

**Train Smoke Task Force Meeting Notes**  
**January 11, 2007**  
**DRAFT**

**Present Attendees:**

Al Harper		259-0274
Andrea Seid	aseid@durangotrain.com,	259-0274
Bob Ledger	ledgerrf@ci.durango.co.us,	375-5005
Doug Muscanell		882-4273
Evan Buchanan	ebuchanan@durangotrain.com	259-0274
Jerry Swingle	jerswing@hotmail.com	247-5797
Jessey Tase	jessey_tase@yahoo.com,	375-7918
John Whitney	john.whitney@mail.house.gov,	375-3264
Julie Levy	julie@scan.org	247-9621
Karen Harbaugh	karen@muscanell.com	882-4273
Laura Lewis	laura@scan.org	247-9621
Michael Scannell	scannellmk@co.laplata.co.us	382-6210
Paul Schranck	pschranck@durangotrain.com	259-0274
Sarah Wright	sarah@animas.net,	259-1544
Steve Jackson	sjackson@durangotrain.com	247-1491
Steve Marple	marple@sprynet.com	884-0515
Wally White	WhiteWL@co.laplata.co.us,	382-6210

**Next Meeting: February 8, 2007 in the Anasazi Room at the County Courthouse**

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**Call to Order**

**Introductions**

**Update from Al Harper**

Al thanked the Task Force for all their hard work over the year. He re-stated his commitment to smoke mitigation and reduction and spoke of his desire to make progress and move forward. He and his wife, Carol, are committed to a 10% minimum reduction each year. He stated the desire to use the Wasatch report as guidance, but that many of the options were out of reach of DSNGRR's budget.

Al presented a handout on the train's financial commitment to smoke mitigation. The train will allocate \$1 million over the next 5 years for smoke reduction projects. See handout for specific details.

This money is committed to the Task Force and they must decide how to use it. It is all to be used for smoke reduction.

The Task Force discussed the possibility of leveraging these funds to find additional assistance or using the money as matching for grants. Ed mentioned that the Task Force

could help with PR for the train's efforts. Andrea mentioned prominent placement for website links on the Region 9 website. Julie and Andrea will get a press release out in the next few weeks.

Al said that he would like to see some immediate improvements in 2007 and he thinks the best options are to look at using wood pellets overnight and to move the ash pit to Silverton.

The redesign of locomotives that Wasatch is proposing as the best solution could be performed by the railroad. They will attempt to fit some of these improvements into their regular maintenance schedule.

### **Conference Call with John Rimmasch from Wasatch Railroad Contractors**

Cost Estimate Update: John provided an overview of the cost structure in the appendix to the feasibility study. He reviewed the matrix and noted that it was a "worst-case scenario" on funding based on who performed the work. He noted that costs would be higher if performed by a contractor. In addition he noted that the technical aspects of the conversion process would impact costs. The best estimate was approximately \$700,000 for the first engine, recognizing that costs will decrease with each additional engine.

The Lempor Exhaust may not work well with the wood pellets, and has best results when the firebox modifications have also been performed (gas-producer). There was lengthy discussion about concerns over mixing coal and wood. Storage issue of wood pellets and the discussion that the coal and the wood must be stored separately to prevent any inadvertent mixing of fuels. John stressed that no matter what the locomotives are burning, they will not burn efficiently until the locomotive improvements have been performed.

### **Presentation by Doug Muscanell and Karen Harbaugh**

Karen and Doug gave us a background of their operation. They are a large producer of hard-wood flooring and therefore generate a lot of waste (45-60 tons). They began exploring options to remove the waste and purchased a machine to turn their waste into "European Briquettes".

These briquettes are 100% hardwood. They have low creosote, low ash and low moisture content. They are a very viable option for an alternative solid fuel. They are nearby and reliably produce a large quantity.

Muscanell burns about 80,000 lbs a week to heat their mill. The CSU report provides good information regarding wood emissions but they pointed out that the only way to get this information is to test it in the specific engines.

DSNGRR has performed testing of the wood pellets and agrees that they could be used for overnight firing of the locomotives. Storage options still need to be investigated.

Al Harper would like to test the wood pellets for the summer season, running all locomotives on them overnight. He would like to move the ash pit up to Silverton. Al said that he has already gotten approval from Silverton to do this. He said that the money that DSNRR has committed for smoke reduction could cover these costs.

Jerry moved to spend the \$50,000 cash and \$50,000 in-kind labor for 2007 on overnight wood pellet use during the summer and moving the ash pit to Silverton. Bob seconded.

Michael said he thinks we should determine baselines to measure the improvements that are being made. There was discussion regarding benchmarks for emission levels. In order to effectively test if the wood pellets are an improvement we need to quantify the current emissions. SJBHD has performed a few tests that could potentially be used to establish this baseline. Then we can test the emissions from the wood all summer and compare.

Julie brought up concerns about moving forward so quickly without taking the time to do due diligence. She suggested that the Task Force wait until the February meeting to make any decisions in order to have time to research options.

The Task Force agreed to move forward on the wood pellets and ash pit, but decided to wait to commit funds until the scrubber options and creative financing options can be investigated. This will be further discussed and decided upon at the next meeting.

### **Funding Options**

Julie reviewed her handout on grant options and said that with the train's committed funding there will likely be more options than this.

### **Media Outreach and Website**

Andrea and Julie will put together a press release about today's meeting. Julie will work on updating the website to be more informative.

### **Congressman Salazar**

Julie drafted a letter with John Whitney for Congressman Salazar to sign and send to the Department of Energy and Environmental Protection Agency that may help look for additional resources.