

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
Washington, D.C.**

_____ )	
)	
The Indiana Rail Road Company – Abandonment-- )	AB 295 (Sub-No. 7X)
Exemption – Martin and Lawrence Counties, )	
Indiana )	
)	
_____ )	

**PRAECIPE**

As required by 49 CFR 1152.27, The Indiana Rail Road Company (“INRD”) is providing to the Board a copy of the financial assistance data it made available today to Radius Indiana in response to a request by that organization.

INRD has not served this data on the parties of record to this proceeding because service does not appear to be required by the regulation and because of the volume of the data and the large number of parties of record. Upon request, INRD will provide an electronic copy or if the party of record is unable to receive electronic copies, a hard copy by United States mail.

Respectfully submitted,

THE INDIANA RAIL ROAD COMPANY

By: \_\_\_\_\_ John Broadley \_\_\_\_\_<sup>1</sup>

John Broadley  
John H. Broadley & Associates, P.C.  
1054 31<sup>st</sup> Street NW, Suite 540  
Washington, D.C. 20007  
Tel. 202-333-6025  
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Dated: March 29, 2010

\_\_\_\_\_  
<sup>1</sup> Document filed electronically

LAW OFFICES

**JOHN H. BROADLEY & ASSOCIATES, P.C.**

CANAL SQUARE  
1054 THIRTY-FIRST STREET, N.W.  
WASHINGTON, D.C.  
20007

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March 29, 2010

JOHN H. BROADLEY

Richard R. Wilson  
Richard R. Wilson, P.C.  
518 North Center Street, Suite 1  
Ebensburg, PA 15931

Re: The Indiana Rail Road Company—Abandonment Exemption—Martin and Lawrence Counties, IN, STB Docket No. AB 295(Sub-No. 7X)

Dear Mr. Wilson:

This is in response to your January 11, 2010 request on behalf of Radius Indiana for materials to which you are entitled under 49 CFR 1152.27 in order to prepare an offer of subsidy or to purchase the line which is subject to the captioned petition for abandonment exemption (the "Line," the "Main Line" and the "Bedford Industrial Track" as appears below).

INRD's estimate of the fair market value of the Main Line (excluding the Bedford Industrial Track and excluding real estate value) is \$5,380,000.

INRD's estimate of the fair market value of the Bedford Industrial Track (excluding real estate value) is \$10,000.

INRD's estimate of the annual subsidy required to operate the Line is \$1,630,110.

**EXPLANATION OF VALUES AND SUBSIDY**

As you recognized in your letter, much of the information supporting these numbers is already summarized in Mr. Hoback's verified statement filed in support of the petition for exemption. Mr. Hoback's verified statement was intended to explain to the Board INRD's rationale for seeking abandonment and to outline the transportation benefits to INRD and to the public if the Board grants the exemption. Certain avoided costs were not included in the Hoback statement, primarily the operating costs avoided as a result of the abandonment of the line. The annual subsidy estimate includes that cost.

*Neither the Hoback verified statement nor the foregoing estimate of the fair market value of the Main Line and of the Bedford Industrial Track, includes a value for the right-of-*

*way real estate.* Much of the right-of-way consists of rail use easements which will have no value to INRD once abandonment is approved and consummated. Certain parcels, however, are held by INRD in fee. We have attempted to identify those parcels. I have attached to this letter a summary of title reports which indicate the parts of the right of way are held by INRD in fee and which are rail use easements. ***INRD has not yet had appraisals made of the fee parcels. The value of those parcels must be added to the fair market value of the Main Line and the Bedford Industrial Track for purposes of 49 CFR 1152.27.*** INRD requests that Radius Indiana identify which properties (Bedford Industrial Track or Main Line or both) it is interested in acquiring so we can avoid unnecessary appraisal costs and can expedite the appraisals on the sections you are interested in acquiring.

I am here providing you with a current summary of the component elements of INRD's fair market value of the Main Line and of the Bedford Industrial Track and of INRD's subsidy estimate. These elements are supported by the verified statements of Mr. Peter Ray and Mr. Robert Babcock and the attachments to their verified statements. In some cases, the numbers will differ slightly from the numbers in Mr. Hoback's verified statement as we have updated values to current market prices.

#### Fair Market Value of the Main Line

I have attached the verified statement of Mr. Peter Ray, INRD's Vice President of Engineering, explaining the underlying data for the fair market value of the line. The numbers are updated from those used in preparing Mr. Hoback's affidavit and reflect the modestly rising price of steel. To this value must be added the fair market value of the fee segments identified on the summary title report that accompanies this letter.

#### Fair Market Value of the Bedford Industrial Track

The attached verified statement of Peter Ray calculates the salvage value of the assets in the Bedford Industrial Track. Again, to this value must be added the fair market value of the fee segments identified on the summary title report that accompanies this letter.

#### Subsidy Required to Operate the Line

The subsidy required to operate the Line is composed of four components, a return on the fair market value of the Main Line, the costs necessary to continue the Line in service, and the direct operating costs of providing the service, less the expected revenue from the traffic on the line.

The first component is a return on the fair market value of the line. Limiting the fair market value of the line to \$5,380,000 (and not recognizing the fair market value of the right-of-way where INRD has a fee interest, and not recognizing any value for the Bedford Industrial Track), and allowing a return at the railroad industry's 2008 cost of capital (11.75%), the annual return required on this truncated fair market value would be **\$632,150.**

The second component is the necessary rehabilitation cost. In this case the track does not need to be repaired, the bridges and the tunnel do. Mr. Ray estimates that the cost of required repairs to the bridges will be \$437,100, and the cost of additional inspections needed to comply with FRA bridge inspection requirement will be approximately \$100,000. Tunnel repairs will be required in the near future. Mr. Ray estimates a short term tunnel repair cost in the range of \$250,000 to \$400,000. Using the mid-point of that estimate, the tunnel repair cost will be \$325,000. Thus, the total cost of immediate work required to continue operating the Line will be approximately **\$862,100**.

The third component is the annual avoidable cost of the service currently provided. That amount is comprised of two components: First, there is the annual track maintenance cost on the Main Line which Mr. Ray estimates at \$6500/mile if the Main Line track is permitted to deteriorate to FRA Class 1 condition, for a total annual maintenance cost of approximately \$137,000; and second, there is the direct (avoidable) operating costs of providing the service, which Mr. Babcock calculates at \$962 per car, or \$28,860 per year for 30 cars moving to Shipper A under the service assumptions Mr. Babcock makes in his verified statement.

The fourth component is the revenue that can be expected from the traffic -- in this case approximately \$30,000 per year.

The total required annual subsidy is thus:

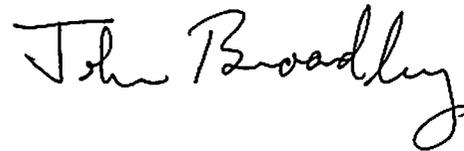
Return on Fair Market Value	\$632,150
Immediate Repair Requirements	862,100
Avoidable Cost of Service	
Track Maintenance	137,000
Avoidable Operating Cost	28,860
Revenue from the Traffic	(\$30,000)
<b>Subsidy Required</b>	<b>\$1,630,110</b>

Should you have any questions concerning our calculations of the fair market value and subsidy requirements, please do not hesitate to call me. When we obtain additional data on the

Richard R. Wilson  
March 29, 2010  
Page No. 4

value of the fee sections of the right-of-way I will supplement the fair market value estimates with the right-of-way valuation.<sup>1</sup>

Yours very truly,

A handwritten signature in cursive script that reads "John Broadley". The signature is written in black ink and is positioned to the right of the typed name.

John Broadley

Enclosures

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<sup>1</sup> We have copies of valuation maps and deeds to the Line which I can supply to you. Because the material is voluminous, it would simplify matters if you would let me know which sections of the Line your client is interested in.

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
Washington, D.C.**

	)	
The Indiana Rail Road Company – Abandonment--	)	AB 295 (Sub-No. 7X)
Exemption – Martin and Lawrence Counties,	)	
Indiana	)	
	)	
	)	

**VERIFIED STATEMENT OF PETER RAY**

1. I am Peter Ray. I am the Vice President—Engineering of The Indiana Rail Road Company (“INRD”). In this capacity I am directly responsible for INRD’s track maintenance and construction activities.

**VALUATION OF RECOVERABLE ASSETS CRANE—BEDFORD MAIN LINE**

2. I have been asked to determine the value of the assets in the Crane-Bedford line that INRD will be able to recover once the line is abandoned. My approach set out below was to determine the quantities and quality of materials that can be recovered, determine the price that INRD would have to pay for used materials in that quantity and quality, and subtract from that price the cost of recovery of the materials from the Crane-Bedford Line. In summary:

$$\text{Quantity and Quality of Materials} \times \text{Market Price} - \text{Recovery Cost} = \text{Value in Place}$$

3. The main line segment of the proposed abandonment extends between mileposts 241.35 east of Crane, IN and milepost 262.50 in Bedford, IN, a distance of 21.15 miles. I will refer to this segment which is to be abandoned as the “Main Line.” The Main Line is single track and there are no sidings. There are 33 bridges on the Main Line. .

### Valuation of Rail on the Main Line

4. **Quantity and Quality.** According to the track charts, the Main Line contains rail as follows:

132 lb Rail	5.50 miles
131 lb Rail	7.20 miles
115 lb Rail	6.45 miles
112 lb Rail	2.00 miles

When multiplied out, this yields 4600 tons of rail. I am familiar with the quality of the rail in the Main Line. In my opinion the rail qualifies as No. 1 relay rail. It is suitable for reuse on other parts of INRD's main line system. In the limited number of cases where there may be excessive curve wear, the rail can be used to replace existing yard track.

5. **Cost to Acquire Comparable Rail:** I have investigated the cost that INRD would have to pay to acquire comparable rail in the market. On January 25, 2010 I obtained a quotation from Unitrac for 7 track miles of relay 132 lb. CWR delivered to INRD for unloading. The current market price quoted was \$975 per net ton. A copy of the quotation from Unitrac is attached as Attachment No. 1. This price is consistent with other price quotations I have seen recently and somewhat higher than the mid-2009 prices on which I based the estimate of rail value contained in Mr. Hoback's verified statement filed in this proceeding. Based on the \$975/net ton price, it would cost INRD approximately \$4,500,000 to acquire 4600 tons of No. 1 relay rail.

### Valuation of Ties on the Main Line

6. **Quantity and Quality:** The tie density on the Main Line is 3250 per mile. Based on a Main Line length of 21.15 miles there are approximately 68,000 ties in the Main Line. Based on my knowledge of the condition of the Main Line and the ties, it is my opinion that 50% of the ties are of relay quality, or approximately 34,000 ties.

7. **Cost to Acquire Comparable Ties:** The market price of relay quality ties delivered and unloaded is approximately \$25 each. 2009 quotations from L.B. Foster supporting this cost are attached as Attachment No. 2. The current market price is essentially unchanged from 2009. I thus placed the current cost of acquiring 34,000 relay quality ties as approximately \$840,000.

Valuation of Tie Plates on the Main Line

8. **Quantity and Quality:** There are approximately 68,000 ties on the Main Line. Therefore, there are 136,000 tie plates. All of these tie plates are suitable for reuse on other parts of INRD's system.

