



**NEVADA COMMISSION for the RECONSTRUCTION of the V&T RAILWAY
 (“V&T Railway Commission”)
 Agenda Report**

Date Submitted: 06/21/21

Meeting Date Requested: 06/24/21

Time Requested: 5 Minutes

To: NEVADA COMMISSION for the RECONSTRUCTION of the V&T RAILWAY Commissioners

From: Ken Dorr (ken.dorr@gmail.com)

Subject Title: Discussion and possible action regarding approval of the Installation of a Single Switch Point Derail at Milepost 7.61 together with Warning/Derail Signage in accordance with the Draft Railbike Block Plan prepared April 22, 2021, and UPRR Standard Drawing 2006 with work to be done by Willaman Railroad Construction on a Time and Material Basis for a Not-To-Exceed Amount of \$14,500.

Staff Summary: This Item will provide for the installation of a Derail at MP 7.61 located between the US Highway 50 Bridge and the Linehan Road Grade Crossing in accordance with the Draft Railbike Block Plan prepared on 4/26/21 which incorporates the comments and recommendations discussed in the meeting with Chris Groom - FRA Operating Practice Inspector-Region 7, on 4/20/21. This work will also include installation of associated Derail Warning and Yard Limit Signs. This work will be done by Willaman Railroad Construction on a Time & Material Basis for a Not-to-Exceed Amount of \$14,500 in accordance with the Estimate prepared by KL Dorr Consulting, LLC. Solicitation of Bids/Proposals is not required for this work as it does not meet the limits identified by NRS Chapter 332: “Procedures for Solicitations,” and the exceptions listed in NRS Chapter 332.115(c): “Additions to and repairs and maintenance of equipment which may be more efficiently added to, repaired or maintained by a certain person.

Type of Action Requested:

- Resolution
- Ordinance
- Formal Action/Motion
- Other (Specify) Presentation Only

Recommended Board Action: *I move to approve of the Installation of a Single Switch Point Derail at Milepost 7.61 together with Warning/Derail Signage.*

Applicable Statute, Code, Policy, Rule or Regulation:

Fiscal Impact:

Funding Source:

Supporting Material/Attachments: 2021 MP 7.61 DERAIL ESTIMATE 06.11.21
 Draft RAIL-BIKE- BLOCK PLAN 04.26.21,
 UP STD 2006

Prepared By: Chris Kipp, Carson City Culture & Tourism Authority’s Operations Manager

