

# Stone Consulting, Inc.

## Shortline Railroad Projects



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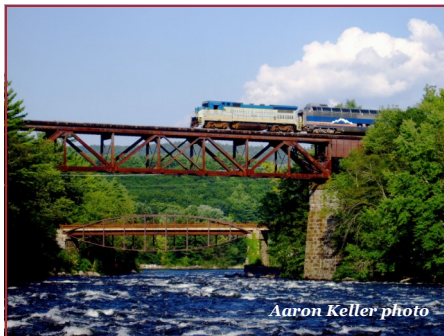
## Shortline Railroad Projects

### Services Offered—Project Management . . .

#### Iowa Pacific Holdings, Chicago IL

Beginning in 2011, Stone Consulting, Inc. was retained by Iowa Pacific Holdings to be their Chief Engineer.

Iowa Pacific Holdings (IPH) operates six railroads in the United States in New York, Texas, New Mexico, Illinois, Oregon and Colorado. Stone Consulting has worked with each of these properties in order to stretch the engineering and maintenance-of-way budgets and produce better infrastructure in order to serve key industries and customers throughout these regions.



During the summer of 2011, we provided in-depth services in the historic start-up of the Saratoga & North Creek Railroad in upstate New York through the fragile eco-system of the Adirondack Park. This 56-mile railroad was the first new start up of an FRA Part 238 & 239 passenger railroad. Stone Consulting was involved with FRA compliance issues related to track, operations and bridges and developed the first approved FRA Part 237 Bridge Management Program. Stone guided Iowa Pacific in infrastructure issues throughout the complete start-up process that brought this long, out-of-service line into operating condition in under 50 days.

For the Mount Hood Railroad in Hood River Oregon, also a property of IPH, we provided the engineering assistance to become fully FRA Part 237 compliant. This included inspections for their entire inventory of bridges and also a study of the capacity for every bridge. The “bridge rating project” included the computer modeling and analysis of a 150’ long thru truss bridge over the Hood River. Stone Consulting, Inc. also provided engineering assistance for a grant application to upgrade timber trestles with more resilient steel members.



We then moved our focus to lines in Texas and New Mexico that needed substantial capital expenditures in the form of ties, ballast, surface and CWR installation. We provided on-site guidance and engineering for a period of three months assisting IPH and guiding the contractor in performing proper work that will enhance operation and inspection that maximized quality control issues.

Other projects for this client have included Wetland Creation in the Columbia River basin; Herbicide Permitting with the Adirondack Park of New York; Bridge & Structure issues related to FRA Part 237 and other engineering expertise related to structures and track including track chart development and updates and new grade crossing installations.



**Contact: Mike McConville (608) 359-1088**



## . . . Track Rehabilitation

### Allegheny Valley Railroad, Oakmont PA

Stone Consulting, Inc. has completed many and varied projects for this dynamic client:

- Glenwood Yard Phase I - Redesign of a former CSX rail yard funded by a RCAP grant from the Commonwealth of Pennsylvania.
- Glenwood Yard Phase II - Continuation of the redesign of the rail yard to accommodate better track spacing and a more suitable track layout for current day operations.
- In conjunction with the Glenwood Yard project, we assisted the AVR with the evaluation and sale of the used track materials as a credit to the total project costs.
- Bridge Street Grade Crossing Project - Reconstruction of a rail crossing at a very busy intersection funded with Federal grade crossing funds.
- 40th Street Connector - Created a much more efficient connection to CSX. Project included removal of existing track, turnouts and crossings and reconstruction on new alignment and profile with all new materials. Also included negotiation with landowners and coordination with the City of Pittsburgh.
- Capital Budget and RFAP Applications from 2000 - 2011.
- Butler Plank Grade Crossing - Design, bidding, project management, inspection of new grade crossing related to the construction of a new Walgreens facility - 136' concrete panel crossing.
- Tie Rehabilitation - P&W - Gaging and tie replacement on 17 miles of P&W Subdivision. Project Management including specifications, bidding, tie marking and inspection - 15,000 ties.
- Tie Rehabilitation - W&P - Gaging and tie replacement on 12 miles of W&P Subdivision done in two projects. Project Management including specifications, bidding, tie marking and inspection - 20,000 ties.
- Complete rebuild of the Indian Run Branch line including the reconstruction of 7 fully reconditioned turnouts with new timber & ballast, 3110 TF of standard track using Class One relay rail, new ties and ballast and 368 TF of at-grade road crossings using all new materials from the subgrade up. New storm drainage consisting of 10 new catch basins and 400' of storm drainage pipe.
- Design and project management of spur track with Hazardous Material Transloading Facility off AVRR main into Sunoco facility.
- Capital improvements grant application for \$5.4 million project replacing worn jointed rail with Class One welded rail along 6 miles of AVRR main, tie renewal and grade crossing upgrade.
- Track rehabilitation of 7 miles including 7,000 ties, switch timber & surfacing of the Brilliant Branch, Pittsburgh Branch and Main Line.
- Flood Damage Appraisal, cost estimates, plans and specifications to reconstruct two rail lines damaged by flooding in the Pittsburgh area. Project includes interfacing with the flood insurance carrier, bidding the project along with providing on-site inspection during the reconstruction efforts.

