

LAW OFFICES OF
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EI-18625

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410-296-2225

June 15, 2011

Mr. Chad Slider
Office of the Indiana State Historic Preservation Officer
402 West Washington Street, W274
Indianapolis, IN 46204

RE: Project information concerning the removal of the Wildcat Creek (bridge #19243) railroad bridges [ICC Docket No. AB-55 (Sub-No. 401X); DHPA #4590]

Dear Mr. Slider:

In response to our conversation yesterday, June 14, 2011, I am submitting this letter with the information that CSXT has regarding the Wildcat Creek Bridge. As I mentioned yesterday, because of the safety hazard posed by the bridge, CSXT would like to move as quickly as possible to resolve this issue.

CSXT filed for abandonment of its rail line from Delphi to Frankfort, IN [Docket No. AB-55 (Sub-No. 401X)] with the Interstate Commerce Commission (ICC, now the Surface Transportation Board – STB) on November 20, 1991. As part of that filing and its regulatory obligation, CSXT submitted a Historic Report to the Indiana State Historic Preservation Officer (SHPO) on September 17, 1991. The ICC issued a decision, service date December 31, 1991, imposing a Section 106 historic condition (Condition) on the line pending evaluation.

By letter dated November 4, 1991, CSXT was notified by the SHPO that the two bridges (#19243 and #19234) were determined to be eligible for inclusion in the National Register of Historic Places. By letter dated August 17, 1994, the SHPO responded to CSXT's attempt to mitigate the Condition by reiterating the opinion that the two bridges are historic, pointing out that if CSXT and the ICC disagreed, then the ICC had recourse to request an official determination of eligibility from the Keeper of the National Register. CSXT requested that the ICC pursue that avenue to mitigate the Condition.

In late 2007, CSXT was contacted by the Indiana Department of Transportation (InDOT) regarding the condition of the abandoned railroad bridge over Wildcat Creek (bridge #19243). InDOT requested action for what they termed a danger to navigation and public safety; however, formal notice was not given.

Subsequently, CSXT discovered that the Condition is still in effect. On July 15, 2008, CSXT again submitted a request and documentation for mitigation of the Condition. A response from the SHPO, dated August 14, 2008, once again stated that the bridges meet the criteria of

Mr. Chad Slider
June 15, 2011
Page 2

eligibility for inclusion in the National Register, and “that the proposed demolition would adversely affect the characteristics that qualify them for inclusion in or eligibility for the National Register.”

Since 2008, CSXT has received additional complaints about the condition of the bridge over Wildcat Creek and pleas to have it removed. CSXT believes that both bridges are liabilities and need to be dismantled. The track and rail materials have been removed – only the bridge structures remain. One of the Wildcat Creek Bridge piers is leaning and has the significant potential to fall.

Furthermore, CSXT maintains that deck plate girder bridges such as these two bridges are a common design still being built and used today by railroads and highway departments.

For your use, CSXT is including a copy of the package submitted with its letter of July 15, 2008. Recent photos of the Wildcat Creek Bridge (#19243), taken on March 12, 2011 are included. The older photos were previously submitted on 75-year archival paper. Because of the damage to the Wildcat Creek Bridge, the safety hazard that it poses, and the similarity in structure to many other bridges, CSXT asks that you find the bridge no longer eligible for inclusion on the Historic Registry

Thank you for your assistance in resolving this Section 106 Historic Condition. If you have any questions, please contact me.

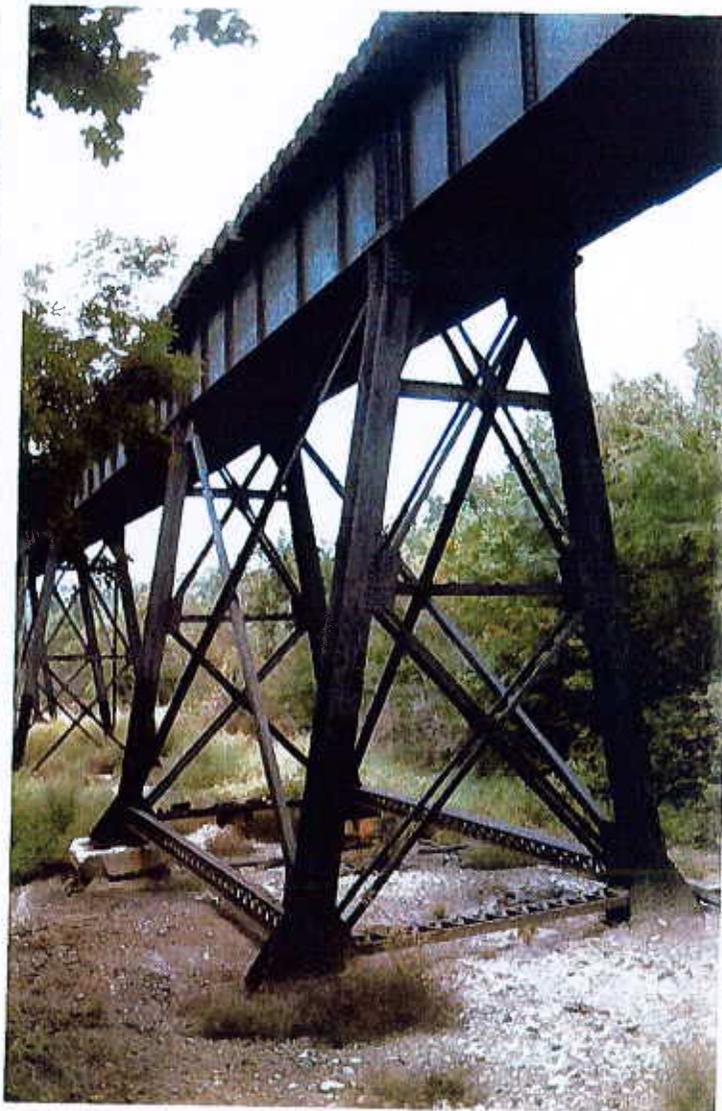
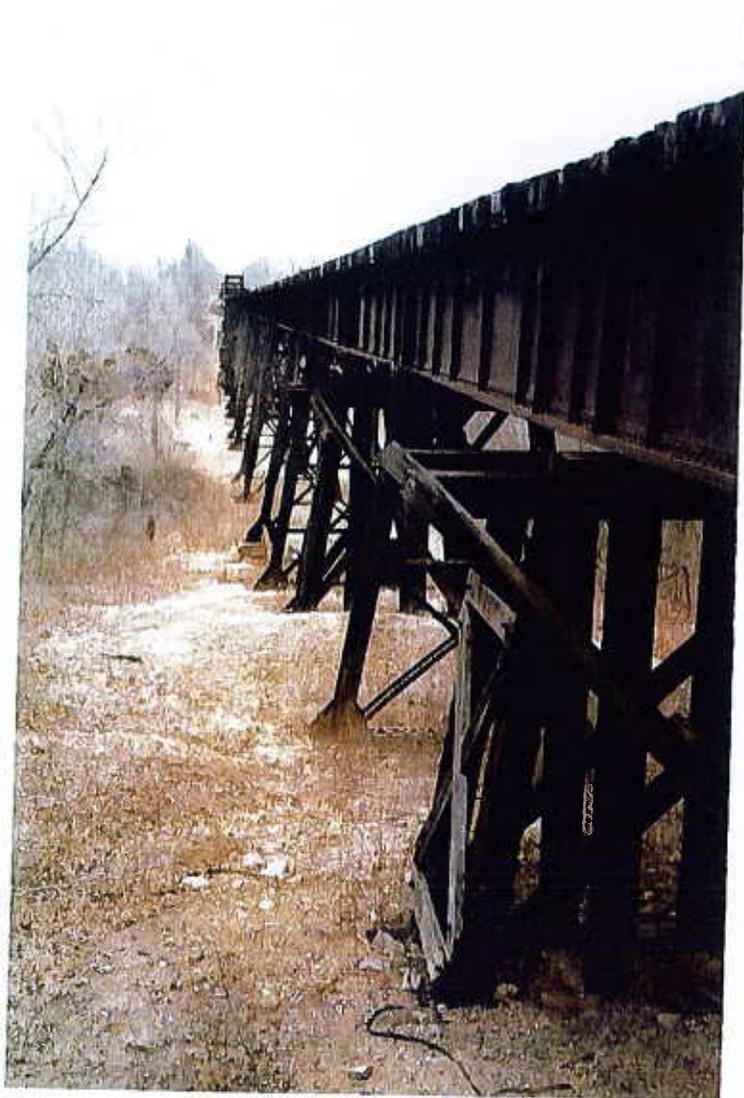
Sincerely,

