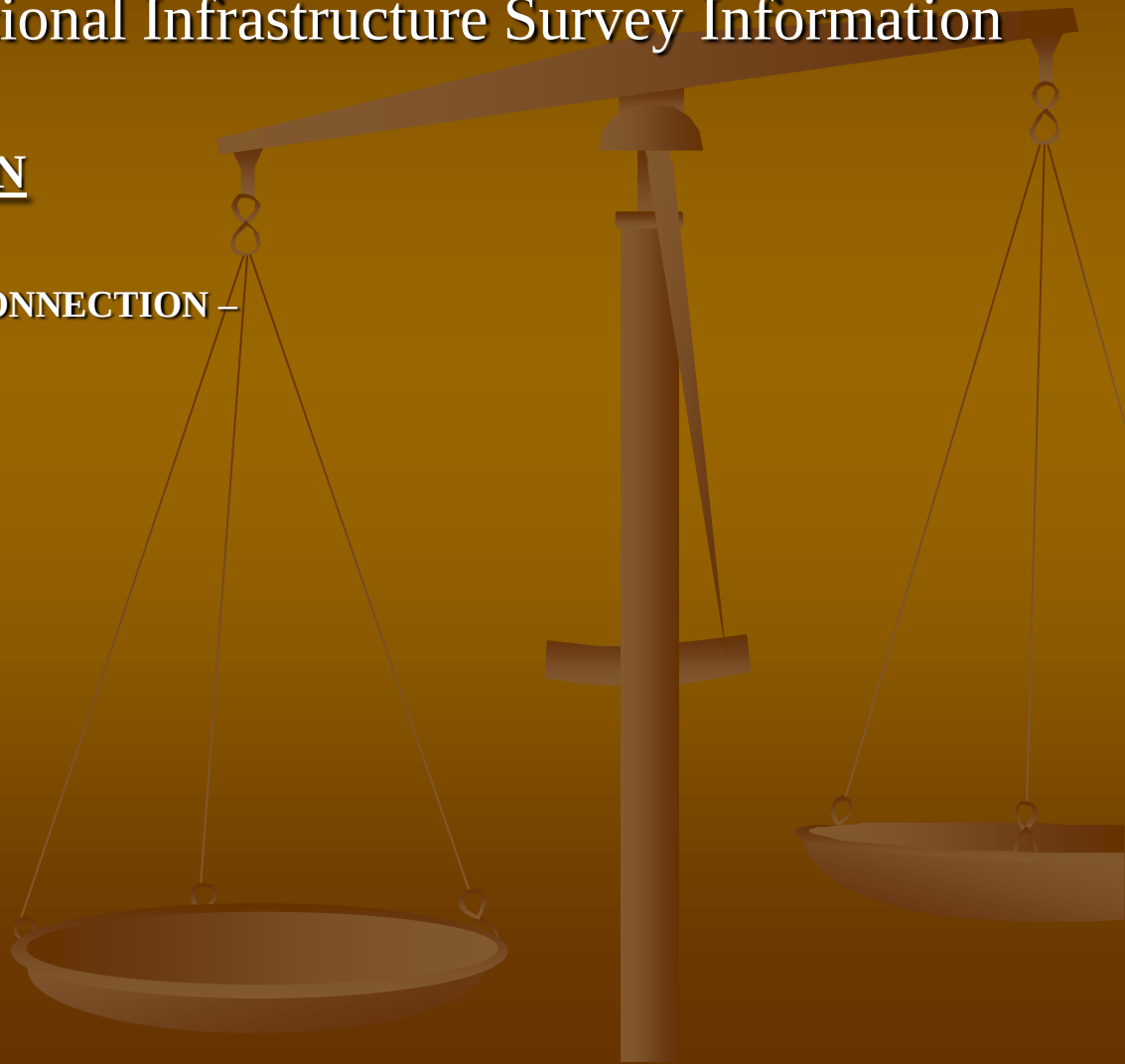
CLASS ONE RAILROAD CONNECTION –

CLASS of TRACK -

RAIL WEIGHT

≥100 LBS -

<100 LBS -



Evaluation of Shortline Railroads

RAIL WEIGHT

≥100 LBS -

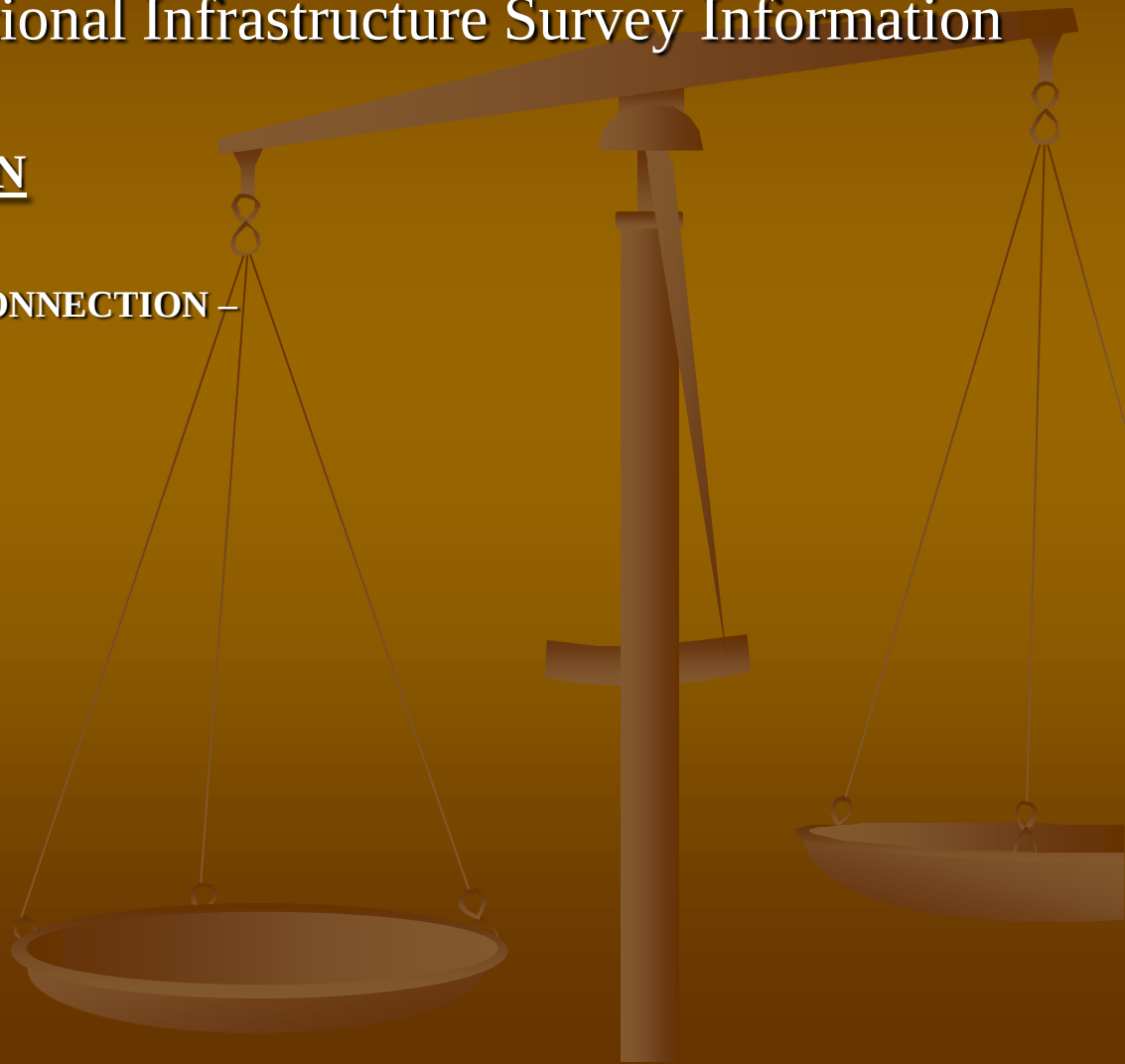
<100 LBS -

Evaluation of Shortline Railroads

- Physical and Operational Infrastructure Survey Information

TRACK INFORMATION

CLASS ONE RAILROAD CONNECTION –
CLASS of TRACK -
RAIL WEIGHT
≥100 LBS -
<100 LBS -
TRACK OWNERSHIP -
TRACK RESTRICTIONS -



Evaluation of Shortline Railroads

TRACK RESTRICKTIONS

CLEARENCE

Evaluation of Shortline Railroads

TRACK RESTRICKTIONS

BRIDGE WEIGHTS

Wooden Truss Bridge

Evaluation of Shortline Railroads

TRACK RESTRICKTIONS

TUNNELS

Evaluation of Shortline Railroads

TRACK RESTRICTIONS

TUNNEL CONDITION

Evaluation of Shortline Railroads

TRACK RESTRICTIONS

SHARP CURVES

Evaluation of Shortline Railroads

TRACK RESTRICTIONS

BRIDGE APPROACH CONDITION

Evaluation of Shortline Railroads

FRA Track Classes are Based Upon Maximum Allowable Speeds:

TRACK CLASS SPEEDS RANGE FROM

CLASS 1 @ 10 MPH THROUGH CLASS 7 @ 100 PLUS MPH

TIGHTER TOLERENCES = HIGHER SPEEDS
LESS RESTRICTIVE TOLERENCES = LOWER SPEEDS

EXCEPTED TRACK

10 MPH

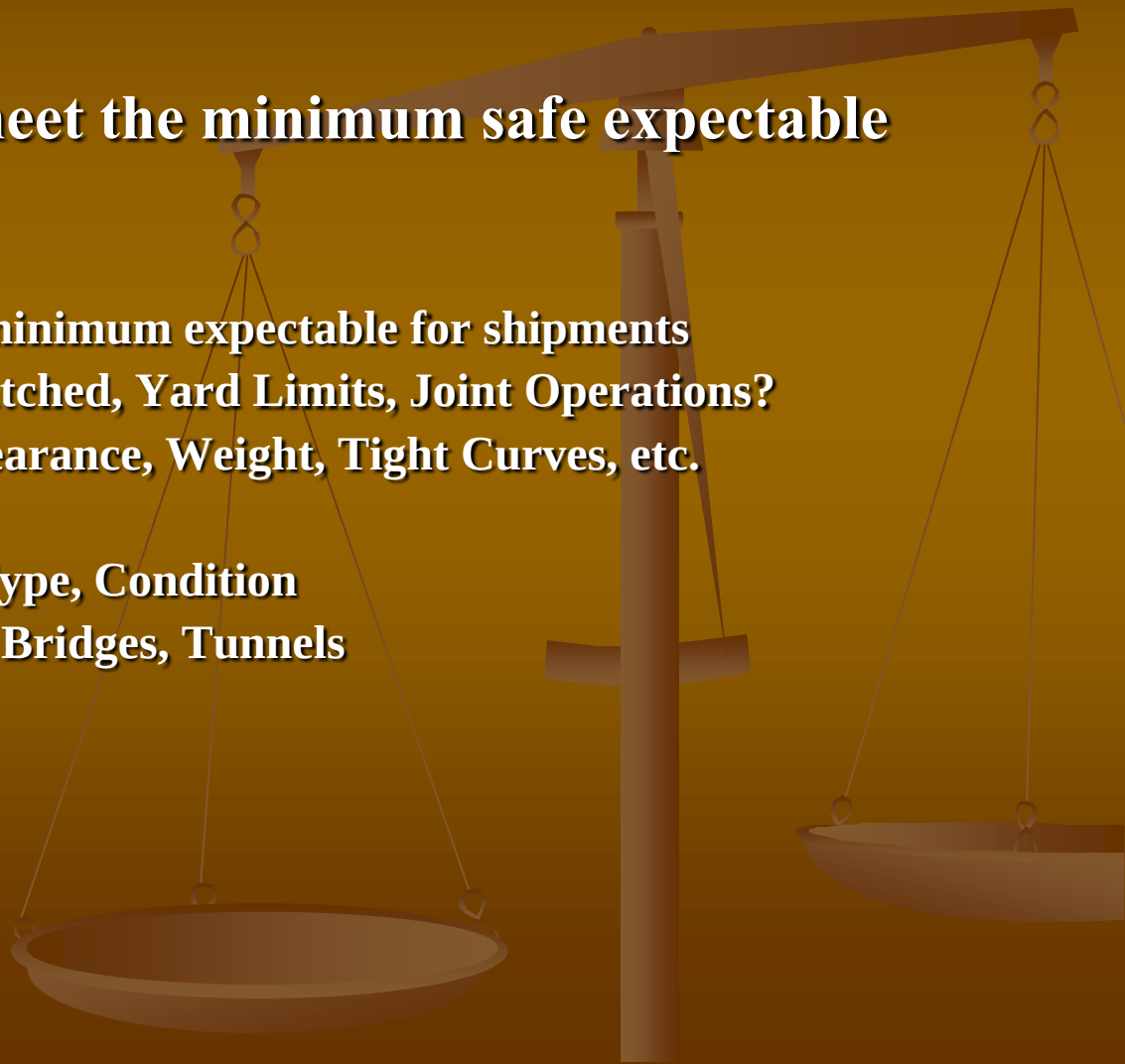
GENERALY ONLY REQUIRES AN INSPECTION ONCE EVERY 30 DAYS, AND ONLY REGULATORY AUTHORITY ARE THAT RAILROADS MUST COMPLY WITH MAXIMIM GAUGE RESTRICTIONS.