**1997 - 2011**

**Contact: Russ Peterson, CEO**

**(412) 426-2000**

**40th Street Connector  
Before & After**





## **. . . Design of Industrial Sidings and Transloading**

### **United Refining Company, Warren PA**

In 2008, United Refining Company of Warren PA required a tank car unloading area in order for them to bring in ethanol by rail to blend with their gasoline products. Stone Consulting, Inc. designed the track siding, spill containment system and provided the specifications and design assistance for top of car access system. The 7 car unloading station design is expandable to add an additional 5 car unloading station on the opposite side using the same top of car access rack system.

**2008****Contact: Dave Dorn (814) 726-8004**

### **Bionol Clearfield, LLC, Clearfield PA**



Stone Consulting was retained by Bio-Energy International LLC to help develop an ethanol site in Clearfield County PA along R. J. Corman Railroad's Wallaceton Sub. After assisting with on-site layout and rail access for several sites that were eventually rejected, a site was finally located that met all of the company's parameters. Stone assisted in the development of the rail access for the site, track rehabilitation, new track design and construction, "weigh in motion" scale and car storage tracks. We also advised on planning issues such as required car storage capacity and operational issues.

**2009****Contacts: Thomas Hoole (617)657-5212 or Jason Little (814) 765-1938**

### **Greater Erie Industrial Development Corporation (GEIDC)**

The construction of the Erie BioFuels biodiesel plant is a major project for the City of Erie revitalization effort. Stone Consulting, Inc. was retained by GEIDC, in partnership with SB3 Corporation, to design the rail yard and rail loading and unloading facilities for the new \$35 million plant on the site of a former International Paper manufacturing facility.

The rail component of this new plant is a \$4.2 million project.

**2006 - 2008****Contact: Bob Grice (814) 899-6022**

### **Camp Chase Railroad Company Sunoco Partners Marketing & Terminals L.P.**



This new, \$1.6 million unloading facility in the suburb of Columbus OH has the capacity to unload 6 tank cars of ethanol at one time. Stone Consulting, Inc. was the Lead Designer and Project Manager of the side track, mainline track realignment and unloading area secondary containment system.

This was a fast-track design-build project that was completed in less than 120 days from preliminary drawings to final construction and the first train into the facility.

**2006****Contact: Russ Peterson, CEO (412) 426-4000**





## . . . Design of Track and Crossings

### Westmoreland County IDC, Greensburg PA

Simultaneous Class-1 abandonments of intersecting branch lines in Westmoreland and Fayette counties created a new shortline railroad opportunity. By combining the two marginal branch lines into a single-operator property, a vital new rail operation was created.

Stone Consulting, Inc. staff has provided these services to this highly successful client:

- Engineering, administration & inspection for a number of track rehab projects ranging from 6 to 23 miles over 10 years.
- Monessen Riverfront Development - Construction of 2,400' of new track for a transloading facility including 1,000' of asphalt embedded track, 2 turnouts and track rehabilitation.
- Design, permitting and inspection of rail access for glass plant constructed adjacent to Sony in the Westmoreland Technology Park which included 9000' of track with 14 crossings.
- New siding at Radebaugh.
- Develop conceptual design for two-mile cut-off to Westmoreland Yard, which will eliminate over seven miles of line.
- Assistance with rail operator selection.
- Emergency bridge repairs.
- Rail Freight Grant Applications from 2000 - 2010.



**Radebaugh  
Interchange Siding  
Before & After**



**1995—2007**

**Contact: George Church, Project Administrator  
(412) 830-3610**

### Western New York & Pennsylvania Railroad, Lakeville NY

We were retained by the Livonia Avon & Lakeville Railroad to help lease the trackage from Hornell NY to Corry PA owned by Norfolk Southern Corp. The lease was signed and the WNYP Railroad was formed. Gary Landrio of our office had worked to save this railroad since the early 1990s and was intimately involved in the negotiations. The WNY&P began operations on April 26, 2001.