Melanie Yasbin



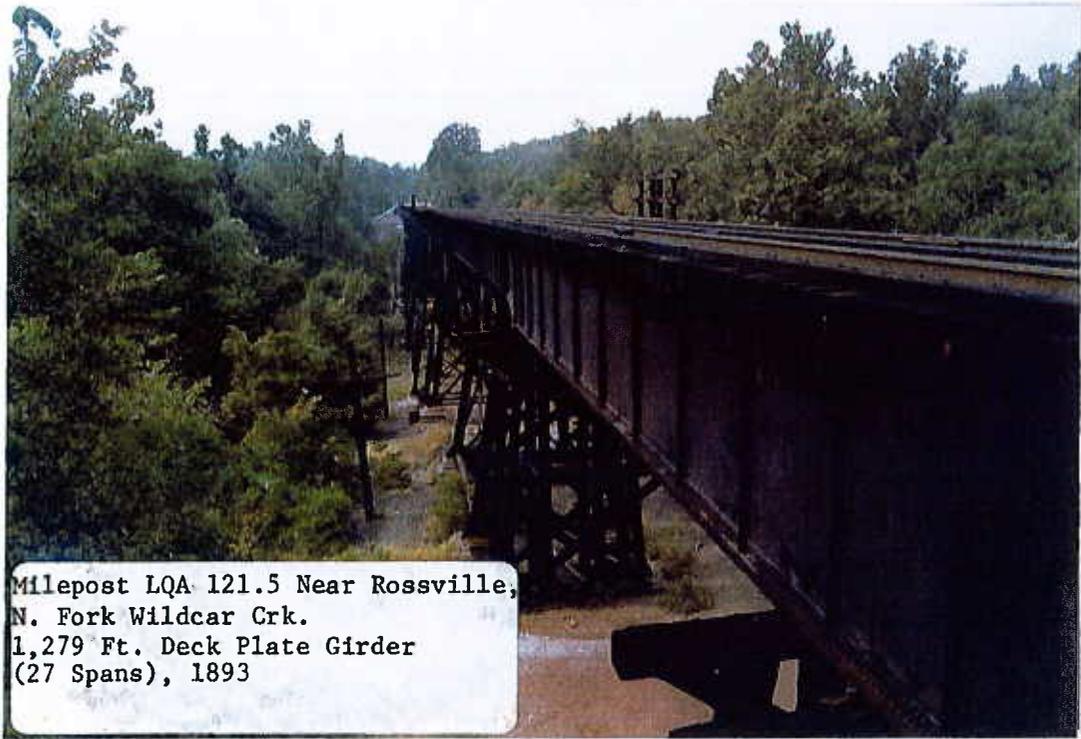
Attachments

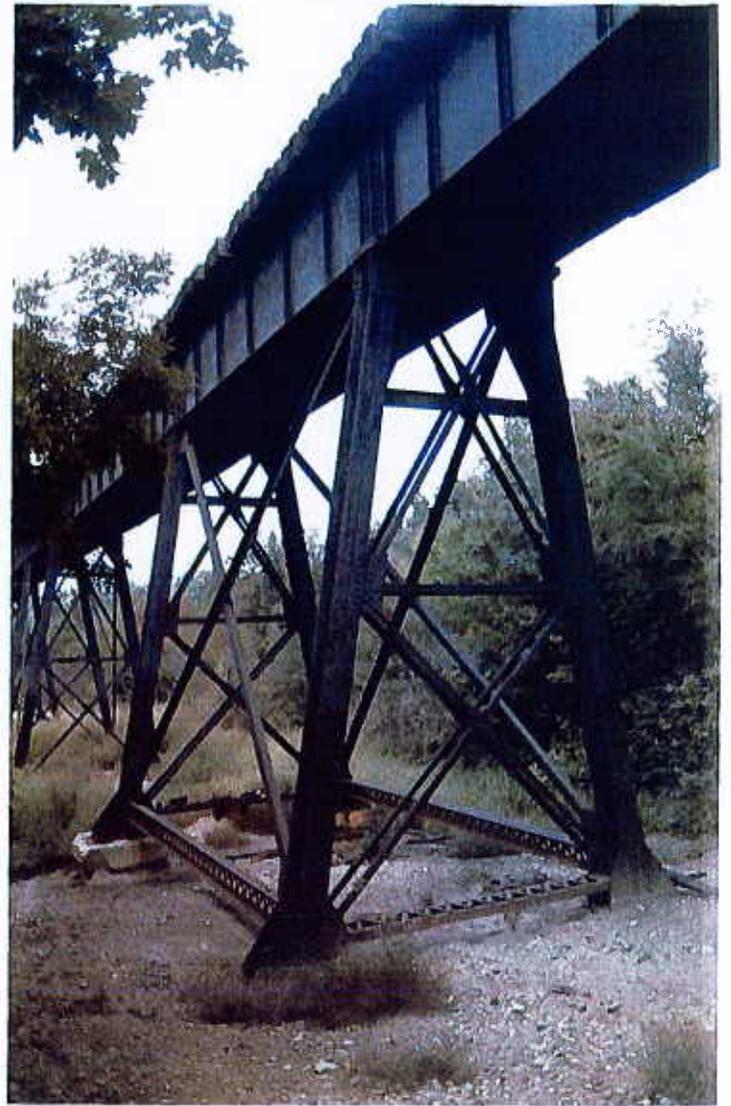
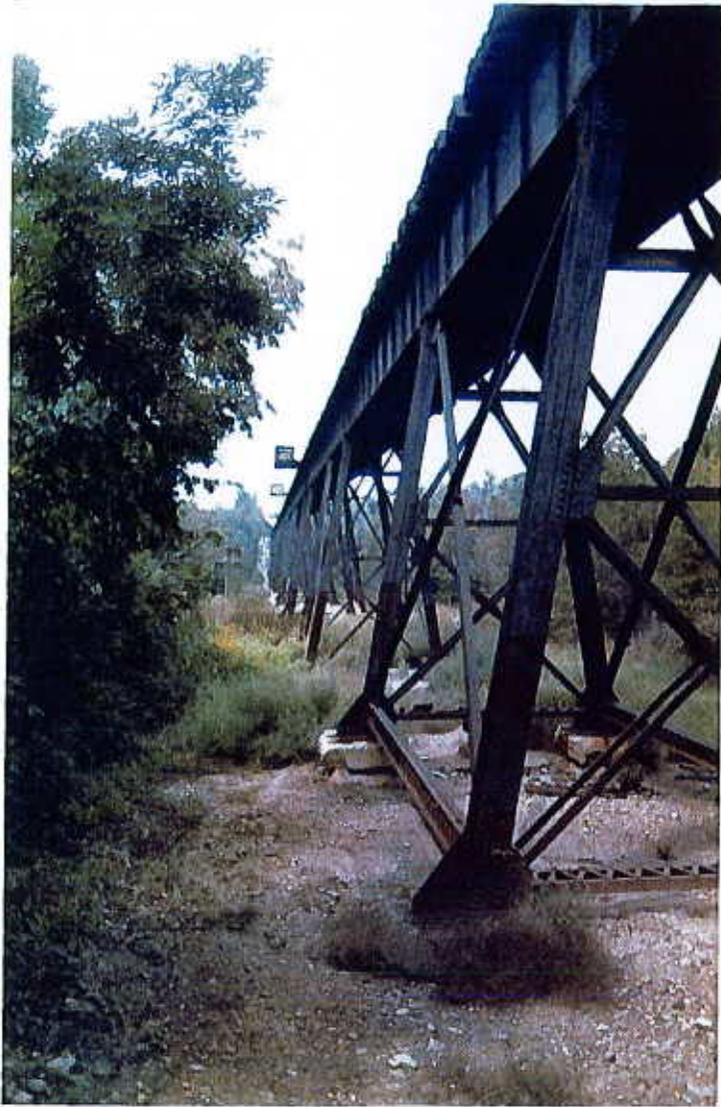
cc: Ms. Bobbie League, Director Network & Joint Facility Services, CSXT
Mr. Ken Blodgett, STB