9. **Cost to Acquire Comparable Tie Plates:** The approximate cost to INRD of acquiring relay tie plates for use on its lines is \$7.20 each delivered. I received a quote from Atlantic Track & Turnout in the spring of 2009 for 32,000 such tie plates priced at \$7.20 each delivered and dumped. I have attached a copy of the quotation as Attachment No. 3. Notwithstanding the recent firming of steel prices, using the \$7.20 price as the cost of acquiring 136,000 relay tie plates would be approximately \$980,000.

Cost of Retrieval of Assets in the Main Line

10. INRD has solicited quotations for retrieval of the rail, ties and tie plates from the Main Line. In addition to the cost of picking up the rail, relay ties and tie plates and transporting them to INRD designated locations, the quotation includes (i) removal and surface restoration of grade crossings in accordance with Indiana requirements, (ii) disposal of grade crossing materials and non-relay quality ties, (iii) barricading and posting no-trespassing signage at bridges, and (iv) an estimated \$10,000 credit for sale of OTM other than tie plates. The quoted

price for the work from L.B. Foster was \$929,250. I have attached a copy of the quotation as Attachment No. 4.

Fair Market Value of the Assets in Place on the Main Line

11. Based on the foregoing calculations, the fair market value of the assets in place on the Main Line (exclusive of ballast and right-of-way) is:

Rail	\$4,500,000
Ties	840,000
Tie Plates	980,000
Salvage Cost	(\$940,000)
<b>Value in Place</b>	<b>\$5,380,000</b>

12. I have not determined the market value of the ballast on the Main Line. The ballast is high quality granite that INRD may salvage and reuse. It is likely that the cost of retrieving the ballast will approximate the market price INRD would have to pay to acquire ballast from other sources. INRD would consider salvaging the granite ballast because of its superior characteristics to other ballast available in central and southern Indiana.

13. I have also not determined the value of the real estate in the right-of-way.

**ANNUAL MAINTENANCE COSTS OF THE CRANE—BEDFORD MAIN LINE**

14. I have been asked to estimate the annual maintenance cost that INRD would incur to maintain the Main Line in the event that the abandonment is not granted and INRD must continue service to shippers in Bedford. In this exercise I have assumed that the overhead traffic will not return to the Main Line and that the Main Line will be allowed to deteriorate from its present FRA Class 3 condition to FRA Class 1.

15. Under this scenario, I estimate that INRD’s annual maintenance cost on the Main Line would be approximately \$6500 per mile, or approximately \$137,000 per year. The work that would be required would include:

Weed and brush control  
Removal of downed trees  
Periodic ultrasonic rail testing  
Annual track geometry inspection  
Weekly track inspection  
Annual inspection of bridges and culverts  
Maintenance of highway crossings  
Monthly testing of highway crossing signals

This low level of maintenance costs would continue only for the first three or so years.

After that, I estimate that the level of annual maintenance costs would increase as additional work was required to correct defects.

### **SHORT TERM REPAIRS NEEDED TO THE CRANE—BEDFORD MAIN LINE**

16. There are two types of short term repairs that are needed to the Main Line. First and most urgent are bridge repairs. In 2007 INRD commissioned a survey of the bridges on the Main Line. That survey showed that repairs were needed to 20 of the bridges. I have attached as Attachment No. 5 a summary list of the bridges needing repair and the estimated cost of making the needed repairs. I have attached as Attachment No. 6 the bridge survey on which the summary list was based and as Attachment No. 7 the unit prices of INRD's bridge contractor. The short term repairs needed to the 20 bridges will cost \$437,100.

17. In addition to the short term repairs identified in the 2007 bridge survey, new federal regulations will require a new assessment of the conditions of bridges on the Main Line in 2011. Based on inspection and assessment costs that INRD typically incurs, I estimate that the cost of this new assessment will be approximately \$100,000.

18. The tunnel on the Main Line presents both short term and long term problems. The underlying problem is that there is a layer of gypsum through which the tunnel is bored. Gypsum expands when moisture is added and presses against the brick lining of the tunnel. This is happening in the tunnel. In a report prepared for INRD in 2006, STS Consultants stated:

Measurement of tunnel movements by STS and CPR from 2003 to present has shown the tunnel mortared brick walls to be narrowing and buckling horizontally by 0.11 to 0.3 inches per year.

STS concluded in 2006 that:

The tunnel walls need to be repaired within the next five years to prevent lateral encroachment of the tunnel liner into the train envelope. Between Stations 4+25 and 5+50 there is less than 6 inch clearance between the brick wall and the train envelope.

Based on the unit costs STS provided in the 2006 study for major long-term modifications to the tunnel, I estimated that to make short-term repairs to the tunnel by removal of the tunnel liner at the distressed points, widening and reinforcement of the tunnel wall, and replacement of the liner will cost between \$250,000 and \$400,000.

19. If INRD is to continue operating over the Main Line in the long term, a long term solution will be required which I estimate will cost between \$6 and \$8 million. In its 2006 study, STS's proposed solutions that cost between \$10 million and \$11.4 million. I have attached the text and table of the 2006 STS Report as Attachment No. 8.<sup>1</sup>

#### **VALUE OF RECOVERABLE ASSETS IN THE BEDFORD INDUSTRIAL SPUR**

20. I have been asked to estimate the value in place of the recoverable assets in the Bedford Industrial Spur. That line is 1.67 miles and in my opinion none of the assets—rail, ties, OTM or ballast are suitable for reuse. I will therefore value the recoverable assets on a scrap basis.

21. The 1.67 miles of line in the Bedford Industrial Track is primarily 100 lb rail. The 3.34 miles of rail thus weighs approximately 294 tons. I estimate the market price of steel scrap at \$325/ton, which gives a total market value of \$95,000. The cost of removing the steel, ties, and OTM would be approximately \$50,000 per mile based on bids for similar jobs, or a total

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<sup>1</sup> The Figures and Appendices are maps and drawings that are difficult to reproduce. INRD will make them available on request.

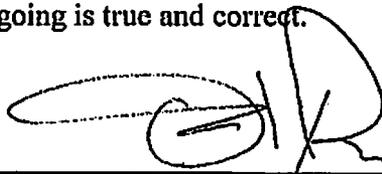
of \$85,000. The value in place of the salvageable assets in the Bedford Industrial Track is thus \$10,000.

22. I have not attempted to value the real estate in the Bedford Industrial Track.

**VERIFICATION**  
**28 U.S.C. 1746**

I verify under penalty of perjury that the foregoing is true and correct.

Executed on 3/29/10



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Peter Ray, Vice President-Engineering  
The Indiana Rail Road Company

# **Attachment No. 1**

**(UNITRAC Rail Price Quotation)**

## John Broadley

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**From:** Peter Ray [peter.ray@inrd.com]  
**Sent:** Tuesday, January 26, 2010 6:37 AM  
**To:** John Broadley  
**Subject:** 100125 132RE CWR Quote

John, attached is the 132# continuous welded rail relay quote for your notes.

---

January 25, 2010

Mr. Peter Ray  
Vice President Engineering  
Indiana Railroad Company  
101 W. Ohio St.  
Suite 1600  
Indianapolis, IN 46204

RE: 132RE CWR Budget Estimate

Dear Peter,

The following represents Unitrac's good faith market valuation for the following material.

- Approximately 7 track miles of relay 132 AREA CWR with 3/16" maximum head wear. Rail will to be flash butt welded and delivered on a rail train accompanied by a CWR unloading unit and an operating foreman.
- Current market price valuation: \$975.00NT
- Price is inclusive of all delivery charges to INRD lines allowing for 5 days on INRD for unloading. Rail train and unloading unit rental rates for 1 month are also included in the sale price of the rail.

Please advise if you require anything further at this time. If INRD becomes interested in purchasing said material Unitrac will forward a formal quote inclusive of all applicable rates in effect at that time.

Very truly yours,

Edward B. Saam  
General Manager Midwest S&O

# **Attachment No. 2**

**(L.B. Foster Relay Tie Price Quotations)**

**John Broadley**

---

**From:** Peter Ray [peter.ray@inrd.com]  
**Sent:** Thursday, January 21, 2010 3:08 PM  
**To:** John Broadley  
**Subject:** FW: FW: Foster Relay Ties

Relay tie pricing. Price does not include unloading and distribution. Add another \$2.00 per tie for this.

Peter J. Ray P.E.

Vice President - Engineering

**The Indiana Rail Road Company**

101 West Ohio Street

Suite 1600

Indianapolis, Indiana 46204

**Office: 317-616-3443**

**Cell: 317-750-8564**

**Fax: 317-262-3310**

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**From:** Joe Mahoney [mailto:jmahoney@lbfosterco.com]  
**Sent:** Thursday, April 09, 2009 1:10 PM  
**To:** Peter Ray  
**Subject:** Re: FW: Foster Relay Ties

Pete,

3000 each 7 x 9 x 8'6" grade 4/5 mixed ties delivered to Terre Haute 1000 each and balance 2000 each to Indianapolis Ind would be \$23.95 each. These are very good #1 ties.

Thanks,

Joe Mahoney  
Regional Manager Midwest District  
L.B.Foster Co.  
125 Windsor Drive Suite 122  
Oak Brook , IL. 60523  
Phone 800-253-5050 Ext 116  
Fax # 630-954-1429  
please visit our website at <http://www.lbfoster.com>

"Peter Ray" <[peter.ray@inrd.com](mailto:peter.ray@inrd.com)>

To <[jmahoney@lbfosterco.com](mailto:jmahoney@lbfosterco.com)>

cc

04/08/2009 08:00 PM

Subject Re: FW: Foster Relay Ties

Check your office voice mail. Thanks.

----- Original Message -----

From: [jmahoney@lbfosterco.com](mailto:jmahoney@lbfosterco.com) <[jmahoney@lbfosterco.com](mailto:jmahoney@lbfosterco.com)>

To: Peter Ray

Sent: Wed Apr 08 21:58:11 2009

Subject: Re: FW: Foster Relay Ties

Will do Pete. Every vacation I take is always working. Any news on Rail?

Joe Mahoney  
Regional Manager Midwest District  
L.B.Foster Co.  
125 Windsor Drive Suite 122  
Oak Brook , IL. 60523  
Phone 800-253-5050 Ext 116  
Fax # 630-954-1429  
please visit our website at <http://www.lbfoster.com>

This message was sent from my BlackBerry wireless device.

---

From: "Peter Ray" [[peter.ray@inrd.com](mailto:peter.ray@inrd.com)]

Sent: 04/08/2009 09:46 PM AST

To: Joe Mahoney

Subject: RE: FW: Foster Relay Ties

Joe, I left you a voice message tonight on your office phone. Are these ties ones that came from Curtis Shoppe at National Salvage? If so, I am not interested. My experience with him has been poor at best. If not, can you send me the price again? I may want to buy 3000. I would need 1000 delivered to Terre Haute no later than 4/22 and the balance to Indianapolis. Give me a call tomorrow afternoon. I am on a working vacation. Thanks.

---

From: Joe Mahoney [<mailto:jmahoney@lbfosterco.com>]

Sent: Wed 3/18/2009 2:01 PM

To: Peter Ray

Subject: Re: FW: Foster Relay Ties

Pete,

The ties are in Hamilton Ga.