We assisted the WNYP on the following projects:

- A safety tie replacement project replacing 1,100 ties and a \$750,000 PA Capital budget project to replace ties on a 28 mile stretch from Corry to the New York line bringing line up to Class 3 standards.
- Design and construction management of the Falconer Operations Center.
- A \$750,000 Pennsylvania Capital Budget Project to replace all bad ties from Corry to the NY State line.
- Designed & administered 5 major projects for track rehabilitation, welded rail and signals in NY.
- Designed & supervised emergency bridge washout repair in Friendship NY.
- Provided engineering services for bridge repair evaluation on numerous bridges.



**2001-2011**

**Carl Belke, Chief Engineer (585) 346-2090**



## **. . Bridge Inspections, Ratings, Rehabilitation & Replacement**

**Stone Consulting, Inc. can assist in all aspects of your bridge management program beginning with the mandatory bridge inspections.**

Stone Consulting, Inc. has performed bridge inspection and bridge engineering work for the following clients:

Texas State Railroad	Rosebud Mining Company	Mount Hood Railroad
Western Maryland Scenic Railroad	Saratoga & North Creek Railroad	Camp Chase Railroad
RJ Corman RR Co. (Beech Creek Line)	Eastern Berks Gateway Railroad	Georges Creek Railroad
Morristown & Erie Railroad	NRG Huntley Plant Trestle	Duferco Farrell Corporation
New Hope Valley Railroad	South Branch Valley Railroad	West Virginia Central Railroad
Chenango County IDA	Arcade & Attica Railroad	Owego & Harford Railroad
	Meridian Southern Railway	
Greater Erie Industrial Development Corporation	Western New York & Pennsylvania Railroad	
Chicago, Lake Shore & South Bend Railway	Ashtabula, Carson & Jefferson Railroad	

### **Camp Chase Industrial Railroad Broad Street Bridge Rehabilitation**

Stone Consulting Inc. provided the project management for the concrete restoration of the Camp Chase Railroad bridge over West Broad Street (Route 40) in Columbus Ohio. The result is the “like new appearance” of all concrete surfaces of the bridge. The project was completed in 2010, with funding from the American Recovery and Re-Investment Act of 2009.



**Before & After**



**Contact: Russ Peterson, CEO (412)426-2000**

### **Rosebud Mining, Kittanning PA Bridge Rehabilitation**



The rehabilitation project for Bridge 15.47 in Windber PA included the inspection and evaluation of the bridge, the performance of capacity “rating” calculations and the design of new components needed to strengthen the bridge. An additional cover-plate was added to the bottom chord of the main girder and all floor beams and stringers were replaced with heavier rolled sections making the bridge capable of handling unit coal trains with 286 kip cars. Stone Consulting, Inc. provided all engineering, specifications, steel detailing, inspections and project management subject to Norfolk Southern Bridge Engineering approval.

**2007**

**Contact: Jim Barker (724)545-6222 Ext. 222**

### **Western New York & Pennsylvania Railroad Keating Summit Highway Overpass Rehabilitation**

Stone Consulting completed a structural analysis and then the replacement of a very heavy concrete deck with a much lighter treated timber deck for a truss bridge at Keating Summit, PA.

**2010**

**Contact: Carl Belke, Chief Engineer (585) 346-2090**







## . . . Grant Applications

### **Erie Forge & Steel, Inc., Erie PA**

Stone Consulting, Inc. was responsible for the project management, design, bidding and inspection of the removal and reconstruction of track, turnouts and grade crossings to alleviate problems related to oversized loads.

**2007–2008**

**Contact : Joe Goff, Plant Manager (814) 452-2300**



**Before & After**



### **Ellwood Quality Steels Company New Castle PA**

We were responsible for applying for capital budget grants as well as the project management and design of Phases 1 & 2, for a total of 5 phases.

**2005–2008**

**Contact: Rich Schochet, Plant Manager (724) 658-6515**



**Before & After**



### **Lord Corporation, Saegertown PA**



Due to the nature of the Hazardous Materials used by Lord Corporation, this project was a great candidate for the PA Rail Freight Assistance Program. This state-funded project removed thousands of trucks carrying hazardous materials from the Highway System, providing a safer environment for the communities in which those trucks traveled. We were responsible for the design of an industrial rail siding and fill embankment to serve hazardous material tank car loading and unloading facilities.

**2004-2005**

**Contact: Joe McCallion, Manager**



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