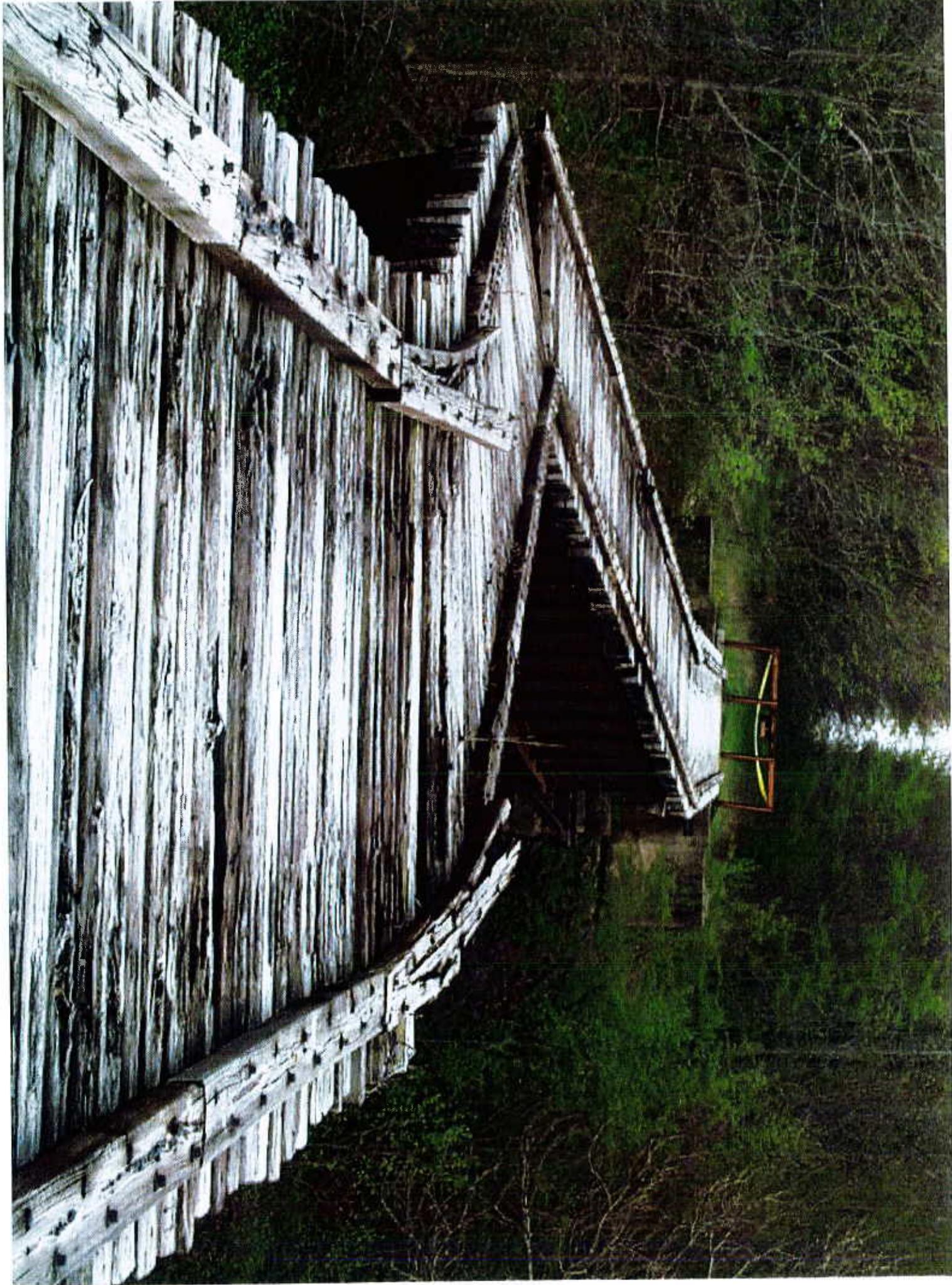
CSXT Bridge 19243
Railroad Milepost 0QA 121.5
Owasco, Carroll County, Indiana
07/15/2008







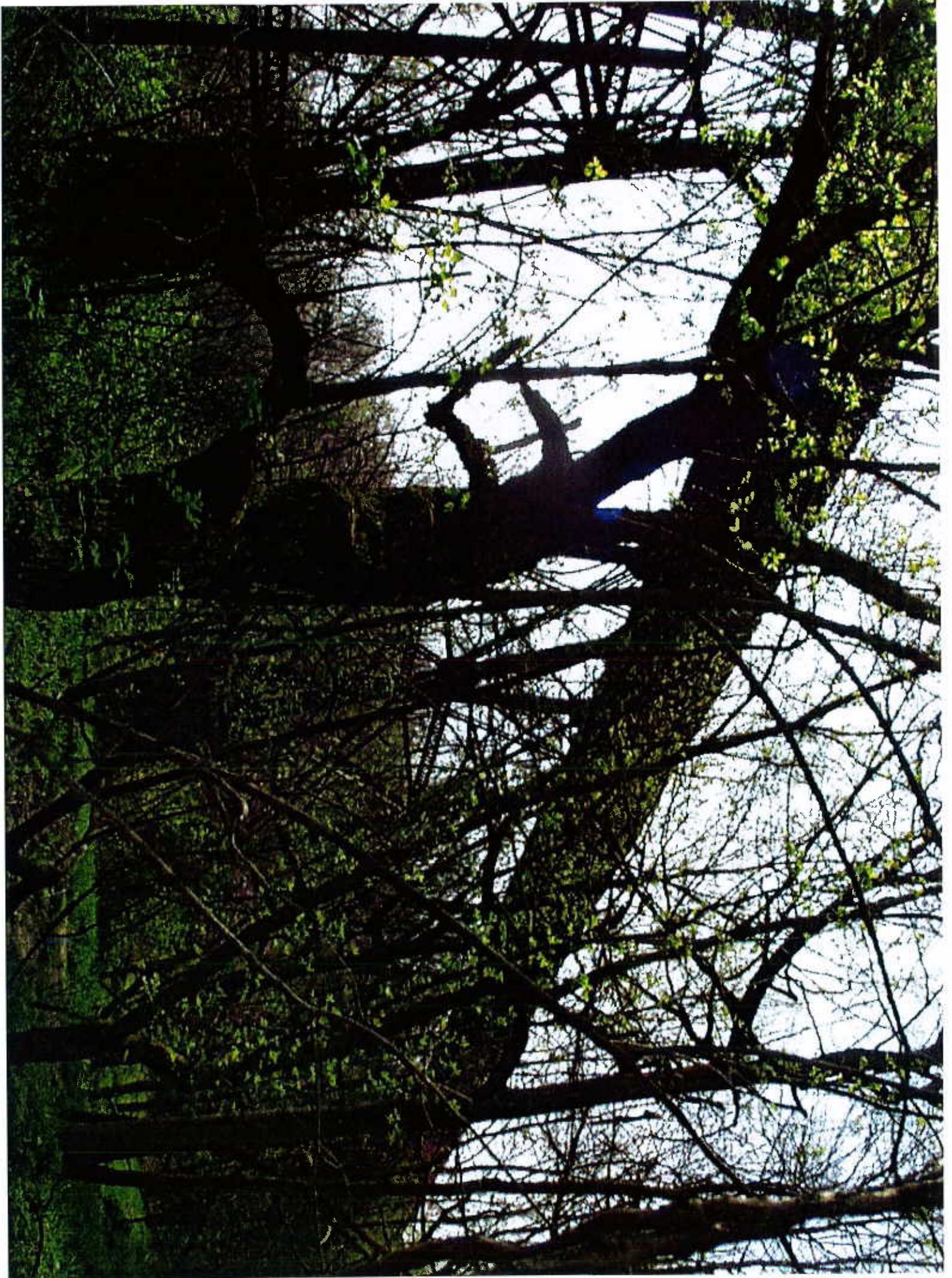
Photographs of the
Wildcat Creek Bridge
taken on March 12,
2011



















Dave Geraci
Manager – Network Rationalization

500 Water Street – J200
Jacksonville, FL 32202
Tel. (904) 633-1068
Fax (904) 245-2226
E-Mail: dave_geraci@csx.com

July 15, 2008

Ms. Miriam Widenhofer
Office of the Indiana State Historic Preservation Officer
402 West Washington Street
Room W256²⁷⁴
Indianapolis, IN 46204 (317) 233-3883

RE: CSX Transportation, Inc.
Wildcat Creek & Deer Creek Bridges
Docket AB-55 (Sub-No. 401X)

Dear Ms. Widenhofer:

Thank you for assisting me in evaluating this long overdue project. For purposes of reference, clarification and request, I will briefly outline the situation as we are today.