Thanks,  
Joe Mahoney  
Regional Manager Midwest District  
L.B.Foster Co.  
125 Windsor Drive Suite 122  
Oak Brook , IL. 60523  
Phone 800-253-5050 Ext 116  
Fax # 630-954-1429  
please visit our website at <http://www.lbfoster.com> <<http://www.lbfoster.com/>>

"Peter Ray" <[peter.ray@inrd.com](mailto:peter.ray@inrd.com)>

03/18/2009 06:27 AM

To  
<[jmahoney@lbfosterco.com](mailto:jmahoney@lbfosterco.com)>

cc

Subject  
Re: FW: Foster Relay Ties

Where are they at so that I can inspect?

----- Original Message -----

From: Joe Mahoney <[jmahoney@lbfosterco.com](mailto:jmahoney@lbfosterco.com)>

To: Peter Ray

Sent: Wed Mar 18 08:06:33 2009

Subject: Re: FW: Foster Relay Ties

Pete,

As of right now I have 5000 plus Relay 7 x 9 Grade 4/5 mixed #1 relay ties delivered to Terre Haute \$23.30 each

Thanks,  
Joe Mahoney  
Regional Manager Midwest District  
L.B.Foster Co.  
125 Windsor Drive Suite 122  
Oak Brook , IL. 60523  
Phone 800-253-5050 Ext 116  
Fax # 630-954-1429

please visit our website at <http://www.lbfoster.com> <<http://www.lbfoster.com/>> <<http://www.lbfoster.com/>>>

# **Attachment No. 3**

**(Atlantic Track & Turnout Quotation for Tie Plates)**

USED TIE PLATE  
VALUATION

	<b>ATLANTIC TRACK &amp; TURNOUT CO.</b> 2100 Manchester Road, Suite 1010 Wheaton, IL 60187 <b>Brian Richardson</b>  Phone: (800) 323-6256 Fax: (630) 784-0572	
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<b>Peter Ray</b> Indiana Railroad 101 West Ohio St suite 1600 Indianapolis, IN	Date: 3/25/2009  Phone : (317) 616-3443 Fax: (317) 262-3310
--	--

We are pleased to quote as follows:

32,000 EA Relay 6" base double shoulder tie plates, 7-3/4 x 13, 8 hole

- Delivered via dump, loose

Price: \$7.20/EA

F.O.B.: Dugger, IN  
Terms: Net 30 Days  
Delivery: 1-2 weeks after receipt of order

All material quoted is subject to prior sale. Prices quoted are subject to change without notice. Prices quoted do not include sales tax.

Best regards,



Brian Richardson  
[brianr@atlantictrack.com](mailto:brianr@atlantictrack.com)

# **Attachment No. 4**

**(L.B. Foster Quote for Rail Removal and Salvage Cost)**

# RAIL REMOVAL COST

## LB FOSTER - BID

INRD - BEDFORD, IN -TO- CRANE, IN

10/2/2009

### BID TEM

1) Track dismantling crew, labor and equipment includes working over bridges and through tunnel and the loading, delivery and neatly stockpiling cross ties and tie plates at the locations identified above :

- a. Monthly Cost ;
- b. Weekly Cost ;
- c. Daily Cost ;

COST TO INRD	UNITS	UOM	TOTAL	COMMENTS
	1	LS	\$ (831,000.00)	This cost covers all items addressed in Bid Items 1, 2, 3, 4 and 10.
\$ -			\$ -	
\$ -			\$ -	
\$ -			\$ -	

2) Rail Train loading crew, labor and equipment :

- a. Monthly Cost ;
- b. Weekly Cost ;
- c. Daily Cost ;

\$ -			\$ -	
\$ -			\$ -	
\$ (5,000.00)			\$ -	The daily rail train rate and the daily labor rate (loading) will be billed for any days in addition to ten (10) working days while loading.

3) Rail Train unloading crew, labor and equipment :

- a. Monthly Cost ;
- b. Weekly Cost ;
- c. Daily Cost ;

\$ -			\$ -	
\$ -			\$ -	
\$ (5,000.00)			\$ -	The daily rail train rate and the daily labor rate (unloading) will be billed for any days in addition to five (5) working days while unloading.

4) Rail Train rental cost including power car, rail cars, buffer cars and equipment :  
Items a, b, and c are included in the above LS cost.

- a. Monthly Cost ;
- b. Weekly Cost ;
- c. Daily Cost ;

\$ (30,000.00)			\$ -	
\$ (7,500.00)			\$ -	
\$ (1,500.00)			\$ -	

5) Material and other costs to work through the grade crossings, labor included in the dismantling crew above, cost to include all detours, signage, INDOT #53 aggregate and hot mix asphalt. Per Crossing location :

\$ (62,500.00)	1	LS	\$ (62,500.00)	
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6) Cost to properly dispose of cross ties and grade crossing surfaces, will require a dump ticket Per Load :

\$ (24,500.00)	1	LS	\$ (24,500.00)	Dump tickets will be provided.
			\$ -	

7) Cost to barricade all bridges, post no trespassing signs & return all wayside signs to the INRD :

\$ (31,250.00)	1	LS	\$ (31,250.00)	
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8) Credit for sale of OTM, will require scale tickets Net Ton :

\$ 50.00	200	NT	\$ 10,000.00	Scale tickets will be provided.
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9) Credit for sale of ballast Per Load :

\$ -			\$ -	No bid.
------	--	--	------	---------

10) Cost to dispose of scrap ties in addition to the 34,500 EA included in item 1 above:

\$ 7.00	1	EA	\$ -	
---------	---	----	------	--

**TOTAL BID :**

**\$ (939,250.00) INRD PAY LBF**

Mobilization fees and payment terms to be determined. Mobilization fees are NOT in addition to our total bid.

# **Attachment No. 5**

**(Bridges Needing Repair and Estimated Cost of Repairs)**

## Chicago Sub Bridge Repair Work

Bridge Mile Post	Description of Work	Repair Cost
243.9	Replace All Stringers	150,000
244.7	Replace Caps (2)	9,500
244.8	Replace Caps (2)	9,500
245.3	4 Posts and 1 Cap	16,100
245.8	2 Caps & Stringer	13,500
246.9	Roller Nests & Bridge Ties	20,000
247.2	Post, Cap, Frame & Bridge Ties	20,900
250.4	Cap	4,500
251.9	Post	2,900
252.2	Stringer & 2 Posts	10,300
254.6	Frame Out Headwall & Caps (2)	24,000
259.25	Cap	4,500
259.54	Cap	4,500
259.9	Cap	4,500
260	Stringer & Cap	14,000
260.1	Cap (2)	9,000
260.23	Stringer (2) & Cap (2)	25,000
260.5	Cap	4,500
260.9	Cap	4,500
261.9	Posts, Caps, Frames, Head Wall	85,400
<b>TOTAL</b>		<b>\$437,100</b>

# **Attachment No. 6**

**(Bridge Inspection Reports)**

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 242.20

TYPE: Tunnel

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 242.20**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

---

## Findings:

---

Tunnel not inspected in 2007

1

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>MILEPOST:</b> 243.90	<b>BRIDGE #</b> TH 243.90
<b>TYPE:</b> ODPT	<b>SECTION#</b> 1
<b>INSPECTION DATE:</b> 4/18/2007	<b>LOCATION:</b> Indian Springs, IN
	<b>INSPECTOR:</b> P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1
  - Pile 1 - Visual Reject
  - Pile 3 - Possible Reject
  
- Bent 2
  - Pile 2 - Possible Reject
  - Pile 5 - Possible Reject
  - 3 1/2" Shim - Vertical split
  
- Bent 3
  - Pile 6 - Reject
  
- Bent 4
  - Pile 2 - Visual Reject
  - Pile 4 - Visual Reject
  - Cap - Possible Reject (piles punching)
  - Sub Cap - Slight crushing at Chord 2
  
- Span 1
  - Stringer 6 - Reject
  
- Span 2
  - Stringer 3 - Possible Reject
  - Stringer 6 - Reject
  
- Span 3
  - Stringer 1 - Possible Reject
  - Stringer 4 - Possible Reject
  - Stringer 6 - Reject

- Approaches - Low
- North Approach - Rodent Hole
- South Headwall - Undermining
- Guard Timber - OK
- Ties - Fair to Poor (12 reject, plate cut)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.11	2	OSMOSE	Replace: <ul style="list-style-type: none"><li>- All Stringers</li></ul>
2	1.8	2	OSMOSE	Post: <ul style="list-style-type: none"><li>- Pile 1 of Bent 1 (brooming)</li><li>- Pile 2 of Bent 4 (brooming)</li><li>- Pile 4 of Bent 4 (split)</li></ul>
3	1.3	3	RAILROAD	Spot replace 12 bridge ties
4	1.1	3	RAILROAD	Add ballast and tamp up both Approaches
5	1.9	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Cap on Bent 4 (piles punching)</li></ul>
6	1.6	4	OSMOSE	Post: <ul style="list-style-type: none"><li>- Pile 6 of Bent 3</li></ul>

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 243.90

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 243.90**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.5	4	RAILROAD	Fill: - Rodent hole at North Approach
8	1.2	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
9	1.13	5	RAILROAD	Monitor: - 3 1/2" Shim on Bent 2 (vertical split)
10	1.10	5	RAILROAD	Monitor: - Sub Cap on Bent 4 (slight crushing at chord 2)
11	1.7	5	OSMOSE	Monitor: - Pile 3 of Bent 1 - Pile 2 of Bent 2 - Pile 5 of Bent 2
12	1.4	5	RAILROAD	Monitor: - South Headwall for additional undermining

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 243.90

Sub/District/Branch: Chicago

Location: Indian Springs IN Region/Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1946

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
1	5	1	1	G/L	1/2	13	1/2	12		Brooming	13 1/2	VX			5
		3		D/P	2	12	2	10	3		16 1/4	PX			
		5		D/P	8	1	6 1/2	3			14 1/2				
2	6	1	10	D/P	2	6	2	9 3/4			13 1/2				60
		2		3	2	8	4	7			13 3/4	PX			
		5		5	2	11 1/2	5	4			14 1/2	PX			
										3 1/2" Shim-U-Split					
3	6	6	11	D/P	3	7	2	8			12 3/4	X			66
4	<u>5</u>	1	4	D/P	6 3/4	1	9 1/2	4			15 3/4				<u>20</u>
		2								Brooming	16 1/4	VX			151
		4								Split	14 1/4	VX			
<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div> Cap P5 Cap - (PX) Sub Cap Subcap - SI (R @ Ch 2 (5) (8" x 14" x 14")															
Approaches - Low (3) N App - Rodent hole in Ballast										GT - OK					
N Headwall - OK										S Headwall - Undermining (3)					

**SYMBOLS**

- PP - Previously Posted
- X - Reject
- PX - Possible Reject
- ∩ - Void
- DR - Decay Ring
- DP - Decay Pocket
- H - Heart
- S - Shell Thickness
- SR - Shell Rot
- RS - Ring Separation
- D/P - Drift Pin
- G/L - Groundline Area

[Platecut] 36 Ties - Fair to Poor (12 X) (9 x 7 1/2 x 10)

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 Is: N S E W

(Timeable)