TO EUREKA
TIMETABLE WEST

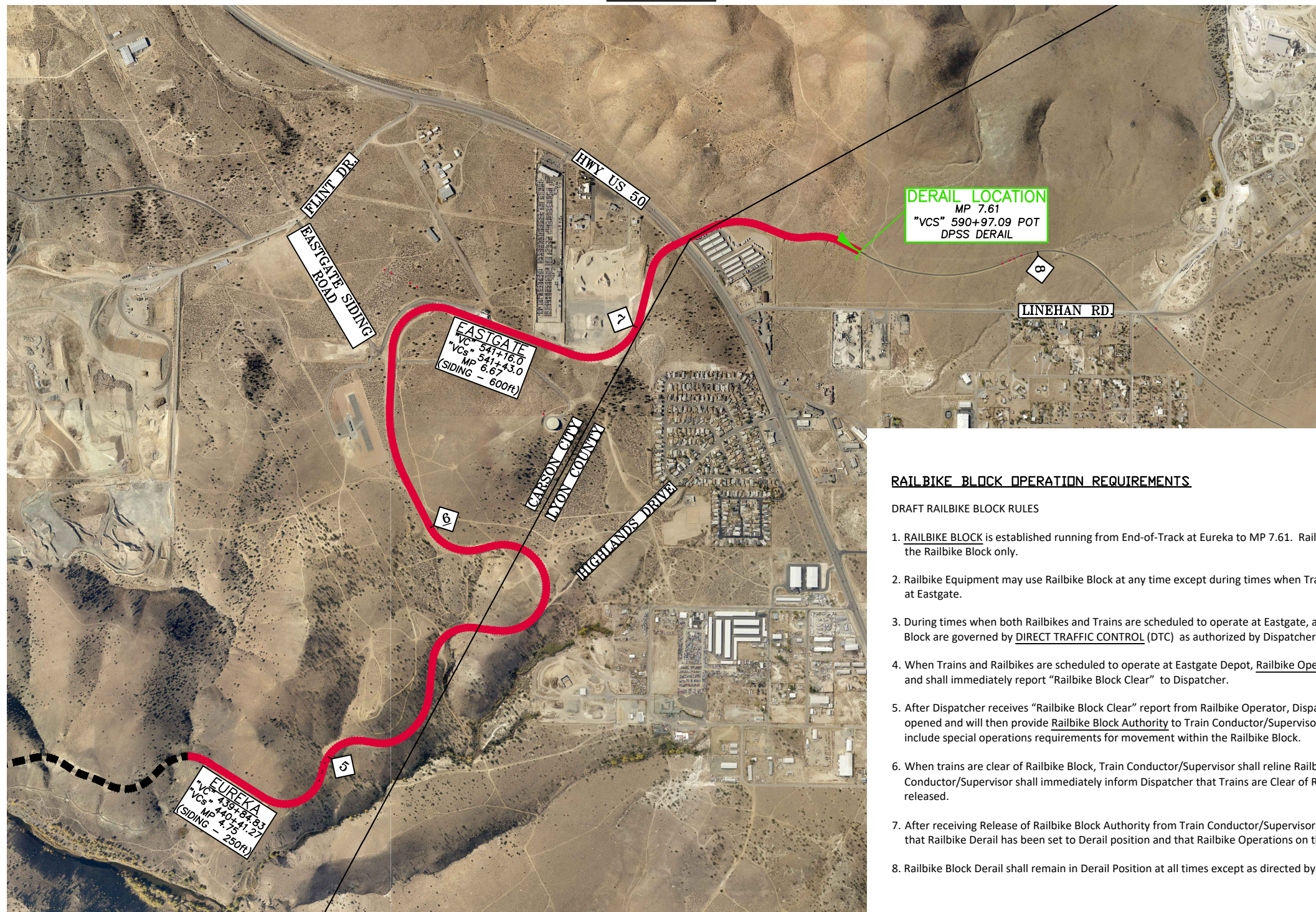
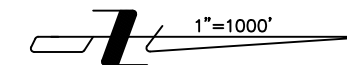
DRAFT

EXHIBIT "A"

REVISED 4/22/21

VTRW MAINLINE

TO GOLD HILL
TIMETABLE EAST



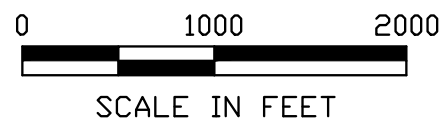
2013 AERIAL PHOTO

RAILBIKE BLOCK OPERATION REQUIREMENTS

DRAFT RAILBIKE BLOCK RULES

1. RAILBIKE BLOCK is established running from End-of-Track at Eureka to MP 7.61. Railbike and Railbike Support equipment use is limited to the Railbike Block only.
2. Railbike Equipment may use Railbike Block at any time except during times when Trains are scheduled to arrive at, depart from or operate at Eastgate.
3. During times when both Railbikes and Trains are scheduled to operate at Eastgate, all Train and Railbike movements within the Railbike Block are governed by DIRECT TRAFFIC CONTROL (DTC) as authorized by Dispatcher.
4. When Trains and Railbikes are scheduled to operate at Eastgate Depot, Railbike Operator shall ensure all Railbike Equipment is off track and shall immediately report "Railbike Block Clear" to Dispatcher.
5. After Dispatcher receives "Railbike Block Clear" report from Railbike Operator, Dispatcher shall authorize Railbike Block Derail to be opened and will then provide Railbike Block Authority to Train Conductor/Supervisor for Train to occupy Railbike Block. Dispatcher may include special operations requirements for movement within the Railbike Block.
6. When trains are clear of Railbike Block, Train Conductor/Supervisor shall reline Railbike Block Derail to Derail Position and Train Conductor/Supervisor shall immediately inform Dispatcher that Trains are Clear of Railbike Block and that Railbike Block Authority is being released.
7. After receiving Release of Railbike Block Authority from Train Conductor/Supervisor, Dispatcher shall immediately notify Railbike Operator that Railbike Derail has been set to Derail position and that Railbike Operations on the Railbike Bike Block may resume.
8. Railbike Block Derail shall remain in Derail Position at all times except as directed by Dispatcher.