CSXT filed for abandonment of its rail line from Delphi to Frankfort, IN (Docket AB 55 Sub No. 401) with the Interstate Commerce Commission (ICC now the Surface Transportation Board – STB) on November 20, 1991. As part of that filing and its regulatory obligation, CSXT submitted a Historic Report to Dr. James Glass of the Indiana State Historic Preservation Office on September 17, 1991.

It appears, even though our records do not indicate, that Dr. Glass informed CSXT and the ICC that certain rail properties on the right-of-way may be eligible for listing in the National Register of Historic Places. The ICC issued a decision Dated December 31, 1991 imposing a Section 106 (historic condition) on the line until the matter was evaluated. (Attached)

Recently, CSXT has received a request from the Indiana Department of Transportation to evaluate the removal of this structure. Upon reviewing the file and consulting with the STB Section of Environmental Analysis (SEA), it has been discovered that the Section 106 condition issued on December 31, 1991 is still in effect.

Based on time elapsed, CSXT is submitting the enclosed information package and requests your re-evaluation of the structures.

The information package for each structure includes the following:

- CSXT Inventory Form
- Topo Maps with bridge location identified
- CSXT Engineering Bridge Schematic
- Local.Live (satellite) area overview map
- Color photographs on 75-year archival photo paper

I would greatly appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to be "D. Blodgett", written over a horizontal line.

Attachments

Copy: Mr. Ken Blodgett, STB - SEA, 395 East Street, SW, Washington, DC
20423-0001

EC

SERVICE DATE

JAN 3 1992

INTERSTATE COMMERCE COMMISSION

CERTIFICATE AND DECISION

Docket No. AB-55 (Sub-No. 401)

CSX TRANSPORTATION, INC.--ABANDONMENT--
BETWEEN DELPHI AND FRANKFORT, IN

Decided: December 31, 1991

On November 20, 1991, CSX Transportation, Inc. (CSXT) filed an application under 49 U.S.C. 10903, et seq., to abandon its 25.28-mile line of railroad between milepost QA-112.22 at Delphi and milepost QA-137.50 at Frankfort, in Carroll and Clinton Counties, IN. The Brotherhood of Locomotive Engineers (BLE) and the Railway Labor Executives' Association (RLEA) filed comments requesting the imposition of labor protection.

Under 49 U.S.C. 10904(b), the Commission must grant an application for abandonment unless a protest is received within 30 days after the application is filed. Because no protests to the application have been filed, CSXT's application will be granted.

CSXT has submitted an environmental report with its application and has notified the appropriate Indiana agency of the opportunity to submit information concerning the energy and environmental impact of the proposed action. See 49 CFR 1105.11. The Commission's Section of Energy and Environment (SEE) has examined applicant's environmental report, verified the data it contains, and analyzed the probable effect of the proposed action on the quality of the human environment. Based upon SEE's recommendations, we conclude that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or conservation of energy resources.

The Indiana State Historic Preservation Officer has informed SEE that certain rail properties on the right-of-way may be eligible for listing in the National Register of Historic Places. SEE therefore recommends that a condition be imposed requiring CSXT to retain its interest in and take no steps to alter the historic integrity of bridges 113.0 and 121.5 spanning Deer Creek and Wildcat Creek, and the Depot at Frankfort, IN, until completion of the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470. The condition recommended by SEE will be imposed.

SEE also concluded that the right-of-way may be suitable for alternative public use following abandonment. However, since no one requested the imposition of a public use condition, none will be imposed.

BLE and RLEA have requested labor protection for affected employees. In approving this abandonment, we must ensure that affected rail employees are adequately protected. 49 U.S.C. 10903(b)(2). We have found that the conditions imposed in Oregon Short Line R. Co. - Abandonment - Goshen, 360 I.C.C. 91 (1979) (Oregon III), satisfy these statutory requirements. RLEA requests modification of these conditions. Because they have not presented any evidence to support modification, we will impose the Oregon III conditions in their standard form.

We find:

1. Abandonment of the line will not result in a serious adverse impact on rural and community development.

2. The property is suitable for other public purposes.
3. This action will not significantly affect either the quality of the human environment or energy conservation.

It is certified:

The present and future public convenience and necessity permit abandonment of the above described line of railroad. This authorization is subject to: (1) the employee protective conditions imposed in Oregon Short Line R. Co. - Abandonment - Goshen, 360 I.C.C. 91 (1979); and (2) the condition that CSXT retain its interest in and take no steps to alter the historic integrity of bridges 113.0 and 121.5 spanning Deer Creek and Wildcat Creek, and the Depot at Frankfort, IN, until completion of the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470.

It is ordered:

1. These findings will be published in the Federal Register on January 8, 1992. An offer of financial assistance for rail service to continue must be received by the railroad and the Commission by January 21, 1992. The offeror must comply with 49 U.S.C. 10905 and 49 CFR 1152.27(c).
2. Offers and related correspondence to the Commission must refer to this proceeding. The following notation must be typed in bold face on the lower left-hand corner of the envelope:
"Rail Section, AB-OFA."
3. Subject to conditions set forth above, and provided no offer for continued rail operations is received, applicant may abandon the line after the effective date of the certificate. If applicant agrees to negotiate an interim trail use agreement for the line and a Certificate of Interim Trail Use (CITU) is issued, applicant must not abandon the line or salvage materials until permitted under the terms of the CITU.
4. If applicant abandons the line, it may cancel its tariffs for this line on not less than 10 days' notice to the Commission. The cancellation tariffs must refer to this certificate and decision by date and docket number.
5. The certificate and decision shall be effective February 3, 1992, unless otherwise ordered by the Commission.

By the Commission, Chairman Philbin, Vice Chairman Emmett, Commissioners Simmons, Phillips, and McDonald.

Sidney L. Strickland, Jr.
Secretary

(SEAL)



August 14, 2008

Dave Geraci
Manager, Network Rationalization
CSX Transportation
500 Water Street, J200
Jacksonville, Florida 32202

Federal Agency: Surface Transportation Board

Re: Project information concerning the removal of the Wildcat Creek (bridge #19243) and Deer Creek (bridge # 19234) railroad bridges (Docket AB-55 [Sub-No.401X]; DHPA #4590)

Dear Mr. Geraci:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated July 15, 2008 and received on July 16, 2008 for the above indicated project in Clay and Deer Creek townships, Carroll County, Indiana.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. No archaeological investigations appear necessary provided that all project activities remain within areas disturbed by previous construction.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

In regard to buildings and structures, we have identified the following property within the probable area of potential effects, and we believe that it meets the criteria of eligibility for inclusion in the National Register of Historic Places due to its historical and architectural significance:

L&N Railroad Bridge (B121.5) carried the Louisville & Nashville Railroad over the north fork of Wildcat Creek (CSXT Bridge 19243). The 1278' bridge contains twenty-seven spans, of which the most notable is 83' in length. Built circa 1893, it is significant as one of the oldest rail viaducts in the state and served as an important link for the Monon rail line between Chicago and Indianapolis.

In addition, we have identified the following property listed in the National Register of Historic Places within the probable area of potential effects:

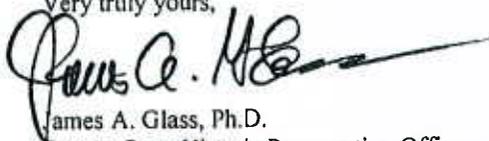
L&N Railroad Bridge (B113.0) "High Bridge" carried the Louisville & Nashville Railroad over Deer Creek (CSXT Bridge 19234). High Bridge was built 1881-2, rebuilt in 1892 and modified in 1914. The 853' bridge includes some of the longest spans for a railroad bridge in the state and the modifications in 1914 attest to the ongoing importance of the Monon route as the most important passenger line between Chicago and Indianapolis. High Bridge was listed as a contributing resource to the Deer Creek Valley Rural Historic District, December 19, 2002.

Dave Geraci
August 14, 2008
Page 2

Based upon the information provided to our office, we believe that the proposed demolition of the above identified historic properties would adversely affect the characteristics that qualify them for inclusion in or eligibility for the National Register (*see* 36 C.F.R. § 800.16[i]). Assuming the Surface Transportation Board believes that a finding of adverse effect is appropriate, then it will be necessary for the Surface Transportation Board to notify the Advisory Council on Historic Preservation of their finding by providing documentation in 36 C.F.R. § 800.11(e) and proceed to consult with the Indiana SHPO and all consulting parties to develop and evaluate alternatives or modifications to the project that could avoid, minimize, or mitigate effects on historic properties as stated in 36 C.F.R. § 800.6(a)(1).

