

RTA Field Trip Attendees Tour Operations In Colorado

The Railway Tie Association picked Denver, Colo., as its central hub for its 2018 Annual Field Trip, a fantastic trek June 4-7 that took attendees to Denver, Colorado Springs and Pueblo.

The event kicked off on Monday, June 4, with a reception sponsored by RailWorks. Brewco Inc. also sponsored an evening reception on Tuesday. RTA expresses its appreciation to these two RTA members along with other sponsors Cahaba Pressure Treating, Herzog, Stella-Jones, Koppers Inc., TTCL, MiTek, Gross & Janes Co. and Missouri Tie LLC. This event was enhanced greatly through the support of these member organizations.

The following photos help describe some of the great locations and operations we visited. There are a lot of folks

to express appreciation to for such a great trip and we will conclude our article with our thanks to the sponsors, organizers and attendees.

If you missed this year's Field Trip, stay tuned to RTA.org and *Crossties* magazine for updates on the 2019 trip. ■



The crew is ready to board the Royal Gorge Route Railroad.



RTA is On The Road Again!

DAY 1

Lewis Bolt & Nut, Evraz Steel



Lewis Bolt & Nut



Movement of raw material prior to entering production.



Plant Manager Brett McIntosh shows how Lewis Bolt tooling is made completely in house for various upsetting machines.



Lewis Bolt manufactures a variety of products.



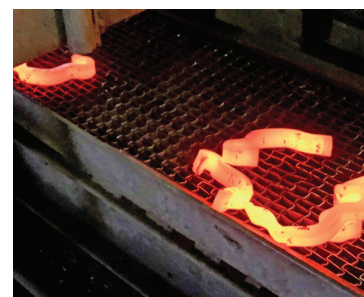
Screw spikes after final step of roll threading.



Lewis Bolt patented Evergrip® Spike.



Rail anchors after forming.



STOP 2 Evraz Steel



Our tour director for Evraz Steel, Madeline Stelter, briefs the group on safety prior to the visit.



Darek Lee of Evraz Steel discusses operations during the visit.



Blooms are loaded on the re-heat furnace charge bed.



A bloom exiting the re-heat furnace.



Blooms are being processed at the first breakdown mill stand.



A hot saw is used to cut rails to length.



Set of rolling mill finisher rolls, displaying the engraving used to create the rail brand.



Lift of rails ready to be placed in storage racks for cooling.

DAY 2 L.B. Foster, TTCl, Royal Gorge

STOP 1 L.B. Foster



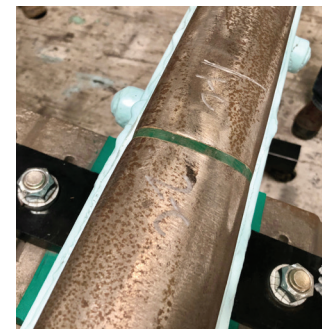
Frank Halbert, L.B. Foster-Pueblo's operations manager, greets RTA contingent and briefs them on safety and flow of the facility tour.



Halbert starts with explaining an insulated rail joint.



Ceramic end post goes between rails.



Top of rail showing end post and insulated plate.



Standard 6 hole insulated joint.



Multiple rail weights and profiles require just as many joint bars.



Deburring joint bar after being cut and drilled.



Rail being cut and drilled.



Kevlar and epoxy applied to reinforce.



Cleaning the excess prior to painting.



TTCI



TTCI's Carmen Trevizo provides an in-depth review of TTCI and its research programs and services.



Andrew Hawk describing the Vibration Test Unit (VTU), which is a computer controlled full-scale laboratory test device that can be used to evaluate suspension characteristics of rail vehicles, component and vehicle natural frequencies, ride comfort, and lading responses.



Forrest Wieder at the Security and Emergency Response Training Center (SERTC) high bay training building talking about the different housings, valves, and fittings found in both highway and rail tanks.



Open-deck bridge ties on the 65-foot span of the East Steel Bridge. The ties are Douglas fir with 10-inch-wide Progress Rail Loadmaster™ plates. Hook bolts are standard J bolts.



