



TRACK MAINTENANCE AND CONSTRUCTION

# SHORT LINE REHABILITATION





# CHALLENGE

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A midwestern short line railroad was experiencing increased service interruptions, rising maintenance costs, and lengthy delays due to slow orders on the 40-mile section of track between a Class 1 Railroad interchange and two production mines in Illinois. Various track conditions had reduced the track speed to 10mph resulting in 4-hour transit times from the mines to the Class 1 Railroad interchange. The railroad was experiencing multiple complaints about road crossings on the line and had been on notice with public agencies. Despite all that, the railroad was experiencing record traffic volumes and more demanding customer schedule expectations.

To meet the needs of its customers, the railroad needed to offer more consistent service, increase its speed to 25mph for the entire line, and add a siding close to the Class 1 interchange. These changes would give the railroad the ability to: use one crew to get trains to and from the interchange; reduce or eliminate callouts for pull-apart joints on the jointed track areas; increase the volume of traffic as a result of these upgrades to 10 MGT; reduce claims, violations, and liability at dilapidated road crossings.

# SOLUTION

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With Holland's help, the railroad developed a plan to invest in the expansion, rehab, and upgrade of the line. Holland replaced 30,000 feet of rail using 80' pieces, eliminating the need for a rail train, and welded it in-track as it was laid. Holland also replaced 10,000 ties, replaced 100 at grade road crossing surfaces, cropped and welded 20 miles of jointed rail, dumped ballast, and surfaced 40 miles of track. Holland also welded the rail for the sidings.

After completing the project, the short line railroad was able to produce record revenue and on-time performance metrics for their business. The line was speed was increased to 25 mph, and the project was completed on time and on budget.

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