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Cathy Draeger at (317) 234-3791 or cdraeger@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #4590.

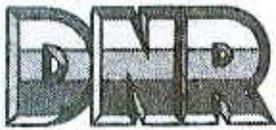
Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CLD:CWS:cws

cc: Ken Blodgett, Surface Transportation Board
cmc: Blythe Semmer, Advisory Council on Historic Preservation



Recd
8-22-94

INDIANA DEPARTMENT OF NATURAL RESOURCES

PATRICK R. RALSTON, DIRECTOR

Division of Historic Preservation
and Archaeology
402 W. Washington St., Rm. 274
Indianapolis, Indiana 46204
317-232-1646

August 17, 1994

Barbara J. Harris
Assistant Project Manager
Asset Management
CSX Transportation
500 Water Street
Jacksonville, Florida 32202

Dear Ms. Harris:

We have reviewed the draft memorandum of agreement (MOA) for the abandonment of the CSXT rail line from Delphi, Carroll County, to Frankfort, Clinton County, in Indiana.

As we indicated in our December 4, 1991, letter to you, we believe that Bridges Br 113.0 and Br 121.5 in Carroll County are eligible for inclusion in the National Register of Historic Places based on our reasoning stated there. If the railroad and the ICC disagree with our opinion, then the ICC's recourse is to request an official determination of eligibility from the Keeper of the National Register (see 36 CFR Part 63, copy enclosed). And as you are aware, we believe that the Frankfort Depot is also eligible for the National Register.

We note that CSXT is not convinced that this undertaking will result in an adverse effect on the two bridges and the depot. We refer you to 36 CFR 800.9(b)(1) and (5). If CSXT either demolishes the historic properties or transfers ownership, without protective covenants, to another party, then by definition either of those activities is considered an adverse effect.

The documentation provided to us meets the requirements of 36 CFR 800.8(b). However, that documentation is for the purpose of evaluating the significance of properties and the assessment of the effect of a project on a historic property. We believe that if any of the properties will be demolished or removed, more systematic documentation of that property should be done according to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards as mitigation of the adverse effect. Typically HABS/HAER documentation is the minimum mitigation that we would expect for a historic property that will be demolished.

"EQUAL OPPORTUNITY EMPLOYER"



Barbara J. Harris
August 17, 1994
Page 2

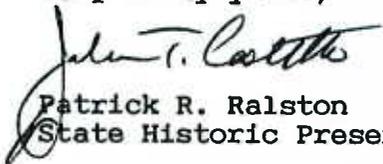
If the railroad and the ICC do not agree with us that HABS/HAER documentation is appropriate mitigation, then we suggest the ICC immediately request the comments of the Advisory Council on Historic Preservation on that issue. By copy of this letter we are advising the Council of the status of our consultation so that the Council, if it chooses, may enter into the consultation process at this point.

Although we acknowledge that publication in the Federal Register is sometimes deemed to be legally sufficient notice, as a practical matter, we do not believe that the parties who would be interested in historic properties such as these rely on the Federal Register for such notification. Typically in Indiana we would instead expect that historic properties be offered through at least one local newspaper and at least one state-wide newspaper, such as the Indianapolis Star or the Indianapolis News.

Because of our belief that the mitigation proposed in your draft MOA is inadequate, we decline your invitation to sign the MOA at this time.

If you have any questions, please do not hesitate to call our office.

Very truly yours,



Patrick R. Ralston
State Historic Preservation Officer

PRR:SBG:sbg

Enclosure

cc: Don L. Klima, Advisory Council on Historic Preservation
Harold Woodruff, Mayor of Frankfort
James L. Cooper, Ph.D., DePauw University
Mark Dollase, Historic Landmarks Foundation of Indiana

CSXT Inventory Form

LOCATION
CSXT Railroad Milepost OQA 113.0

COMMON NAME/HISTORIC NAME
Bridge 19234

TOWN
Delphi, IN

COUNTY
Carroll

BUILDER
Chicago, Indianapolis & Louisville Railway *

CONSTRUCTION DATE
1920

USE/FUNCTION
Railroad bridge

USGS QUADRANGLE NAME
Delphi (IN) (Photo revised 1979)

PRESENT OWNER
CSX Transportation, Inc.

ADDRESS
500 Water Street, Jacksonville, FL 32202

GENERAL CONDITION
Abandoned (non operating, out of service, track removed)

DESCRIPTION OF PROPERTY
This structure is a single track 823-foot long deck plate girder (steel) bridge with a timber deck crossing Deer Creek (waterway).

HISTORICAL/CULTURAL SIGNIFICANCE
CSXT is not aware of any significance or uniqueness of this structure. To our knowledge, the line segment is not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

BIBLIOGRAPHICAL REFERENCES
Internal CSXT records, valuation maps, engineering drawings/sketches

FORM PREPARED BY
Dave Geraci - Manager, Network Rationalization
500 Water Street - J200, Jacksonville, FL 32202
(904) 633-1068 dave_geraci@csx.com

DATE
July 15, 2008

NOTES
*The Chicago, Indianapolis and Louisville Railway Company was chartered by the state of Indiana in 1897. It was a through route, which included passenger traffic to Indianapolis from Chicago through Monon.

The line eventually became part of the Monon Railway which became part of the Louisville & Nashville Railway (L&N). In 1982, the L&N and Seaboard Coast Line Railroad merged, forming the Seaboard System. The Seaboard System merged in 1987 with the Chessie System to become CSX Transportation.

CSXT received ICC abandonment authority for this line segment effective February 3, 1992 under Docket AB 55 Sub No. 401.

CSXT Inventory Form

LOCATION
CSXT Railroad Milepost OGA 121.5

COMMON NAME/HISTORIC NAME
Bridge 19243

TOWN
Owasco, IN

COUNTY
Carroll

BUILDER
Chicago, Indianapolis & Louisville Railway *

CONSTRUCTION DATE
1910

USE/FUNCTION
Railroad bridge

USGS QUADRANGLE NAME
Pyrmont (IN) (1961)

PRESENT OWNER
CSX Transportation, Inc.

ADDRESS
500 Water Street, Jacksonville, FL 32202

GENERAL CONDITION
Abandoned (non operating, out of service, track removed)

DESCRIPTION OF PROPERTY
This structure is a single track 1,276-foot long deck plate girder (steel) bridge with a timber deck crossing the North Fork Wildcat Creek (waterway).

HISTORICAL/CULTURAL SIGNIFICANCE
CSXT is not aware of any significance or uniqueness of this structure. To our knowledge, the line segment is not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

BIBLIOGRAPHICAL REFERENCES
Internal CSXT records, valuation maps, engineering drawings/sketches