Open-deck bridge ties on the 55-foot span of the East Steel Bridge. The ties shown are a mixture of glue-laminated timber and Southern Yellow Pine. The fastener system is 8-inch-wide Progress Rail Loadmaster™ plates. The hook bolts are Lewis Bolt & Nut Quick-Set® hook bolts.



Standard hardwood ties with cut spikes and anchors in open track.



A closeup of the Lewis Bolt & Nut Quick-Set® hook bolt assembly. The hook bolt is inserted between the ties instead of through the ties and is set at an angle instead of the standard vertical placement. The assembly can be installed from the top of the bridge versus the typical insertion below the deck.



A closeup view of superelevated glue-laminated open-deck bridge ties on the state-of-the-art bridge. The ties have the superelevation built into the tie and are not dapped on the bottom. The deck uses the Lewis Bolt & Nut Quick-Set® hook bolt system to provide the active attachment of the deck to the bridge.



A view under the state-of-the-art bridge showing the Lewis Bolt & Nut Quick-Set® hook bolt assembly. The photo also shows the lack of dapping of the superelevated glue-laminated bridge ties. The angle of the hook bolt can be seen in the photo.



Royal Gorge Route RR



Jason Dallas enjoys the open-air car along the way.

DAY 3

OmniTRAX, BioChar NOW!, Koppers Inc.



OmniTRAX



An OmniTRAX Energy Solutions employee unloads sand from railcar onto high speed conveyor for transfer to truck.



OmniTRAX's very impressive double track transload operation.



BioChar NOW!



James Gaspard (right) of BioChar NOW! greets attendees and offers the opportunity to see and touch biochar products made at the facility.



Gaspard explains the chipping and reactors process to generate biochar from biomass feedstock.



Biomass feedstock (which could include end-of-life ties) is chipped for collection for reactors which produce the biochars.



Some of the onsite BioChar NOW! reactors in action.

**STOP
3**

Koppers Inc.



A 165-foot by 8-foot treating cylinder on site at facility.



Procured inbound ties on centerbeams heading to the tie unloader.



This facility uses stickering rather than German stacking to control air-drying speed in the drier Denver climate.



Jim Burkert, plant manager, explains the operational flow of the facility.



RTA wishes to thank all the volunteers and sponsors for their efforts and support in making this year's RTA Field Trip a great success. A special thank you to all those who attended as well!

FACILITATORS

Tim Ries of Koppers Inc. and RTA President; Carmen Trevizo of Transportation Technology Center Inc.; Bob Snyder of OmniTRAX; and MSHS Committee members and on-site staff members at the plants the group visited.

SPONSORS

Cahaba Pressure Treating, Herzog and Stella-Jones Corp., all day bus transportation; Brewco and RailWorks, receptions; Koppers Inc. and Transportation Technology Center Inc., lunches; MiTek, bus snacks; and Gross & Janes Co. and Missouri Tie LLC,

extra special general sponsorships which added much needed assistance for miscellaneous trip expenses

ATTENDEES

Claus Staalnar, American Wood Technology; Jason Feagans, Blackwood Solutions; Dennis Mirabal, BNSF Railway; Alex and Mike Goldston, Brewco Inc.; Chuck Ludwig, CHZ Technologies; Rick Embry, Embry Automation and Controls; Donna Schake, Etimine USA; Matt Seinfeld and Kristine Storm, Genesee & Wyoming Inc.; Bill Behan and Scott McBride, Gross & Janes Co.; Jeanne Olson, JH Baxter;

John Baron, Travis Gross, Tim Ries and Tim Shannon, Koppers Inc.; Matt Seal, Missouri Tie LLC; Shea Zeiser, MiTek Industries; Ken Laughlin and Canon McDonald, Nisus Corp.; Kevin Conn, Norfolk Southern; Pelle Duong, Pandrol; Jose Mediavilla, Progress Rail; Jim Gauntt, RTA; Richard Carney and Charles Friedrichs, RailWorks; Beryl Beagle, Jason Dallas, Jim Maltese, Liz Russell, Bob Schuh and David Whitted, Stella-Jones Corp.; Robert Burling and Leon Glenn, Texpar Energy; Kevin Hicks, Union Pacific; Dave Koch, Wheeler Lumber; and Mike Land, Willamette Valley Co. ■