

Railroad Fund

City of Prineville Railroad Capital Improvement Plan Fiscal Years 2020 - 2024

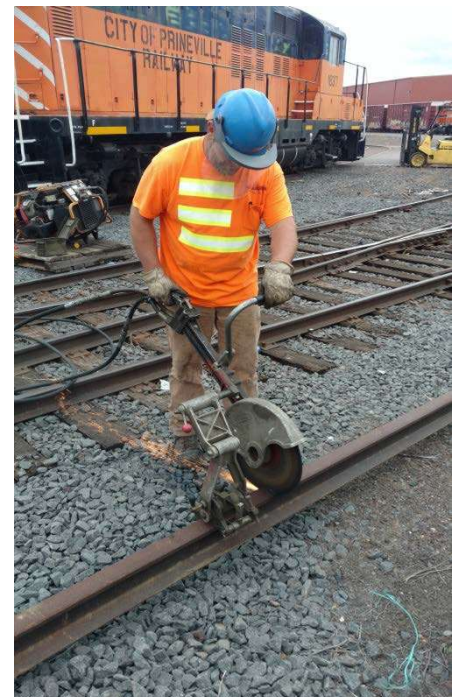
| Project Description | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|-----------|-----------|------------------------|-------------------------|-------------------------|
| Plant | | | | | |
| Truck Docks - Freight Depot Roundhouse Relocation | | | | \$ 50,000 | \$ 750,000 |
| Rolling Stock | | | | | |
| Locomotive Rebuild/Upgrade EMD GP Units Pickup | \$ 32,000 | | | \$ 40,000 \$ 35,000 | \$ 40,000 |
| Lift Truck XL80 Hyrrail Excavator/Rail Maintenance Equipment | | | | \$ 35,000 | \$ 280,000 |
| Signals / Crossing | | | | | |
| O'Neil Signal Gardner Signal Bus Evans Signal | \$ 11,000 | \$ 11,000 | | \$ 11,000 \$ 11,000 | \$ 21,000 |
| Long Lamonta Crossing Signal Long Lamonta Crossing | | | \$ 11,000 | | \$ 30,000 \$ 140,000 |
| Bridges | | | | | |
| MP 13.8 (Madras Highway Overpass) MP 16 (McKay Creek Bridge) MP 11.7 (Crooked River Bridge) | \$ 20,000 | | \$ 25,000 \$ 10,000 | \$ 25,000 \$ 10,000 | \$ 15,000 |
| Track | | | | | |
| MP 0.01 - 33rd MP 3.3 - Lone Pine Crossing 33rd - MP 3.3 MP 15 - MP 16 - All of Freight Depot Yard and Fontana Spur | \$ 30,000 | \$ 30,000 | \$ 20,000 \$ 30,000 | \$ 40,000 \$ 100,000 | \$ 60,000 \$ 500,000 |
| Total | \$ 93,000 | \$ 41,000 | \$ 96,000 | \$ 357,000 | \$ 1,836,000 |

Project Description

During the next biennium, there are several capital improvements planned. Currently the Hy-rail inspection vehicle used to do track inspections is a 2006 model and showing age. The railroad will purchase a new pickup and retrofit it with rail gear to perform routine rail inspections.

Two caps were identified as failing in the COP bridge management program. The COP purchased metal and had two caps fabricated in 2018. Metal is a stronger, long-term alternative to the current wood caps. During biennium 20-21 the Madras highway bridge will have installed the previously purchased metal caps.

Also budgeted in the next biennium is maintenance to the Bus Evans signal. It includes replacing the old PMD-2 motion detector with a new microprocessor predictor (PMD-5) system. The COP signals are a PMD-2 motion detection system that uses obsolete relays. This style of system was produced in the early 80s and three generations of systems were produced after the PMD-2. Parts and service for this style are no longer available causing issues with reliability and part availability. A new microprocessor predictor (PMD-5) system will be purchased and installed. The new style system will allow the COP to no longer need relays.



Track Maintenance at the Freight Depot