Signed: PK, WS, GG

Stringer Schematic

BRIDGE NO: TH 243, 3D

OWNER: Indiana RR

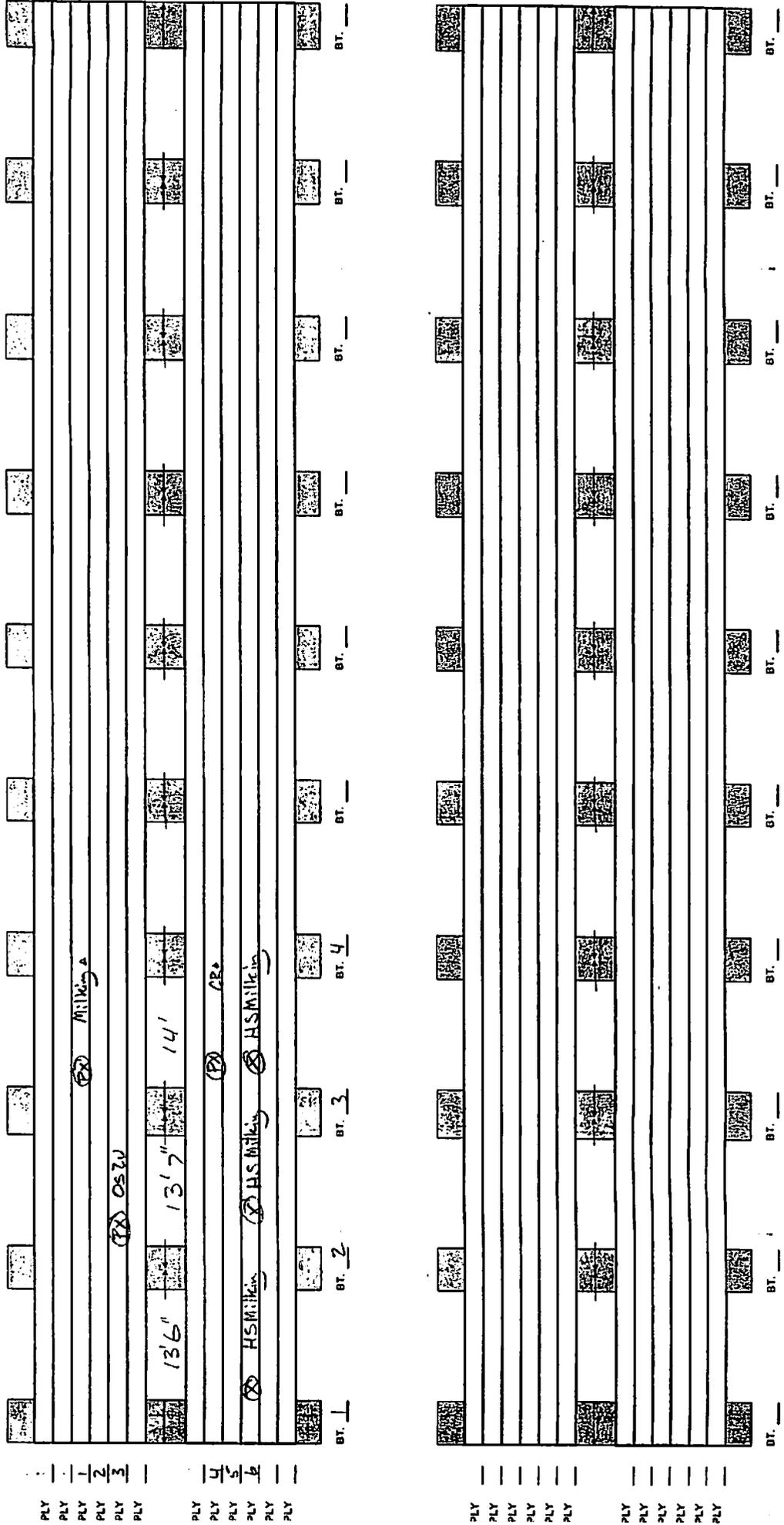
Sheet: 1 of 1

Sub/Dist / Branch: Chicago

Bridge Type: ODPT

Stringer Size: 10x17 1/2  
(Width x Depth x Length)

Comments:



# Indiana Railroad



Bridge TH 243.90 Bent 4

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 244.70

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 244.70**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 2  
Pile 3 - Reject  
Sub Cap - Reject (vertical split & slight crushing)
- Bent 4  
Stringer 4 of Span 4 only 2" on Cap of Bent 4  
Sub Cap - Possible Reject (vertical split & slight crushing at both chords)
- Bent 5  
Sub Cap - Minor split
- Bent 6  
Sub Cap - Vertical split
- Bent 7  
Cap - Reject (punching & crushing)  
Sub Cap - Reject (severe crushing at both chords)  
1/4" gaps under both Chords
- Span 4  
Stringer 1 - Possible Reject  
Stringer 6 - Possible Reject
- Span 5  
Stringer 6 - Possible Reject
- Span 6  
Stringer 1 - Possible Reject

Approaches - Low  
Headwalls - Fair  
Guard Timber - OK  
Ties - Fair (12 reject)  
Ballast on Stringer tops  
Minor Drift

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Replace: - Cap and Sub Cap on Bent 7
2	1.7	3	OSMOSE	Replace: - Sub Cap on Bent 2 (vertical split & slight crushing)
3	1.8	4	OSMOSE	Replace: - Subcap on Bent 4 (vertical split & slight crushing at both chords)
4	1.6	4	OSMOSE	Post: - Pile 3 of Bent 2
5	1.5	4	OSMOSE	Spot replace 12 bridge ties
6	1.4	4	RAILROAD	Remove: - Ballast from Stringer tops

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 244.70

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 244.70**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
7	1.3	4	RAILROAD	Remove: - Drift from bridge as necessary
8	1.2	4	RAILROAD	Add ballast and tamp up both Approaches
9	1.1	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
10	1.11	5	RAILROAD	Monitor: - Stringer 1 in Span 4 - Stringer 4 in Span 4 (bearing only 2" on cap) - Stringer 6 in Span 4 - Stringer 6 in Span 5 - Stringer 1 in Span 6
11	1.9	5	RAILROAD	Monitor: - Sub Cap on Bent 6 (vertical split) - Sub Cap on Bent 5 (minor split)

# BORING RECORD

Date: 04-18 20 07

Sheet: 1 of 2

WNER: Indiana Railroad

BRIDGE #: 241, 70

Sub District / Branch: Chicago

Location: Indian Springs, IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: 1957

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5		1/2	S-	OK					2 pcs Cap (8x13 1/2 x 14)					5
2	5	3	9	D/p	1	11	1	11			14 3/4	X			45
		Sub Cap		PH	5/2	1	V-split,	SL CR	#3						
3	5	Sub cap	13	Bot 2+3	OK					H <sub>2</sub> O					65
				S-	OK										
4	5	Sub Cap	13	PH	OK	SL CR	V-split	Both Ch's	PH #4	H <sub>2</sub> O					65
										Str 4 only on Cap 2"					

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From:	(N) S E W
Piling Numbered From:	N S (E) W
Bent # <u>1</u> is:	(N) S E W (Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/18 20 07  
 OWNER: Indiana Railroad

Sheet: 2 of 2  
 BRIDGE #: TH 244.70

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
5	5	Sub Cap Piles	13	P4	OK	minor	Split			H <sub>2</sub> O					65
					5-OK										
6	5	Sub Cap Piles	10	V-	Split	#5				2 pcs Cap H <sub>2</sub> O					60
					5-OK										
7	5	4 Cap Sub Cap	7	D/P	RS	OK									35
					P5	5	4	Punching + CR		#2 (14x13 1/2 x 14)					
					P2	OK	Severe	CR Both CH's		#3 Double Cap					
										1/4" Gaps ↓ Both CH's					
8	5	Sub Cap	1/2	P2	2	1	OK								5
															<u>345</u>
										Apps - Low #4					
										Hdwlls - Fair					
										GT - OK					
										88 Ties - Fair (12x) (8x7 1/2 x 10)					
										Ballast on Str Tops					
										Minor Drift					

Stringer Schematic

Sheet: 1 of 1

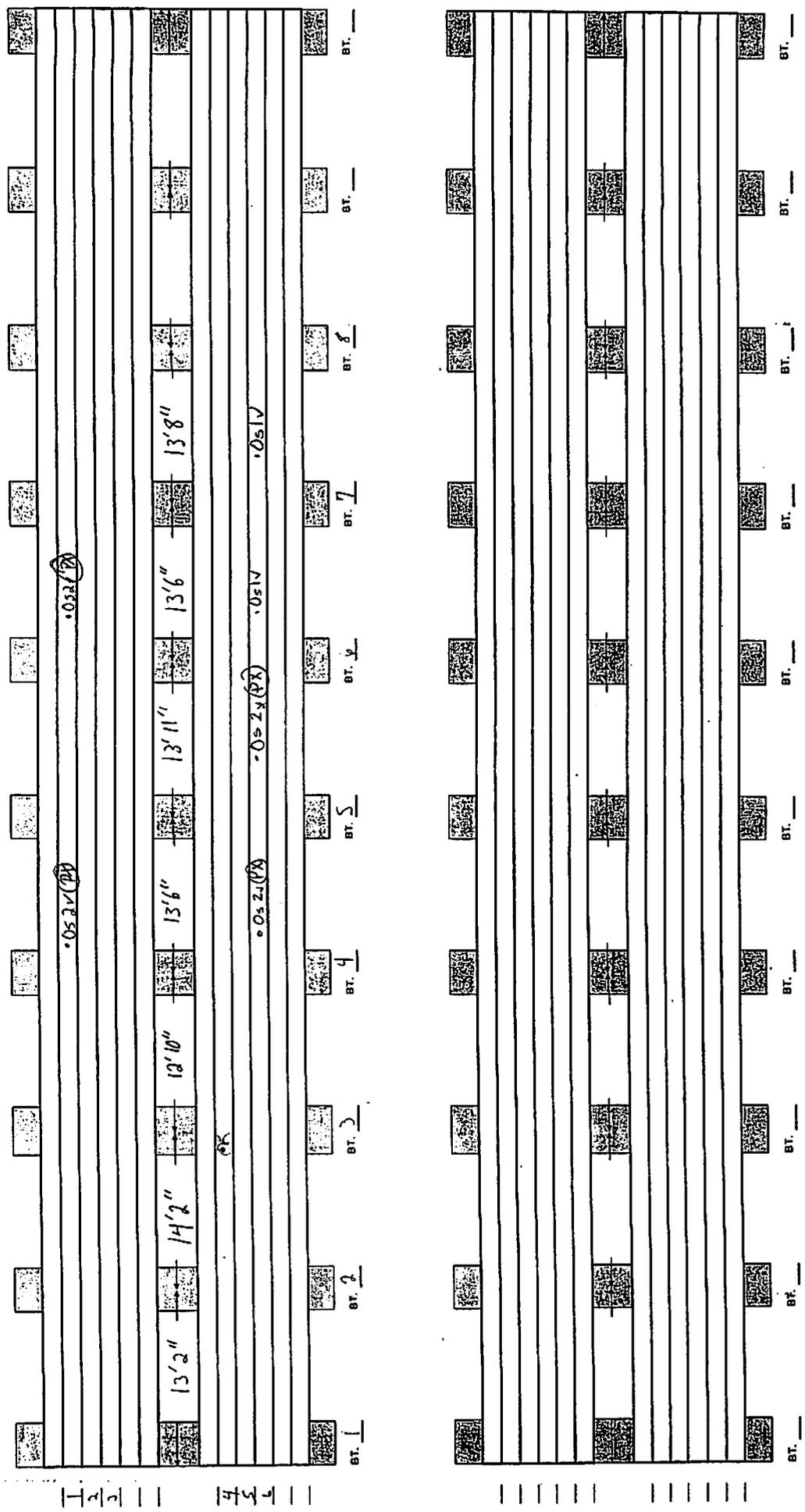
OWNER: Indiana Railroad

BRIDGE NO: TH 244.70

Comments:

Bridge Type: DDPI Stringer Size: 10x17 1/2 (WAGO & Depth & Length)

Dist / Branch: Chicago



# Indiana Railroad



Bridge TH 244.70 Bent 7

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 244.80

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 244.80**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1
  - Cap - Reject (vertical split)
- Bent 2
  - Sub Cap - Reject (vertical split & crushing at both chords)
- Bent 5
  - Sub Cap - Minor cornering at Chord 1
- Bent 6
  - Sub Cap - Reject (vertical split)
- Bent 7
  - Sub Cap - Possible Reject (slight crushing at chord 2)
- Span 1
  - Stringer 1 - Reject
- Span 3
  - Stringer 8 - Possible Reject

Approaches - Low  
North Headwall - OK  
South Headwall - Fair (top timber reject)  
Guard Timber - OK  
Ties - Fair to Poor (26 reject, plate cut)  
Ballast on Stringer tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Cap on Bent 1 (vertical split)</li><li>- Sub Cap on Bent 2 (vertical split &amp; crushing at both chords)</li><li>- Sub Cap on Bent 6 (vertical split)</li></ul>
2	1.9	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Stringer 1 in Span 1 (crushing)</li></ul>
3	1.8	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Sub Cap on Bent 7 (slight crushing at chord 2)</li></ul>
4	1.5	4	OSMOSE	Spot replace 26 bridge ties
5	1.4	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Top Timber on South Headwall</li></ul>
6	1.3	4	RAILROAD	Remove: <ul style="list-style-type: none"><li>- Ballast from Stringer tops</li></ul>
7	1.2	4	RAILROAD	Add ballast and tamp up both Approaches
8	1.1	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
9	1.10	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Stringer 8 in Span 3</li></ul>
10	1.7	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Sub Cap on Bent 5 (minor cornering at chord 1)</li></ul>

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 244, 80

Sub / District / Branch: Chicago

Location: Indian Springs IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other TR 1994 Age: 1956

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
1	5		-		Cap (X)					U-split (3)					5
2	6	2	6	D/P	6 1/2	3	6 3/4	3			13 3/4				36
					Subcap (X)					U-split, CR @ both ends (3)					
3	6		12							H <sub>2</sub> O					72
4	6	1	12	D/P	1/4	5 3/4				H <sub>2</sub> O	16 1/2				72
		5		9	8	3 1/2					16 1/2				
		6		3	5	5	3	4			15 1/4				
5	6	2	12	D/P	7	1	2 1/2	3		2pc Cap H <sub>2</sub> O	13 3/4				72
					Subcap - Minor cornering @ CH1 (5)										
6	6	5	8	7	4	3				2pc Cap	13 3/4				48
					Subcap (X) - U-split (3)										

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From:	(N) S E W
Piling Numbered From:	N S (E) W
Bent # <u>1</u> is:	(N) S E W (Timetable)

Signed: F.K. WS, GG



Stringer Schematic

BRIDGE NO: TH 244.80

OWNER: Indiana Railroad

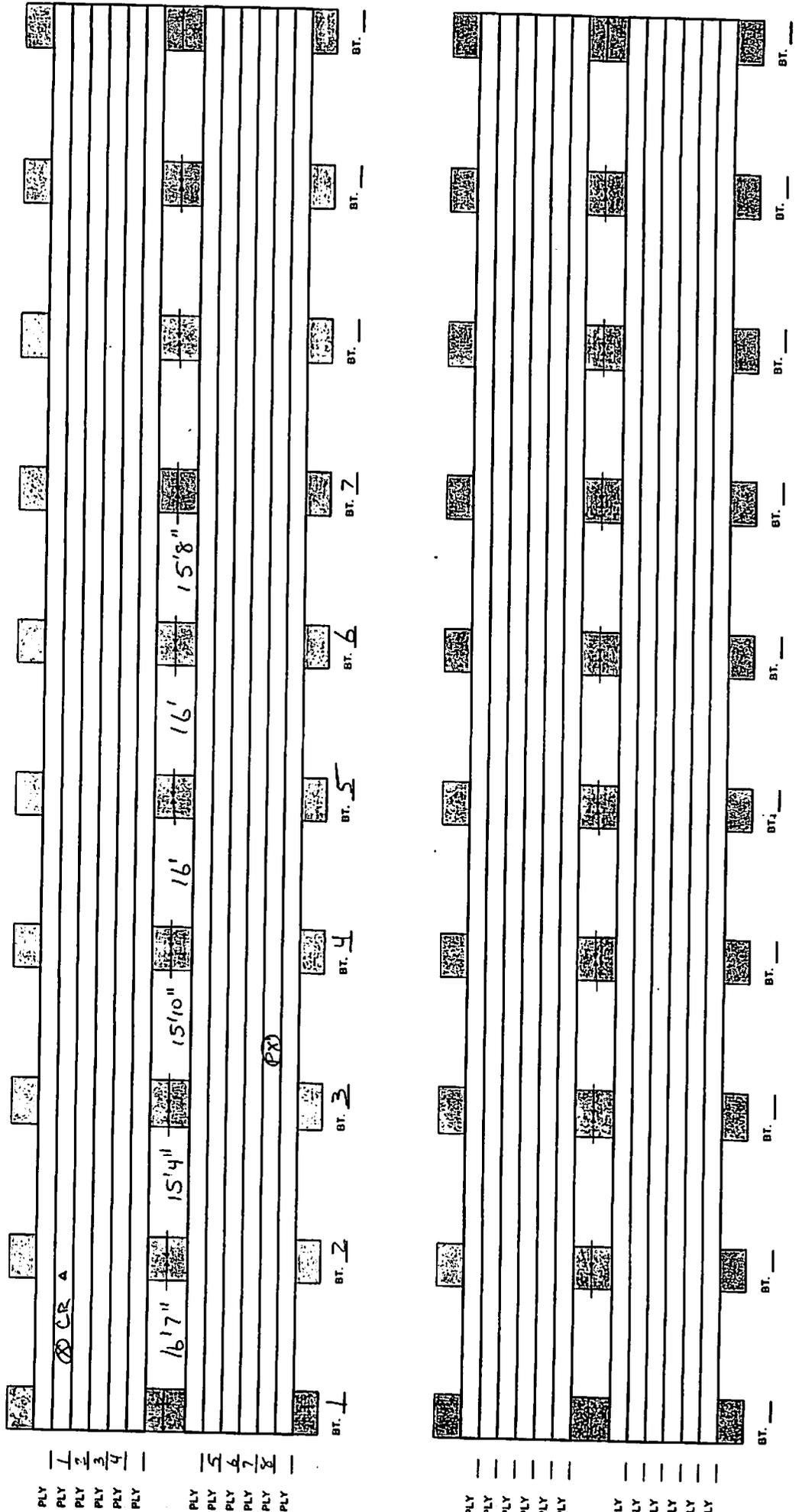
Sheet: 1 of 1

Sub-District / Branch: Chicago

Bridge Type: ODPT

Stringer Size: 10X17 1/2  
(Width x Depth x Length)

Comments: \_\_\_\_\_



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 245.30

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 245.30**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 2  
Pile 6 - Reject  
Subcap - Vertical split
- Bent 3  
Subcap - Vertical split, minor crushing at both chords
- Bent 4  
Pile 6 - Reject
- Bent 5  
Subcap - Vertical split
- Bent 6  
Pile 5 - Reject  
Pile 6 - Reject  
Cap - Piles 4 & 5 slight punching, slight break at pile 5  
Subcap - Vertical split  
South Sway Brace - Reject
- Bent 7  
Pile 2 - Possible Reject  
Pile 3 - Reject  
Pile 6 - Reject  
Subcap - Vertical split, minor crushing at both chords  
South Sway Brace - Reject
- Bent 8  
Pile 2 - Reject  
1/4" Tapered Gap over Pile 4  
Subcap - Vertical split, crushing at chord 2
- Bent 9  
Cap - Vertical Split  
Subcap - Possible Reject (crushing at both chords)  
South Sway Brace - Reject
- Bent 10  
Cap - Reject (vertical split)  
Subcap - Vertical split, crushing at chord 1
- Bent 11  
Pile 2 - Possible Reject

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 245.30	BRIDGE # <b>TH 245.30</b>
TYPE: ODPT	SECTION# 1
INSPECTION DATE: 4/18/2007	LOCATION: Indian Springs, IN
	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Approaches - OK  
 North Headwall - OK  
 South Headwall - Fair (lowest southeast timber reject)  
 Ties - OK (new)  
 Drift

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	3	OSMOSE	Post: - Pile 5 of Bent 6 - Pile 6 of Bent 6 - Pile 3 of Bent 7 - Pile 6 of Bent 7
2	1.1	3	OSMOSE	Replace: - Cap on Bent 10 (vertical split)
3	1.12	4	OSMOSE	Replace: - bottom timber of South Headwall
4	1.11	4	OSMOSE	Replace: - South Sway Brace on Bent 6 - South Sway Brace on Bent 7 - South Sway Brace on Bent 9
5	1.10	4	RAILROAD	Remove: - Drift from bridge as necessary
6	1.9	4	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 8
7	1.5	4	OSMOSE	Post: - Pile 6 of Bent 2 - Pile 6 of Bent 4 - Pile 2 of Bent 8
8	1.3	4	OSMOSE	Replace: - Subcap on Bent 9 (crushing at both chords)
9	1.2	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
10	1.8	5	RAILROAD	Monitor: - Cap on Bent 6 (piles punching, slight break) - Cap on Bent 9 (vertical split)
11	1.6	5	RAILROAD	Monitor: - Pile 2 of Bent 7 - Pile 2 of Bent 11
12	1.4	5	RAILROAD	Monitor: - Subcap on Bent 2 (vertical split) - Subcap on Bent 3 (vertical split, minor crushing) - Subcap on Bent 5 (vertical split) - Subcap on Bent 6 (vertical split) - Subcap on Bent 7 (vertical split, minor crushing) - Subcap on Bent 8 (vertical split, crushing at chord 2) - Subcap on Bent 10 (vertical split, crushing at chord 1)

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 245.30

Sub District / Branch: Chicago

Location: Indian Springs Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1993 Age: 1950

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Cap	2	P3	OK										10
2	6	5	3	1 1/2	3	3	6 1/2	3 1/2			12 1/4				18
		6		D/P	3	6	3	7			12	X			
				Subcap - U-split				(5)							
3	6	2	4	D/P	3	8	6 1/2	3 1/2			13				24
				Subcap - U-split											
				Minor CR @ Both Ch's											(5)
4	6	6	5	D/P	2	10	2	10			14 3/4	X			30
5	6	1	6	D/P	6	1 1/2	4 1/2	3		H <sub>2</sub> O	14 3/4				36
				Subcap - U-split				(5)							
6	6	3	6	2	5	4 1/2	7	1 1/2		H <sub>2</sub> O	12 3/4				36
		4		3	4	5	6	1 3/4			12 1/2				
		5		D/P	?	8	1 1/2	9			16 1/4	X			
		6		P/P	2 1/2	11				Severe Split	14	X			
				Cap - P4's, 5 Sl. Punching, Sl break @ P5											

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/18 20 07

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: TH 245.30

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
6	Cont.									Subcap - U-split (5) S-Sway - (X)					
7	6	2	6	D/P	3	8	3	5		H <sub>2</sub> O	12 1/2	FX			36
		3		D/P	3	7	3	8			12 1/2	X			
		6		3	2 1/2	11 1/2	3	9			15 1/4	X			
										Subcap - U-split, minor CR @ both Chs (5)					
										South Sway - (X)					
8	6	2	6	D/P	2	10	2	10		H <sub>2</sub> O	14 1/4	X			36
		6		D/P	7	3	8	3 3/4		1/4" T. Gap ↑ P4	14 3/4				
										Subcap - U-split, CR @ Ch 2 (5)					
9	6	6	5	D/P	2 1/2	4 1/2	4 1/2	4			13 1/4				30
										Cap - U-split - (5)					
										Subcap - (X) CR @ both Chds	3 1/2	1/4 @ P6			
										South Sway - (X)					
10	6		1 1/2	Cap - (X) - U-split (5)											12
										Subcap - U-split, CR @ Ch 1 (5)					
11	5	2	exc 1 1/2	D/P	2	7	2	6 1/2	1 1/2		12	FX			10
															278
										Approaches - OK					
										N. Headwall - OK					
										S. Headwall - Fair (SE lowest Timber - (X))					
										130 Ties - OK (New) (9x7 1/2x10) - Super E.					
										Drift.					