INITIAL PLAN
(subject to revision by VTRW Bulletin)



RAILBIKE BLOCK PLAN

LEGEND	
RAILBIKE BLOCK - EUREKA TO MP 7.61	
PROP VTRW TRACK	
DPSS DERAIL LOCATION	

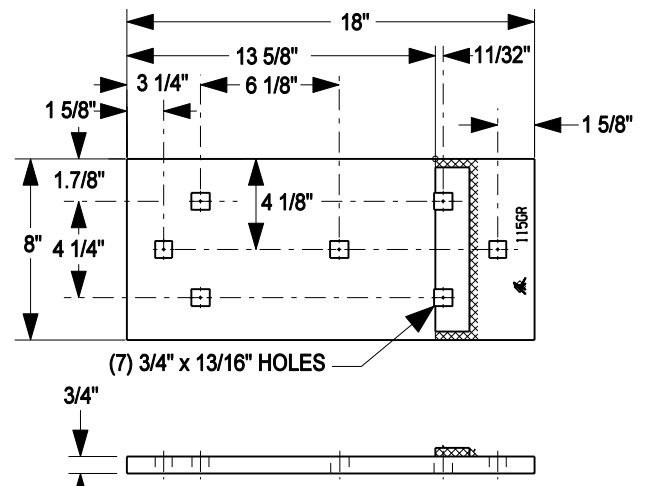
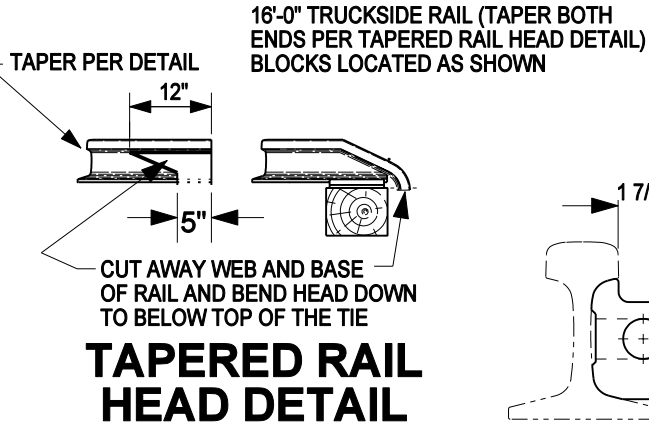
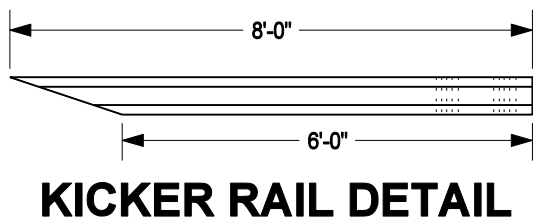
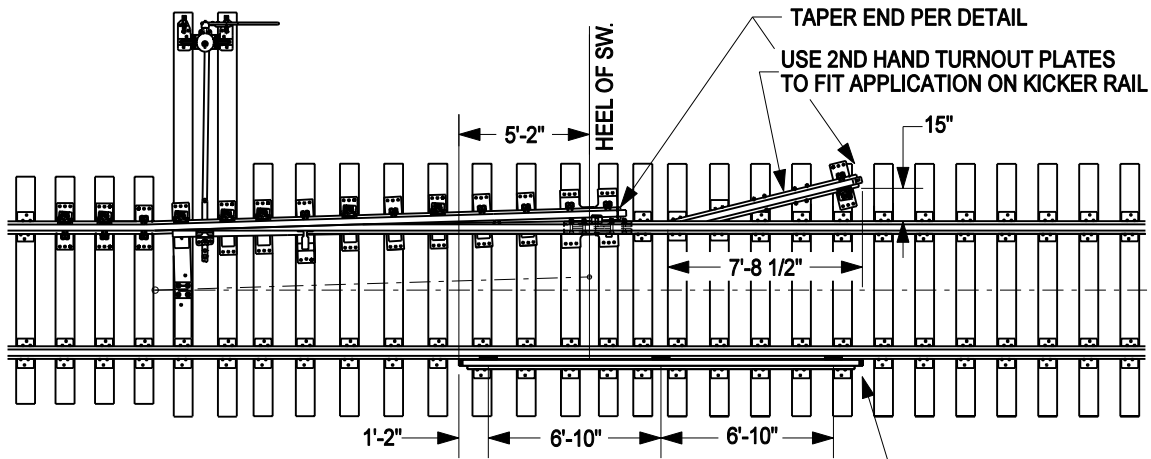
REVISION#	BY	DATE	DESCRIPTION