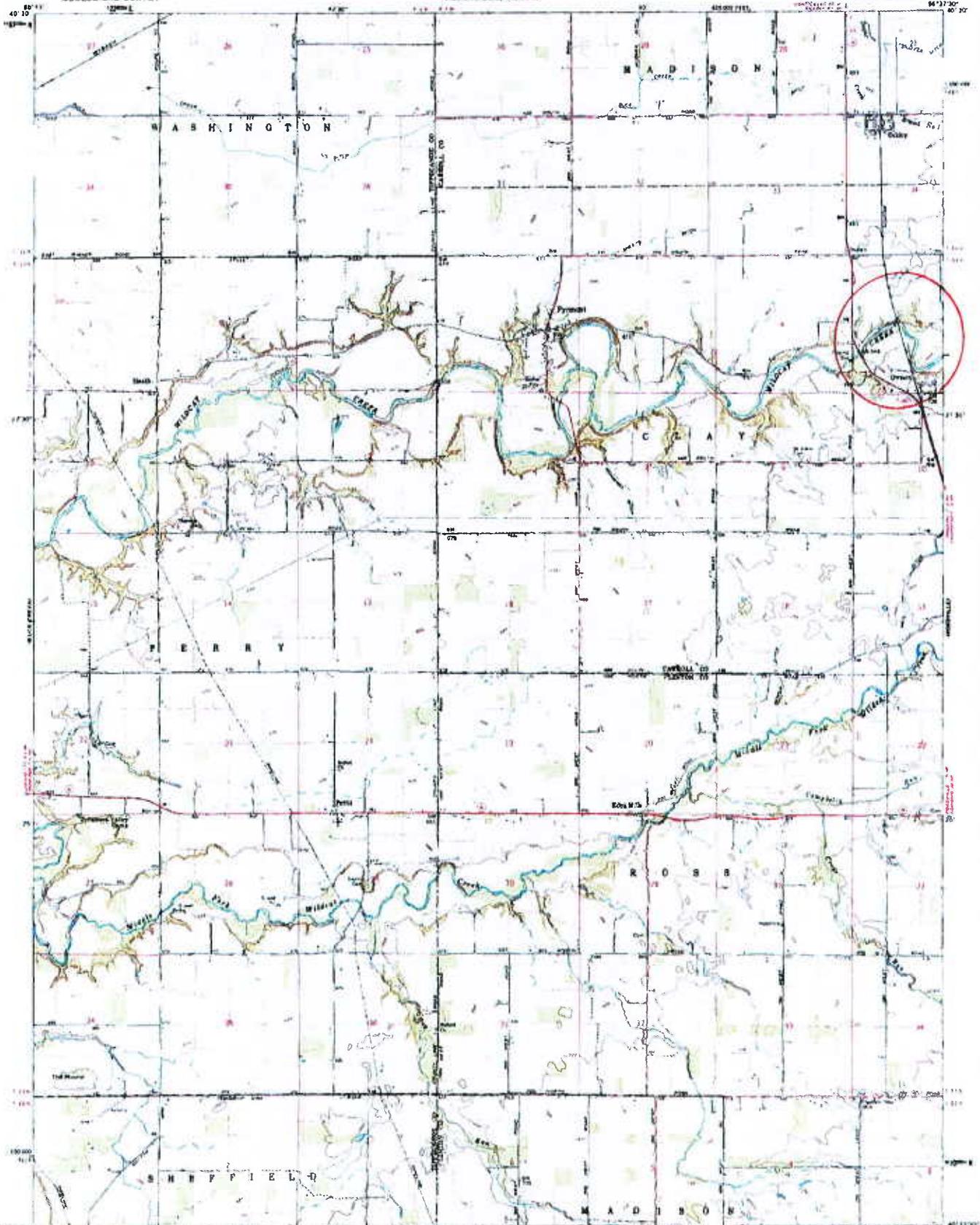
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(904) 633-1068 dave_geraci@csx.com

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July 15, 2008

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The line eventually became part of the Monon Railway which became part of the Louisville & Nashville Railway (L&N). In 1982, the L&N and Seaboard Coast Line Railroad merged, forming the Seaboard System. The Seaboard System merged in 1987 with the Chessie System to become CSX Transportation.

CSXT received ICC abandonment authority for this line segment effective February 3, 1992 under Docket AB 55 Sub No. 401.



Map compiled and published by the Geological Survey
Scale 1:24,000
Photography by photogrammetric methods from aerial
photographs taken 1950 (air checked 1961)
Projection: projection 1927 North American datum
Contour interval 20 feet
Elevation in feet above mean sea level
Map compiled from aerial photographs and other data
generally within aerial photographs. This information is unverified



ROAD CLASSIFICATION

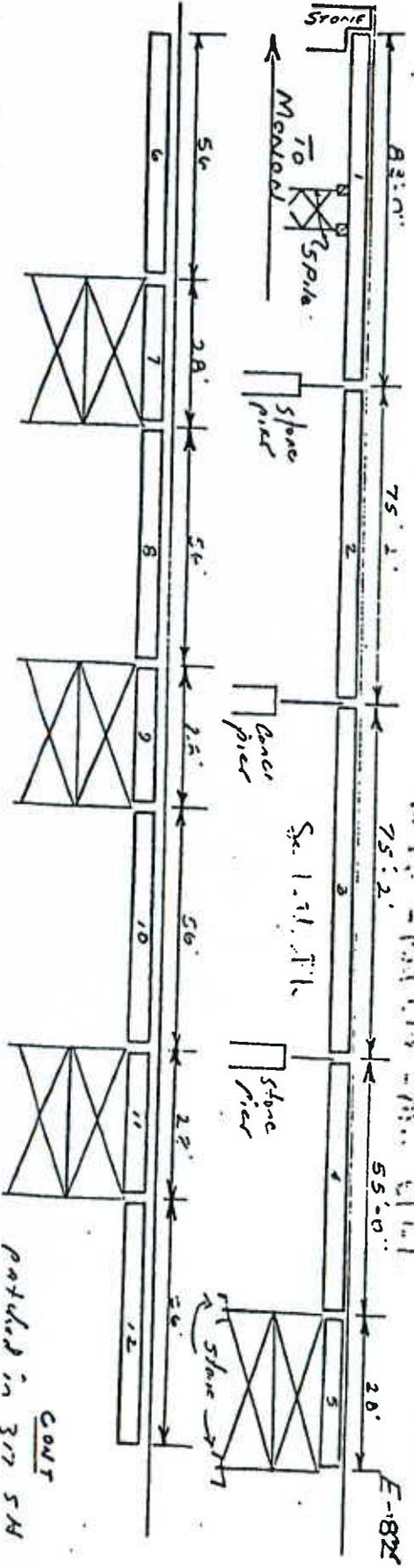
Highway	Light Rail
Major Road	Unimproved Road
U.S. Road	State Road

THIS MAP COMPLETES A SET OF MAPS OF THE PYRMONT QUADRANGLE
FOR SALE BY THE GEOLOGICAL SURVEY, WASHINGTON, D.C.
AND INDIANA DEPARTMENT OF CONSERVATION, INDIANAPOLIS, INDIANA
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

PYRMONT, IND.
44225-44235-11
1961

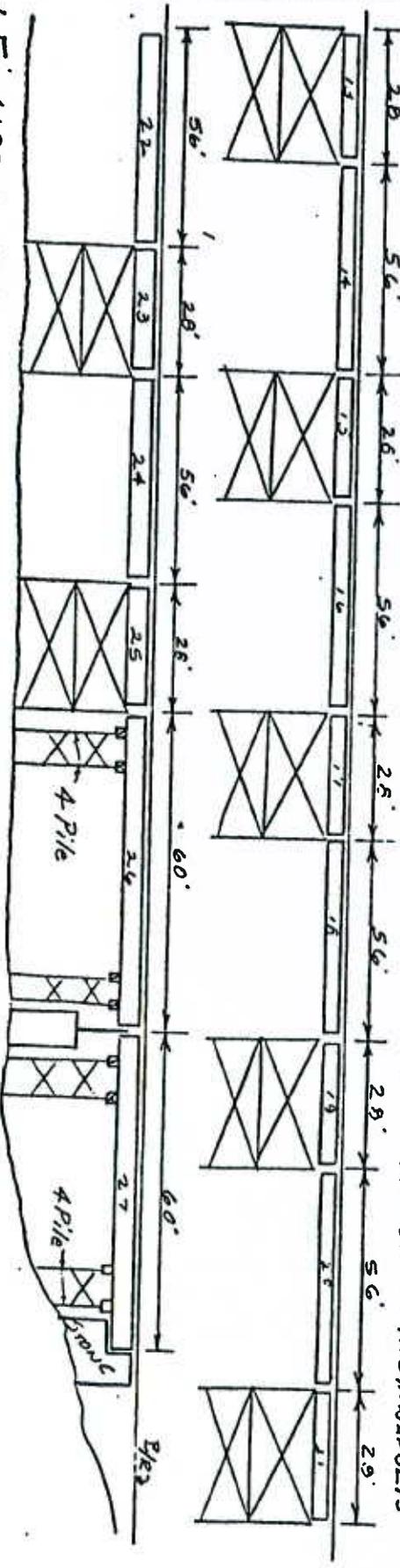
BR B121.5 OVER
NORTH FORK WILDCAT CR.