BRIDGE NO: TH 245.30

Stringer Schematic

OWNER: Indiana Railroad

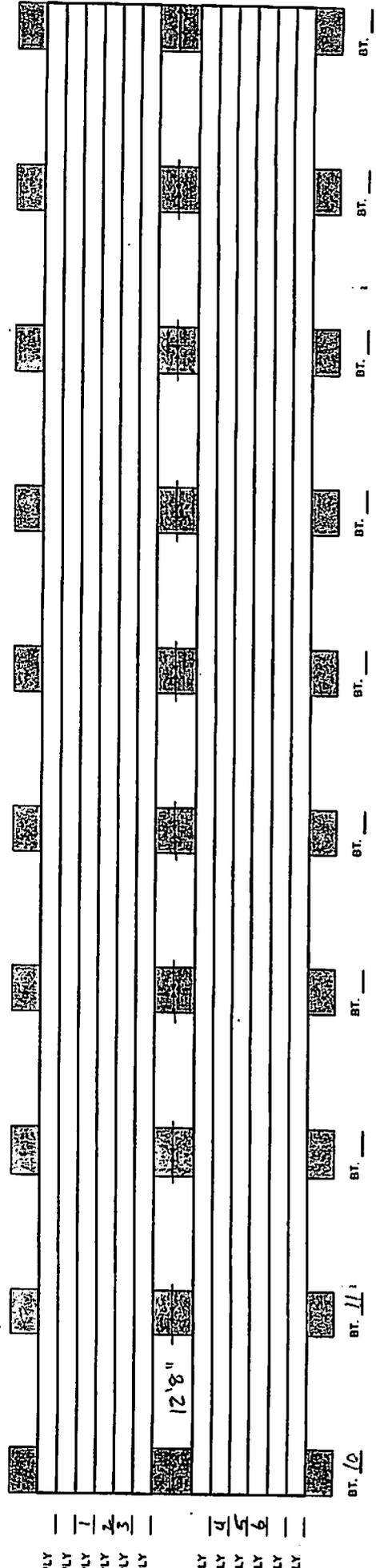
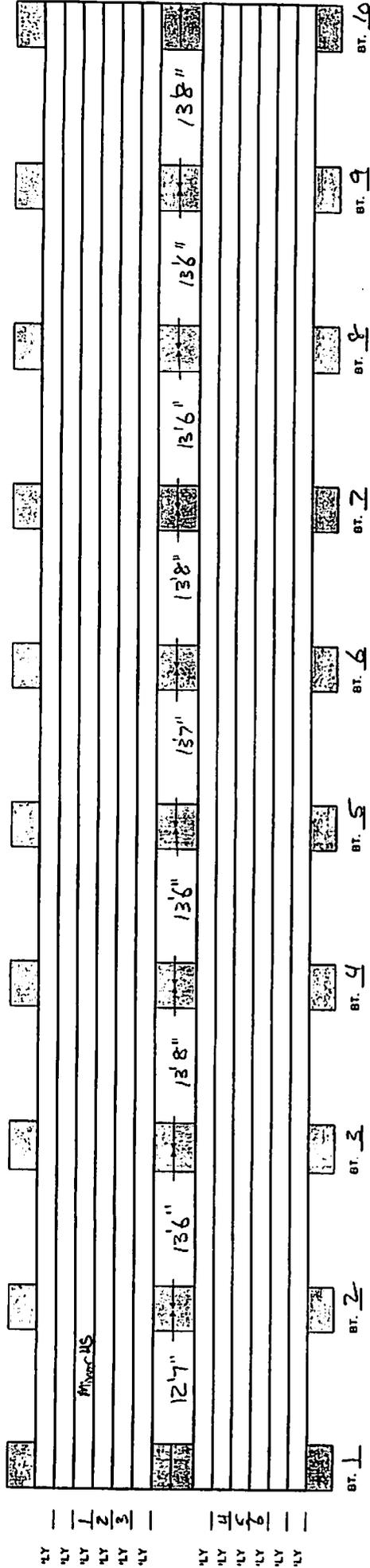
Sheet: 1 of

Sub) Dist / Branch: Chicago

Bridge Type: ODPT

Stringer Size: 10x17 1/2  
(Width x Depth x Length)

Comments:



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 245.80</b>	
MILEPOST: 245.80	SECTION# 1
TYPE: ODPT	LOCATION: Indian Springs, IN
INSPECTION DATE: 4/18/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1
  - Cap - Reject
- Bent 2
  - Pile 5 - Possible Reject
  - Shim - Possible Reject (crushing at both chords)
- Bent 3
  - Shim - End decay
- Bent 4
  - Pile 3 - Reject
  - Cap - Reject (piles punching, vertical split)
  - Shim - Reject (severe crushing)
- Span 3
  - Stringer 1 - Reject

Approaches - Low  
Headwalls - OK  
Wingwalls - OK  
Guard Timber - OK  
Ties - Fair (12 reject)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	2	OSMOSE	Replace: - Cap and Shim on Bent 4 (split/crushing/punching)
2	1.5	3	OSMOSE	Replace: - Cap on Bent 1
3	1.1	3	OSMOSE	Replace: - Stringer 1 in Span 3
4	1.11	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
5	1.9	4	OSMOSE	Replace: - Shim on Bent 2 (crushing at both chords)
6	1.8	4	OSMOSE	Post: - Pile 3 of Bent 4
7	1.3	4	OSMOSE	Spot replace 12 bridge ties
8	1.2	4	RAILROAD	Add ballast and tamp up both approaches
9	1.7	5	RAILROAD	Monitor: - Pile 5 of Bent 2
10	1.6	5	RAILROAD	Monitor: - Shim on Bent 3 (end decay)

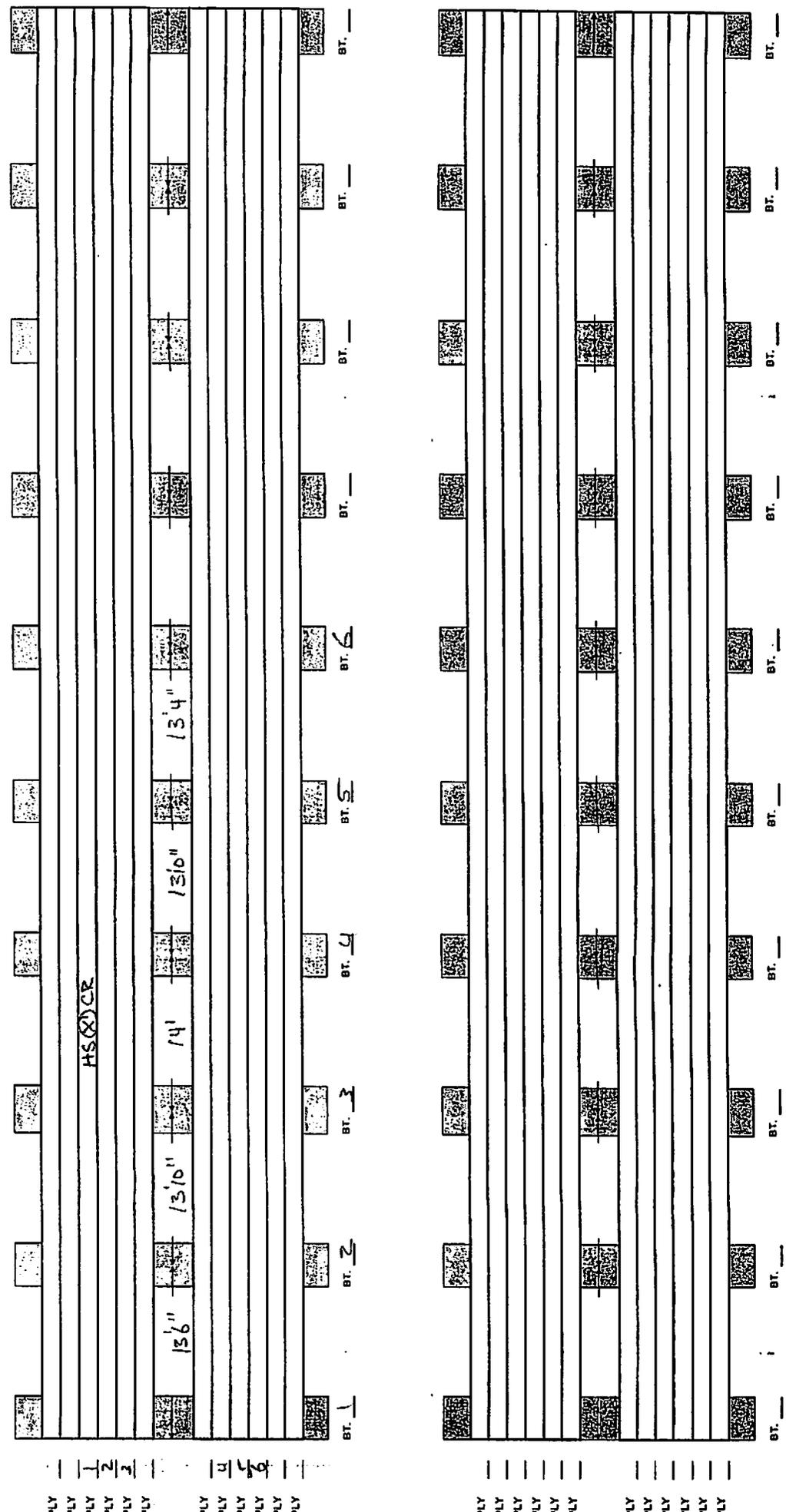


Stringer Schematic

BRIDGE NO: IH 245.80 OWNER: Indiana RR Sheet: 1 of 1

Sub / Dist / Branch: Chicago Bridge Type: ODPT Comments: \_\_\_\_\_

Stringer Size: 10 x 17 1/2  
(Width x Depth x Length)