DRAWN BY:	KLD
CHECKED BY:	
DATE:	04/22/21
SHEET NUMBER	1 OF 1

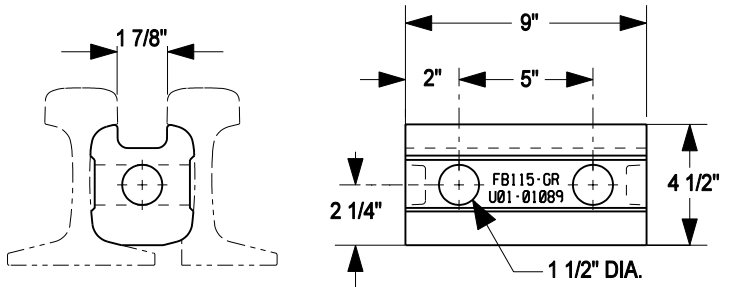
THE NEVADA COMMISSION FOR THE RECONSTRUCTION OF THE V&T RAILWAY (VTRW)	
LOCATION & DESCRIPTION:	
EASTGATE AREA - VTRW MAINLINE & SIDINGS CARSON CITY AND LYON COUNTY, NV.	

KL DORR CONSULTING LLC
2720 GOLD MINE CT.
RENO, NV 89521
(775) 721-2020
ken.dorr@gmail.com



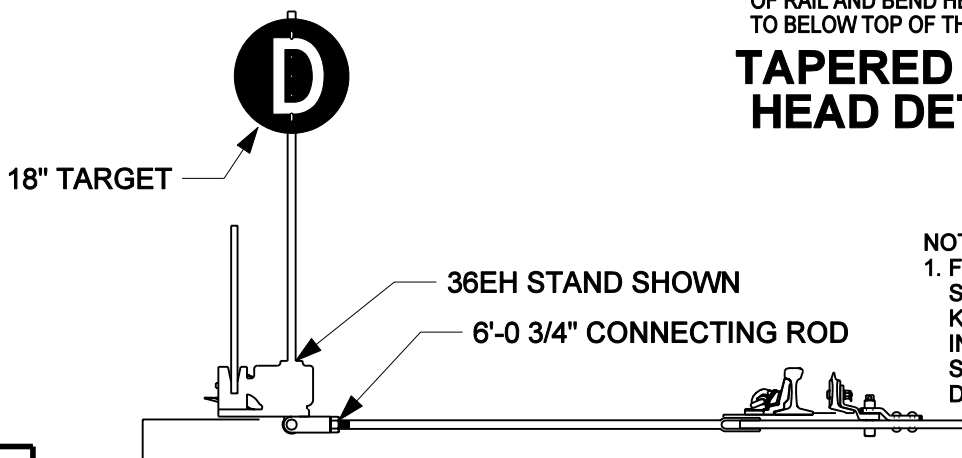


TRUCKSIDE RAIL PLATES
(PLATES SHOWN ARE FOR 6" RAILBASE)



TRUCKSIDE RAIL BLOCK DETAIL

USE BLOCK EQUAL TO THAT USED ON AREMA STYLE GUARD RAIL



- NOTES:
1. FOR TYPE 2 PROTECTION PER STD DWG 2000, TRUCKSIDE AND KICKER RAIL MUST BE INSTALLED IN CONNECTION WITH ALL SINGLE SWITCH POINT DERAILS (SEE DETAILS THIS DWG).

**UNION PACIFIC RAILROAD
ENGINEERING STANDARDS**

**SINGLE SWITCH
POINT DERAIL**

ADOPTED: OCT. 31, 2003
REVISED:
FILE NO.: 2006

STD DWG
2006

STD DWG
2006

VTRW
 MP 7.61 SPPS Derail Installation Estimate
 06.11.21

Number	RAILBIKE BLOCK CAPITAL IMPROVEMENTS							
1	SPPS Derail @ MP 7.61 (Lump Sum - Willaman)	1	\$12,000	\$12,000	\$500		\$12,500	Includes Materail and Equipment Rental
2	Railbike Block Signage(Lump Sum)	1	\$1,500	\$1,500		\$500	\$2,000	Includes Derail Warning Signs, Yard Limit Sign
TOTALS					\$13,500	\$500	\$500	\$14,500