MONON DIVISION
72



LF-41030-135
ALIGN TANGENT
BENTS STEEL TOWERS & STONE MASONRY
27 STEEL DECK GIRDERS
1278'-6" OVERALL LENGTH
8x10" OAK TIES (used)
MONON DIVISION
MONON TO INDIANAPOLIS

BR# B121.5 OVER
NORTH FORK WILDCAT CR
MONON DIVISION
MONON TO INDIANAPOLIS



LF-41030-135
ALIGN - TANGENT
BENTS - STEEL TOWERS & STONE MASONRY
27 STEEL DECK GIRDERS
1278'-6" OVERALL LENGTH
Open Deck
8x10" OAK TIES (used)
STEEL TOWER
APPROVED 5-29-82
000-3-12

BRIDGE

Location

Bridge Key 19243
 Prefix 0QA
 Milepost 121.50
 Sequence 0
 Bridge Number 121.5
 Crossing N.Fork Wildcat Creek
 Road
 Division
 Subdivision
 Branch
 Service Route
 State
 County Carroll
 Town Rossville
 Timetable Direction
 Milepost Direction

Bridge Status

Status Abandoned in Place
 Inspection Status Current

Superstructure Types

01. Deck Plate Girder

Deck Types

01. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 27
 Total Length 1,276' 4"
 Under-clearance (ft) 75' 0"
 Year Built 1910
 Built By Monon

Responsibility

Roadmaster Code
 Roadmaster RACF
 Bridge Manager
 Bridge Inspector
 Plans Filed N

Inspection Summary

No Inspection Information Found
 Inspection Truck
 Under Water Inspection?

Events

Type	Description	Event Date	Created By	Created Date
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BRIDGE

Location

Bridge Key 19234
 Prefix 0QA
 Milepost 113.00
 Sequence 0
 Bridge Number 113.0
 Crossing Deer Creek
 Road
 Division
 Subdivision
 Branch
 Service Route
 State
 County Carroll
 Town Delphi
 Timetable Direction
 Milepost Direction

Bridge Status

Status Abandoned in Place
 Inspection Status Current

Superstructure Types

01. Deck Plate Girder

Deck Types

01. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 18
 Total Length 823' 0"
 Under-clearance (ft) 90' 0"
 Year Built 1920
 Built By Monon

Responsibility

Roadmaster Code
 Roadmaster RACF
 Bridge Manager
 Bridge Inspector
 Plans Filed N

Inspection Summary

No Inspection Information Found
 Inspection Truck
 Under Water Inspection?

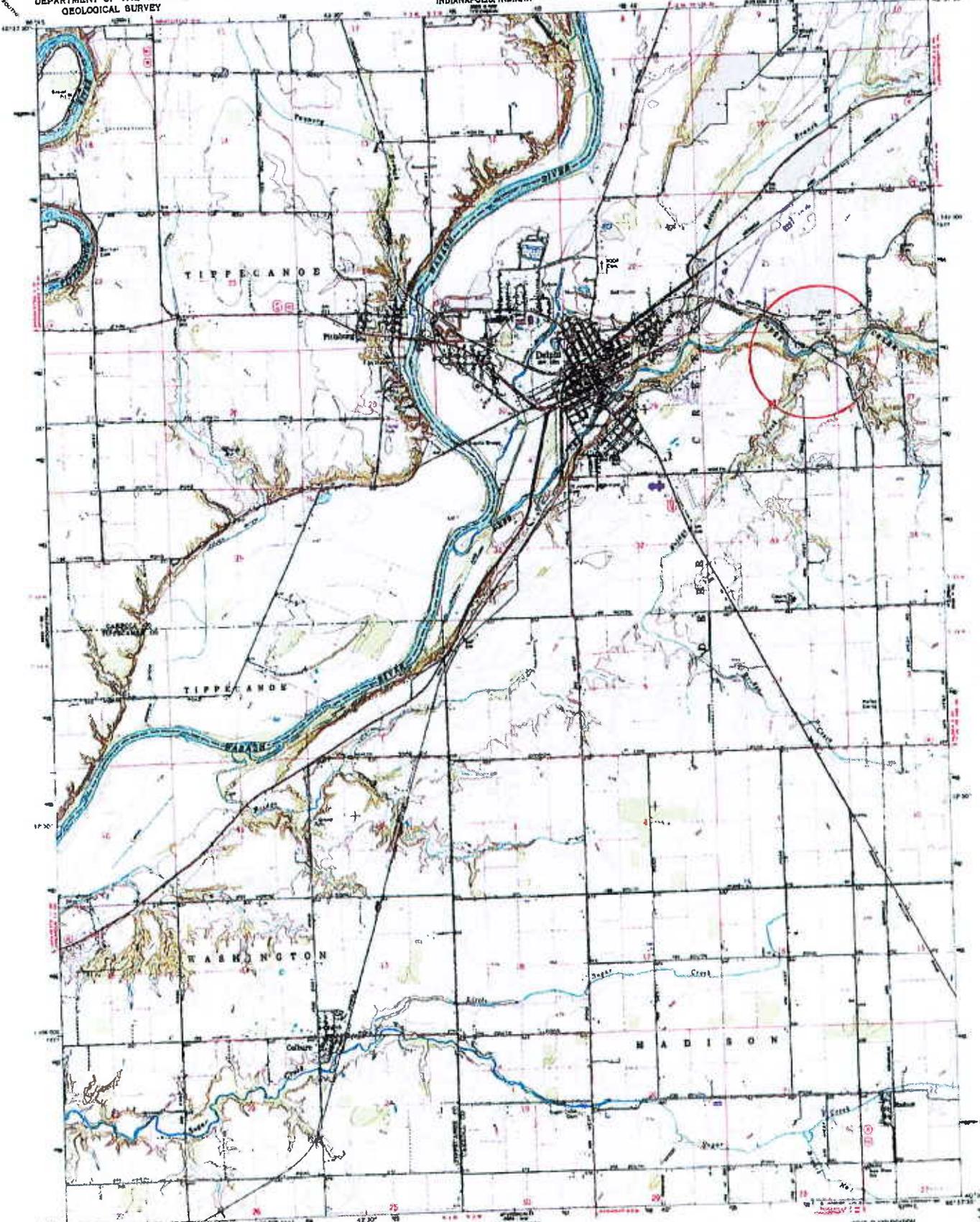
Events

Type	Description	Event Date	Created By	Created Date
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UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF INDIANA
INDIANA DEPARTMENT OF CONSERVATION
INDIANAPOLIS, INDIANA

DELPHI QUADRANGLE
INDIANA
15 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Control by USGS, USGS-CGS, and USGS
Topographic photographs were obtained from aerial
photographs taken 1950. Field checked 1952.
Photograph interpretation 1957 with contour datum
20,000 feet and based on reference elevations before 1950.
1:250,000 scale. National Geographic Society, Washington, D.C.
Zone 16, Sheet 11, Map
This piece on the geologic map American Edition 1963
uses the projection that 0 meters south and
1 meter to 11 as shown by dashed corner ticks.
Fire red dashed lines indicate selected areas and field lines show
generally visible on aerial photographs. This information is unclassified.