# Indiana Railroad



Bridge TH 245.80 Bent 4

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 245.90

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 245.90**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1  
Shim - Reject
- Bent 5  
Cap - Possible Reject
- Bent 6  
Pile 5 - Reject  
1/4" Pile 4 Shim - Reject
- Bent 9  
Bottom Block over Pile 4 - Possible Reject  
Subcap - Vertical split
- Bent 10  
Pile 1 - Reject

Approaches - Low  
Headwalls - Fair  
Guard Timber - OK  
Ties - OK (14 reject)  
Drift  
Ballast on Stringer Tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	3	OSMOSE	Shim or Epoxy: - Over Pile 4 of Bent 6
2	1.2	3	OSMOSE	Replace: - Shim on Bent 1
3	1.11	4	RAILROAD	Remove: - Ballast from Stringer tops
4	1.9	4	RAILROAD	Remove drift from bridge
5	1.8	4	OSMOSE	Spot replace 14 bridge ties
6	1.7	4	RAILROAD	Add ballast and tamp up both approaches
7	1.6	4	OSMOSE	Replace: - Bottom Block over Pile 4 in Bent 9
8	1.4	4	OSMOSE	Post: - Pile 5 of Bent 6 - Pile 1 of Bent 10
9	1.3	4	OSMOSE	Replace: - Cap on Bent 5
10	1.1	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
11	1.5	5	RAILROAD	Monitor: - Subcap on Bent 9 (vertical split)

# BORING RECORD

Date: 4-18 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 245.90

Sub/District / Branch: Chicago

Location: Indian Springs, IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1950

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Shim	1	P4	2	4	Shim	(X)		(4" x 12" x 12")					5
2	5	3	12	D/P	4	3					14 1/4				60
		5		D/P	4 1/2	5	3	4 1/4			13 1/2				
3	5	1	16	D/P	8	2 1/2	5	4 1/2			13				80
		5			7	5 1/4	2 3/4	4 1/4	6		13 1/4				
4	5	1	21	17	9	2 1/4	6 1/2	4			13 1/4				105
		4		16	2	9 3/4	5 3/4	3 U			14				
5	5	3	21	D/P	4 1/2	3					13				105
		4		D/P	6 3/4	3					15 1/2				
		Cap		P1	4 3/4	2 1/4	Cap	(X)		(2 PC) (8 x 13 1/2 x 14')					
6	5	5	18 1/2	10	2 3/4	11 1/4	3	7 3/4	1		14 1/2	X			95
										1/4" Shim over P4 (X)					

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From:	(N) S E W
Piling Numbered From:	N S (E) W
Bent # <u>1</u> is:	(N) S E W (Timetable)

Signed: PK, WS, GCh

# BORING RECORD

Date: 4-18 20 07

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: TH 245.90

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GA. TR.	PP	LIN. FT. PILING	
7	5	1	17 1/4	8	2	5 1/2	3	2			16 1/4				90	
8	5	1	10	D/P	5 1/2	5 1/2	4	7			18 1/4				50	
9	5		3	Subcap - V-split (S)											15	
				Multiple Blocks ↑ P4												
				Bottom P4 Block												
					2 1/2	4 1/2	3 3/4	2 1/4		Block - (PX) (14" x 14" x 5')						
10	5	1	exc	D/P	1	14	1 1/2	15 1/2			16 1/4	X			5	
	<u>50</u>	2		D/P	1 1/2	7	2 1/2	3 3/4			13 1/2				<u>610</u>	
		5		D/P	10	4 1/4	1	3 1/4			16					
										Approaches - Low (4)						
										Headwalls - Fair						
										Guard Timber - Ok						
										136 Ties - Ok (1400) (8x7 1/2 x 10)						
										Drift						
										Eallaston Str. tops						

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 246.90

TYPE: DPG

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 246.90**

SECTION# 1

LOCATION: Indian Springs, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### ABUT. # ABUTMENT NOTES

- 1 Loss of stone face  
Stone under Bearing #2 - Corner chipped off  
Both Roller Bearing nests frozen

### SPAN # FINDING # NOTES

- 1 1 All lower flange angles have moderate pack rust, pitting & delamination
- 2 1 Lower Stiffeners have heavy corrosion @ bearing areas  
Inside flange angles have pack rust & debris
- 3 1 Lower Stiffeners have heavy corrosion @ bearing areas  
Inside flange angles have pack rust & debris

Approaches - Low  
Line & Surface - OK  
Span 1 Ties - Fair (18 reject)  
Span 2 Ties - Fair - (20 reject)  
Guard Timber - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	3	OSMOSE	Replace: - Both roller nests on Abutment 1
2	1.2	3	OSMOSE	Spot replace 38 bridge ties
3	1.8	4	RAILROAD	Monitor: - Lower stiffeners in Spans 2 & 3 for additional corrosion at bearings
4	1.7	4	RAILROAD	Remove pack rust & debris from inside lower flange angles in Spans 2 & 3
5	1.6	4	RAILROAD	Clean all debris from lower flange angles in Span 1
6	1.1	4	RAILROAD	Add ballast and tamp up both approaches
7	1.5	5	RAILROAD	Monitor: - Stone under Bearing #2 for further chipping
8	1.4	5	RAILROAD	Monitor: - Stone face on Abutment 1 for further deterioration

# Concrete & Steel Inspection

Date: 4/18 20 07 BRIDGE #: 246.90  
 OWNER: Indiana Railroad Location: Indian Springs, IN  
 Sub/District/Branch: Chicago Region/Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N38° 49.783' W86° 43.151' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 217 # of Spans: 3 # of Tracks: 1 Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other  
 Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 30' Bridge is Over: Water  
 Bents/Piers in Water: \_\_\_\_\_ Max Water Depth: ?  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Approaches:  Poor  Fair/Poor  Fair  OK Low Priority: 3  
 Ties:  Poor  Fair/Poor  Fair  OK 18x Priority: \_\_\_\_\_  
     Tie Size: (Width): 8 X (Depth): 1 1/2 X (Length): 12  
 Ties:  Poor  Fair/Poor  Fair  OK 20x Priority: \_\_\_\_\_  
     Tie Size: (Width): 8 X (Depth): 10 X (Length): 10  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Guardtimber:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_  
     Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Bearings:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: 246.90

Directions to Bridge

Sketch Directions to Bridge:

Directions:

Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths 190 Ties

Span 1 Deck Truss 102'

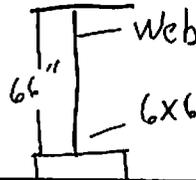
Span 2 - 57' 7" Span 3 57' 7"

2 - Abuts

Pier 2 - West Bearing Repaired

2 Masonary Piers

Pier 3 - East Bearing Repaired



3 cover Plates  
1 1/2" x 3/4"

Superstructure & Substructure Notes / Sketches

Note any defects

Abut 1 Stones loss, of Stone face #5, Both Bearing Roller nests  
Stone under Bearing 2 Corner Chipped off #5 locked up Rebuild #3

Span 1 All lower flange angle moderate pack rust pitting + Delamination  
Clean #4

Spans 2+3 DPG Lower Stiffeners Heavy, Corrosion @ Bearing areas / Clean off + evaluate  
↳ Inside lower Flange angles Pack Rust + Debris / Clean #4 total loss

Ballast on Abut & Pier Tops / Clean #4

# Indiana Railroad



Bridge TH 246.90 typical pack rust delamination

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 247.00	BRIDGE # <b>TH 247.00</b>
TYPE: ODPT	SECTION# 1
INSPECTION DATE: 4/18/2007	LOCATION: Indian Springs, IN
	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1
  - Shim - End decay
- Bent 2
  - 1/4" Gap over Pile 4
  - 1/4" Gap over Pile 5
  - Shim - End decay
- Bent 3
  - Pile 6 - Possible Reject
- Bent 4
  - 1/4" Gap over Pile 4
  - Shim - Reject (crushing)
- Bent 6
  - 1/4" Gap over Pile 1
- Bent 7
  - Shim - End decay
- Bent 8
  - Shim - Reject (slight crushing)
- Span 7
  - Stringer 8 - Possible Reject
- Span 8
  - Stringer 1 - Possible Reject
  - Stringer 8 - Reject

Approaches - Low  
Headwalls - OK  
Guard Timber - OK  
Ties - Fair (15 reject)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	3	RAILROAD	Add ballast and tamp up both approaches
2	1.4	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Shim on Bent 4 (crushing)</li><li>- Shim on Bent 8 (slight crushing)</li></ul>
3	1.8	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
4	1.7	4	OSMOSE	Spot replace 15 bridge ties
5	1.5	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Stringer 8 in Span 8 (breaking)</li></ul>

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>MILEPOST:</b> 247.00	<b>BRIDGE #</b> <b>TH 247.00</b>
<b>TYPE:</b> ODPT	<b>SECTION#</b> 1
<b>INSPECTION DATE:</b> 4/18/2007	<b>LOCATION:</b> Indian Springs, IN
	<b>INSPECTOR:</b> P. Kaz, G. Grumke & W. Spring

## Findings:

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.2	4	OSMOSE	Shim or Epoxy: <ul style="list-style-type: none"><li>- Over Pile 4 of Bent 2</li><li>- Over Pile 5 of Bent 2</li><li>- Over Pile 4 of Bent 4</li><li>- Over Pile 1 of Bent 6</li></ul>
7	1.6	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Stringer 8 in Span 7</li><li>- Stringer 1 in Span 8</li></ul>
8	1.3	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Pile 6 in Bent 3</li></ul>
9	1.1	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Shim on Bent 1 (end decay)</li><li>- Shim on Bent 2 (end decay)</li><li>- Shim on Bent 7 (end decay)</li></ul>

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 247.00

Sub District / Branch: Chicago

Location: Indian Springs

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_

Age: 1957

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Shim	-	P4	OK	-End Decay				Shim (13 1/2 x 4 x 12) Cap (14 x 13 1/2 x 14)					5
2	6	Shim	6	E. End	Decay	OK				1/4" Gap P's 4+5					36
3	6	6	10	D/P	3	6	4	7		2 pcs Cap	13 1/2	PX			60
4	6	Shim	10	2R	⊗	#3				1/4" Gap P4					60
5	6		10	S-OK											60

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/18 20 07

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: 247.00

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
6	6	1	10	D/P	4	4				1/4" Gap ↑ P1					60
		3		4	RS										
7	6	Shim	10	PS	4 1/2	1/2				End Decay					60
		1		3	4	2									
		5		9	6	1									
8	6	Shim Piles	8	PS	3	5				⊗ Sl. CR #3 2 pcs Cap					48
				5-OK											
9	<u>5</u>	Shim	1/2	P4	OK										5
		Cap		P2 P3 & P4	OK										394
		3		D/P	OK										
										Apps - low #3					
										Hauls - OK					
										GT - OK					
										(9x7 1/2 x 10)					
										112 Ties - Fair (15x)					



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

BRIDGE # **TH 247.20**

MILEPOST: 247.20

SECTION# 1

TYPE: ODPT

LOCATION: Indian Springs, IN

INSPECTION DATE: 4/18/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1  
Cap - Possible Reject
- Bent 3  
3/4" Gap over Pile 6  
North Sway Brace - Reject
- Bent 8  
Pile 3 - Reject  
3 1/2" Shim - Reject (crushing, vertical split)
- Bent 10  
Pile 4 - Possible Reject  
Pile 6 - Reject
- Bent 12  
Cap - Reject
- Bent 14  
Post 2 - Visual Reject  
1/2" Tapered Gap over Post 2