Evaluation of Shortline Railroads

- **Objective:**

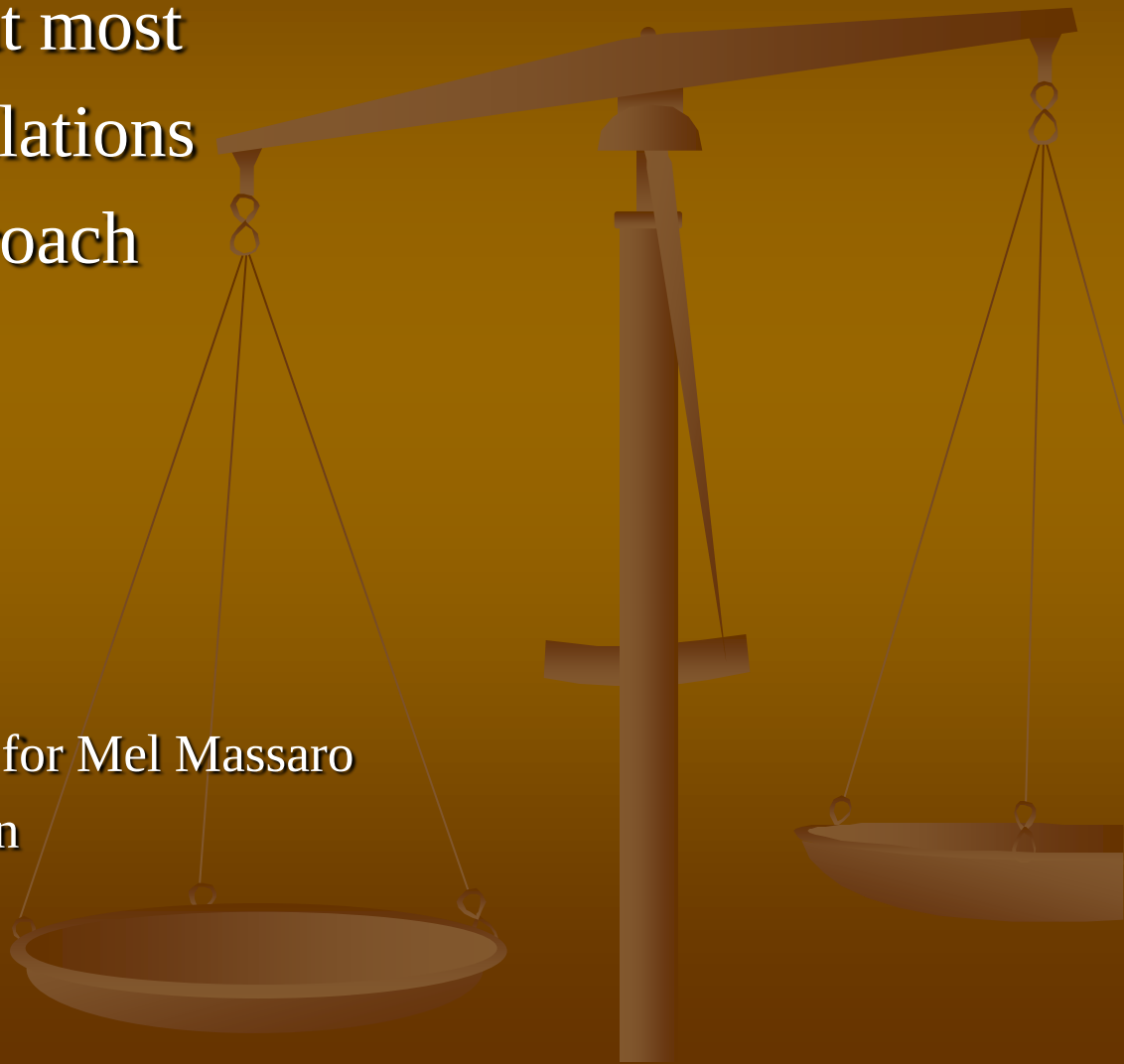
  Do these Railroad's meet the minimum safe expectable standard for,

  Track Weights – determine minimum expectable for shipments
  Method of Operation – Dispatched, Yard Limits, Joint Operations?
  Equipment Restrictions – Clearance, Weight, Tight Curves, etc.
  HM – Registration, Training
  Grade Crossing – Number, Type, Condition
  Infrastructure Capabilities – Bridges, Tunnels



Evaluation of Shortline Railroads

As found throughout most
of our Federal Regulations
a give and take approach
is the rule of LAW!



Presented by: Kevin Blackwell for Mel Massaro
Federal Railroad Administration

RR Intermodal Operations

Intermodal Operations are NOT new to the nations rail carriers.

The nations railroads have conducted transfer operations to/from highway and water transport modes for over 30 years.

Many RR's, both Class 1's and shortlines, routinely perform intermodal transfer and transport of commodities between highway and vessel transporters.

This includes intermodal transfer of RAM– Shoreham moves in 1993/1994 – barge to rail car transfer in Philadelphia, PA area.

Dairyland Power Reactor Vessel Movement

Dairyland Power Reactor Vessel Movement

Dairyland Power Reactor Vessel Movement