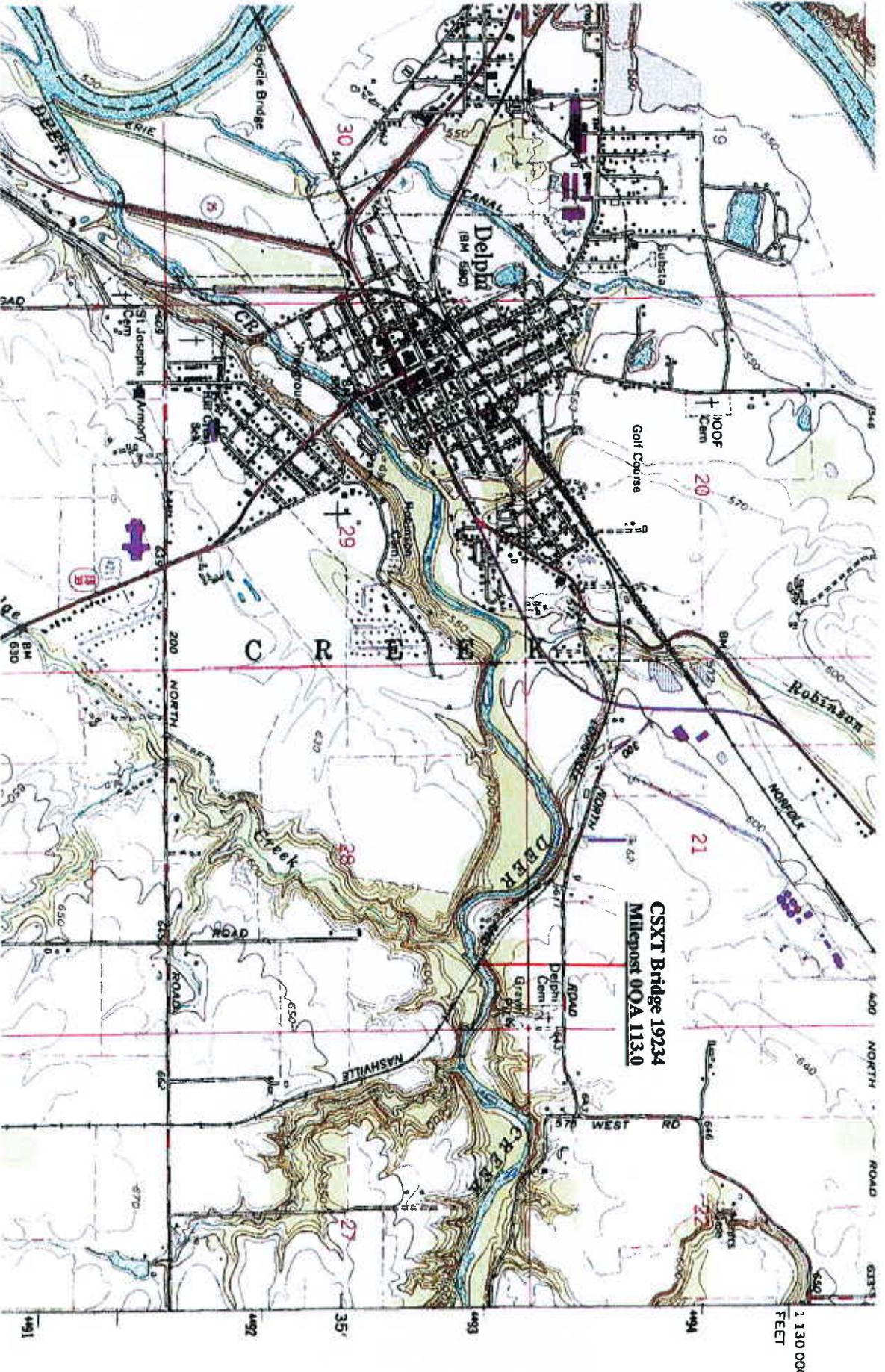
SCALE 1:24,000
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1988

ROAD CLASSIFICATION
Main City Light Rail
Highway Unimproved Rd
1-Road 2-Road

THIS MAP COMPILED WITH MATERIAL MAP ACTUALLY DESIGNED
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 20192
AND INDIANA DEPARTMENT OF NATURAL RESOURCES, INDIANAPOLIS, INDIANA 46204
A MILLER BRIDGES TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DATE OF ORIGINAL PHOTOGRAPHY
This data appears in the topographic map 1:250,000 scale of
this area, which was published in 1957 and 1958.
The information on this map is based on the 1957
topographic map series. Contour elevations are based on
mean sea level.

DELPHI, IND
H4130-W8437 5/7 4
1963
8-1070000000 1:250,000
DM 344 8 01-41275 1574



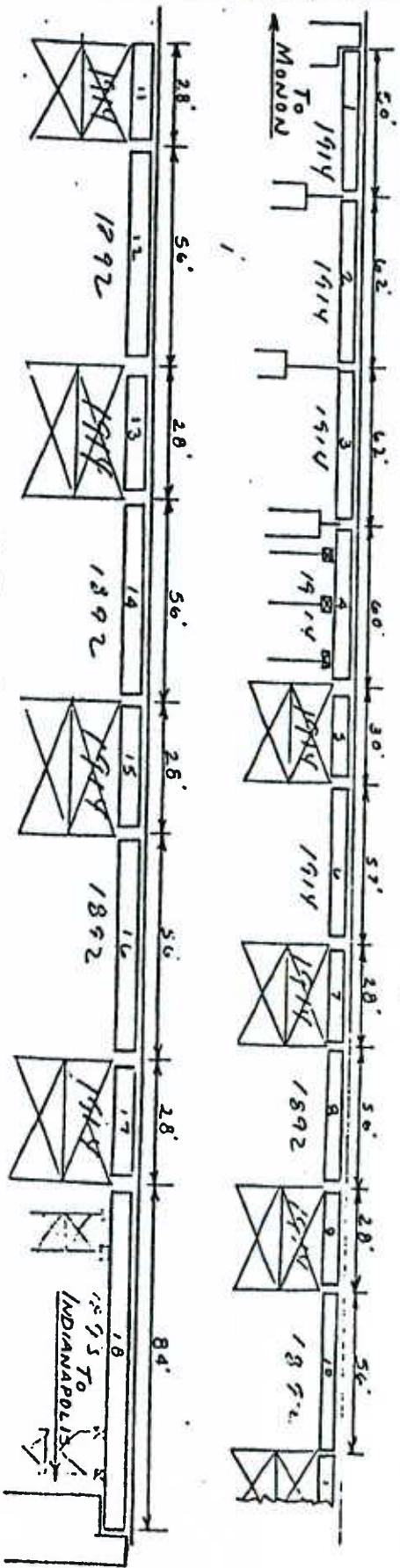
CSXT Bridge 19234
Milepost 00A 113.0

1,130 FT
FEET

Delphi
CANAL
Delphi (BM 580)
St. Joseph's Cemetery
Golf Course
Creel Creek
Delphi River
NASHVILLE
WEST RD
NORTH ROAD
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29
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BR# B113.0 OVER
DEER CREEK

E-8211
MONON DIVISION
MONON TO INDIANAPOLIS



18 STEEL DECK PLATE GIRDERS
OVERALL LENGTH 853'-10"

Open Deck
8'x10" OAK TIE STRAINS

STGR Ref: 10/10/11
Approved 3-29-82

2'x10" CT 1973
APR 1973

900-3-12

LF 41030-134
ALIGN - TANG

MONON TO INDIANAPOLIS



TRANSPORTATION
Barbara J. Harris
Assistant Project Manager
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
904) 359-1863

July 12, 1994

Mr. James A. Glass
Asst. to the State Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room 274
Indianapolis, Indiana 46204

RE: CSXT ABANDONMENT
DELPHI TO FRANKFORT, IN
DOCKET AB-55 (SUB-NO. 401)

Dear Mr. Glass:

Please refer to previous correspondence dated September 17, 1991, and your response of November 4, 1991, regarding the above-referenced rail line. (Copies of correspondence attached for your convenience.)

By Decision served January 3, 1992, the Interstate Commerce Commission granted CSXT permission to abandon its rail operation from Delphi to Frankfort, IN; and, on March 28, 1992, CSXT exercised its abandonment authority. That authorization was subject to the condition that CSXT retain its interest in and take no steps to alter the historic integrity of Bridges 113.0 and 121.5 and the Depot at Frankfort, IN, until completion of the Section 106 Process of the National Historic Preservation Act.

While we question your determination that this undertaking may result in an adverse effect upon Bridge Nos. 113.0 and 121.5 and the Frankfort Depot, we would like to begin consultation to seek ways to avoid or reduce any adverse effects.

First, we are agreeable to providing any additional documentation as it exists in our records, i.e. sepia copies of engineering valuation maps, 24" x 36" drawings of the two identified bridges, etc. It is our opinion, however, that the documentation previously provided to you in 1991 meets the requirements cited in 36 CFR 800.8(b) and in Federal Regulations at 49 CFR 1105.8(d). In addition, it is CSXT's opinion that deck plate girder bridges such as Bridge Nos. 113.0 and 121.5 are a common design still being built and used today by railroads and highway departments. For example, on CSXT's Indiana Subdivision between Cochran Jct. and Washington, IN, there are approximately 14 deck plate girder bridges in service. Consequently, we do not believe these resources warrant a higher level of documentation.

Mr. James A. Glass

July 12, 1994

Page 2

Additionally, the attached ICC Decision served December 17, 1993, in Docket AB-55 (Sub-No. 344X) states: *"The ICC does not require HAER documentation in most cases and does not consider it to be a baseline level of documentation. Due to the high cost of such documentation we will not require it absent a showing of sufficient need."*

If the attached proposed Memorandum of Agreement ("MOA") adequately mitigates the adverse effect of this abandonment upon Bridge Nos. 113.0 and 121.5 and the Frankfort Depot, please execute and return it to our office. Upon receipt of the executed MOA, we will forward it to the Interstate Commerce Commission and Advisory Council for their review and concurrence.

If you have any comments or questions, please feel free to call me.

Sincerely,



Attachments

Copy:

Interstate Commerce Commission
Section of Environmental Analysis
Room 3115
Washington, DC 20423

Mr. C. M. Rosenberger, Sr. Counsel, CSXT, Jacksonville, FL