



# CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

## Growth Management Department

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### MEMORANDUM

TO: Rapid City Area Air Quality Board

FROM: Keri Schiferl, Air Quality Specialist<sup>KS</sup>

DATE: August 18, 2010

RE: Annual Inspection Report – Dakota, Minnesota and Eastern Railroad

The purpose of the annual inspection of Dakota, Minnesota and Eastern Railroad is to identify fugitive dust generating activities and assess if control measures are in use and adequate to control fugitive emissions.

Attached for your review is a copy of the Annual Inspection Report.

**Recommendation:** Staff recommends the Air Quality Board acknowledge the Annual Inspection Report for the Dakota, Minnesota and Eastern Railroad Compliance Plan Permit.



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# ANNUAL INSPECTION REPORT

August 2010

## Dakota, Minnesota and Eastern Railroad Continuous Operation

### GENERAL INFORMATION:

Facility Name: Dakota, Minnesota & Eastern Railroad

Location: Main Yard - 2230 Cambell Street  
Roundhouse - 500 Main Street  
Storage Yard - Maple Avenue  
Rail lines within the Control Zone

Date of Inspection: July 28, 2010

Report By: Keri Schiferl

### GENERAL COMMENTS:

The purpose of the annual inspection of the Dakota, Minnesota and Eastern (DM&E) Railroad facilities is to identify the fugitive dust generating activities and assess whether the control measures identified in the Compliance Plan are in use and adequate to control fugitive dust emissions. The current Compliance Plan is in effect until January 11, 2013.

### STAFF REVIEW:

On August 18, 2010 staff met with Chad Livingston, Environmental Manager, and John Huber, Manager of Mechanical Operations, to inspect the DM&E Railroad facilities. Staff discussed the dust from onsite gravel roads, transportation of materials in railcars, trackout from the facilities, ballast placement and regulation and the paved areas of the Cambell Street Facility with Mr. Livingston and Mr. Huber.

#### *Main Street Facility*

The Main Street Facility runs parallel to E. Main Street starting at the intersection with Steele Avenue to the intersection with Maple Avenue. The gravel surface of the area and road are in good condition. Mr. Huber indicated that ballast and gravel are applied to the area as needed. The two entrances into the area from E. Main Street are paved. Mr. Huber stated that they try to keep the speed in the area to 5 mph.

#### *Cambell Street Facility*

The Cambell Street facility is located at 2230 Cambell Street and has a paved entrance into the facility. The pavement into the area is in poor condition with pot holes in the road. Some gravel was noted on the paved areas but it did not appear to be causing a fugitive dust problem. Mr. Livingston and Mr. Huber indicated that the paved areas of the facility would be swept. The facility contains a depot building with paved parking around the building. Mr. Huber stated that one improvement to the facility was that the area to the south of the depot has recently been paved to reduce dust and to stop the mud accumulation.

The gravel roads and storage area at the facility appeared to be in good condition. Mr. Livingston stated that Z & S Dust Control is hired two times a year to apply magnesium chloride on the drive areas of the facility. The dust suppressant was applied approximately a month and a half ago. The suppressant is

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usually applied in the late spring and in September or October. Mr. Huber indicated that the application twice a year is sufficient to control the fugitive dust. The area was in good condition and it appeared that the dust suppressant was working.

Storage piles of gravel, ballast and dirty ballast were stored at the facility at the time of inspection. Mr. Huber indicated that there is not much for fines in these piles and dust is not generated from the piles. Maintenance materials for track maintenance are also stored at the Cambell Street facility.

### *Maple Avenue Facility*

The Maple Avenue facility consists of a storage area for maintenance of way operations and a gravel road next to the railroad tracks. This area is surfaced with gravel. Mr. Huber indicated that a couple of vehicles use the area per week and that trackout from the site is not a problem. He also stated that the unposted speed limit in the area is 5 mph.

### *Ballast Placement and Regulation*

Track maintenance was not observed at the time of inspection. Mr. Huber indicated that the ballast placement operation is much cleaner now. The ballast is added as needed to low spots in the tracks. He stated that they now get watered ballast from Pete Lien & Sons and that it is working for dust control and they have not had problems.

### *Transportation of materials in railcars*

Mr. Huber stated that they typically do not use open top rail cars to transport materials. He indicated that most of the railcars are covered hoppers or box cars. Typically there is not a problem with spills along the railroad tracks unless there is a derailment.

Fugitive dust or trackout from the DM&E Railroad facilities was not observed during the inspection.

### SUMMARY:

It is staff's opinion that the Dakota, Minnesota and Eastern Railroad is in conformity with the existing Compliance Plan Permit.