Approaches - Low  
North Headwall - Poor (top 3 timbers reject)  
South Headwall - Fair (top 2 timbers reject)  
Guard Timber - OK  
Ties - Fair (25 reject)  
Ballast on Stringer tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.9	2	OSMOSE	Post: - Post 2 of Bent 14 (visual reject)
2	1.12	3	OSMOSE	Spot replace 25 bridge ties
3	1.10	3	OSMOSE	Replace: - North Headwall
4	1.8	3	OSMOSE	Replace: - Cap on Bent 12
5	1.7	3	OSMOSE	Replace: - 3 1/2" Shim on Bent 8 (crushing, vertical split)
6	1.2	3	RAILROAD	Add ballast and tamp up both approaches
7	1.14	4	RAILROAD	Remove: - Ballast from Stringer tops
8	1.13	4	OSMOSE	Replace: - Cap on Bent 1
9	1.11	4	OSMOSE	Replace: - South Headwall

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

BRIDGE # **TH 247.20**

MILEPOST: 247.20

SECTION# 1

TYPE: ODPT

LOCATION: Indian Springs, IN

INSPECTION DATE: 4/18/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

---

## Findings:

---

## Recommended Work and Work Accomplished

---

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
10	1.5	4	OSMOSE	Post: - Pile 3 of Bent 8 - Pile 6 of Bent 10
11	1.4	4	OSMOSE	Shim or Epoxy: - Over Pile 6 of Bent 3
12	1.3	4	OSMOSE	Replace: - North sway brace on Bent 3
13	1.1	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
14	1.6	5	RAILROAD	Monitor: - Pile 4 of Bent 10

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 247.20

Subj District / Branch: Chicago

Location: Indian Springs IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1955

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Cap	2	P3	7	3 1/2	Cap		(PX)	3 1/2" Shim over Cap (13 1/2" x 14" x 14")					10
2	6	3	9 1/2	D/P	5	3	4 3/4	5			15 3/4				60
		6		P/P	DP (3" x 7" x 7")						13 1/4				
										3 1/2 Shim over Cap					
3	6	6	11 1/2	D/P	4	6	5	5		3/4" Gap ↑ P6	12 3/4				72
										N. Sway (X)					
4	6		12							3 1/2" Shim over 2pc Cap					72
5	6	4	12	D/P	5 1/4	3 3/4	5 1/2	2 1/2		3 1/2 Shim over 2pc Cap	15 1/2				72
6	6	5	13	P/P	2 1/2	4				3 1/2" Shim over 2pc Cap	14 1/4				78
		6		P/P	5 1/4	3 3/4	8	1			14 1/4				
7	6	1	13	2	7	1	3 3/4	6 1/2	2	split @ D/P	14 3/4				78
										3 1/2" Shim over 2pc. Cap					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/18 20 07

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: TH 247 20

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
8	6	3	13	D/P	0	12 1/4	1	12 1/2		3 1/2" Shim over 2 PC Cap	14 3/4	X			78
		6		D/P	3 1/2	5 1/2	4	6 1/2			13 1/4				
				3 1/2" Shim - <del>(X)</del> CR & V-Split (3)											
9	6		13							3 1/2" Shim over 2 PC Cap					78
10	6	4	13	6	4	6 1/2	3	8		3 1/2" Shim over 2 PC Cap.	13 1/2	PX			78
		6		11	1 1/2	9 1/2	1	10		WPH	12 1/2	X			
11	6		13							3 1/2" Shim over 2 PC.					78
12	6		13	Cap - <del>(X)</del>						3 1/2" Shim over Cap (13 1/2" x 14 x 14)					78
13	6		8							3 1/2" Shim over Cap					48
14	<u>5</u>	P2	2	G/L	1 1/4	11	2	11		1/2" T Gap P2 (3)	12 x 14	VX			<u>10</u>
	82	5		D/P	2 1/2	1	5	3		3 1/2" Shim over Cap	15				<u>290</u>
Approaches - Low (3)															
W. Headwall - Top 3 timbers <del>(X)</del> (3)															
S. Headwall - Fair Top 2 timbers <del>(X)</del>															
Guard Timber - Ok															
182 Ties - Fair (25 <del>(X)</del> ) (9 1/4 x 8 x 10)															
Ballast on Str. tops															

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 248.60

TYPE: ODPT

INSPECTION DATE: 4/18/2007

BRIDGE # **TH 248.60**

SECTION# 1

LOCATION: Williams, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 1

Cap - Possible Reject

Approaches - Low  
Headwalls - OK  
South Headwall - Undermining  
Guard Timber - OK  
Ties - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Add ballast and tamp up both approaches
2	1.3	4	RAILROAD	Place fill & rip-rap at south headwall
3	1.2	4	OSMOSE	Replace: - Cap on Bent 1

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 248.60

Sub District / Branch: Chicago

Location: Williams IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: 1961

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Cap	2	P4	7	3	<del>PK</del>								10
2	5		12	S-OK											60
3	5		12	S-OK											60
4	5		3	S-OK											15
	<u>20</u>														<u>145</u>

Apps - Low #3 GT-OK SYMBOLS 30 Ties - OK

(9 x 7 1/2 x 10) Hd wlls - OK (S. underpinning)

- PP - Previously Posted
- X - Reject
- PX - Possible Reject
- V - Void
- DR - Decay Ring
- DP - Decay Pocket
- H - Heart
- S - Shell Thickness
- SR - Shell Rot
- RS - Ring Separation
- D/P - Drift Pin
- G/L - Groundline Area

Bents Numbered From:	(N)	S	E	W
Piling Numbered From:	N	S	(E)	W
Bent # <u>1</u> is:	(N)	S	E	W
(Timetable)				

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 1

BRIDGE # **TH 250.40**

MILEPOST: 250.40

SECTION# 1

TYPE: BDPT

LOCATION: Williams, IN

INSPECTION DATE: 4/18/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 2

Cap - Reject (bulging)

Approach - Low

Headwall - Fair

Ballast Retainer - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace: - Cap on Bent 2 (bulging)
2	1.3	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
3	1.1	4	RAILROAD	Add ballast and tamp up North approach

# BORING RECORD

Date: 4/18 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: TH 250.40 sec 1

Sub District / Branch: Chicago

Location: Williams, IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: 1940

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
1	5		—							Buried to Cap					5
2	<u>6</u>	5	4	P/P	2 1/2	11	2 1/2	5			17				24
	<u>11</u>				Cap - (P)					Bulging (3)					<u>29</u>
		4			File Split					1/4 Bearing					
3					Cap on Corbels -					HSDK (14x13 1/2x14)					
										Approach Low (4)					
										Headwall - Fair					
										Ballast Retainer OK					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From:	<input checked="" type="radio"/> N <input type="radio"/> S <input type="radio"/> E <input type="radio"/> W
Piling Numbered From:	<input type="radio"/> N <input type="radio"/> S <input checked="" type="radio"/> E <input type="radio"/> W
Bent # <u>1</u> is:	<input checked="" type="radio"/> N <input type="radio"/> S <input type="radio"/> E <input type="radio"/> W (Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 2

BRIDGE # **TH 250.40**

MILEPOST: 250.40

SECTION# 2

TYPE: Beam Span

LOCATION: Williams, IN

INSPECTION DATE: 4/18/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### PIER 1 - ROW 1:

Corbel Block 1 - Vertical Split  
Corbel Block 4 - Vertical Split  
Corbel Block 8 - Vertical Split  
Corbel Block 10 - Vertical Split  
Corbel Block 11 - Vertical Split  
8" Block - Vertical Split

### PIER 2 - ROW 1:

Pile 6 - Reject  
1/2" Gap over Pile 3  
1/2" Gap over Pile 4  
1/2" Gap over Pile 5  
Corbel Block 2 - Vertical Split  
Corbel Block 8 - Vertical Split  
Corbel Block 11 - Vertical Split  
Cap - Possible Reject

Line and Surface - OK  
Ties - OK  
Guard Timber - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	3	OSMOSE	Shim or Epoxy: - Over Pile 3 of Row 2 of Pier 2 - Over Pile 4 of Row 2 of Pier 2 - Over Pile 5 of Row 2 of Pier 2
2	2.4	4	OSMOSE	Post: - Pile 6 of Row 1 of Pier 2
3	2.2	4	OSMOSE	Replace: - Cap on Row 1 of Pier 2
4	2.1	5	RAILROAD	Monitor: - Corbel Block 1 of Pier 1 (vertical split) - Corbel Block 4 of Pier 1 (vertical split) - Corbel Block 8 of Pier 1 (vertical split) - Corbel Block 10 of Pier 1 (vertical split) - Corbel Block 11 of Pier 1 (vertical split) - 8" Block on Pier 1 (vertical split) - Corbel Block 2 of Pier 2 (vertical split) - Corbel Block 8 of Pier 2 (vertical split) - Corbel Block 11 of Pier 2 (vertical split)

# Concrete & Steel Inspection

Date: 4/18 20 07 BRIDGE #: TH 250. 40 Sec 2  
 OWNER: Indiana Railroad Location: Williams S IN  
 Sub-District / Branch: Chicago Region / Division: \_\_\_\_\_

Location / Access	
Bridge Location: _____ miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (compass) of Town/State: _____	
Access: <input type="checkbox"/> Truck <input type="checkbox"/> Bomb <input type="checkbox"/> Rail Explain in Detail: _____	
GPS Coordinates: _____	Nearest Crossing: _____

Bridge Description			
Length: <u>3.5</u>	# of Spans: <u>1</u>	# of Tracks: <u>1</u>	Year Built: <u>1940</u>
Type: <input type="checkbox"/> DPG <input type="checkbox"/> TPG <input type="checkbox"/> Truss <input type="checkbox"/> Slab <input type="checkbox"/> Arch <input type="checkbox"/> Trestle <input type="checkbox"/> ODPT <input checked="" type="checkbox"/> Beam Span <input type="checkbox"/> BDPT <input type="checkbox"/> Other			
Members are Numbered from : <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W (Railroad Direction)			
Mileage Increases from: <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (Railroad Direction)			
Max Bridge Height: <u>9</u>	Bridge is Over: <u>Road</u>		
Bents/Piers in Water: _____	Max Water Depth: _____		
Dewatering Necessary? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Bridge/Track: <input checked="" type="checkbox"/> Tangent <input type="checkbox"/> Curve	Deck: <input checked="" type="checkbox"/> Open <input type="checkbox"/> Ballast	
Super Elevation: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Super Elevation is in: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W		
Guard Rail: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Walkway: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Walkway Location: _____	
Fiber Optics/Conduits: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Skewed: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Culvert: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Condition			
Line & Surface: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Approaches: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Ties: <u>32</u> <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Tie Size: (Width): <u>9</u>	X (Depth): <u>2 1/2</u>	X (Length): <u>10</u>	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____	X (Depth): _____	X (Length): _____	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____	X (Depth): _____	X (Length): _____	
Guardtimber: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Guardtimber Size: (Width): _____	X (Depth): _____	X (Length): _____	
Walkway: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Type: <input type="checkbox"/> Plank <input type="checkbox"/> Grating <input type="checkbox"/> Slab	Priority: _____	
Walkway Size: (Width): _____	X (Depth): _____	X (Length): _____	
Headwalls: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Bearings: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Erosion Problems? _____			

Note High Priority Repairs

# Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: TH 250.40 Sec 2

## Directions to Bridge

Sketch Directions to Bridge:

Directions:

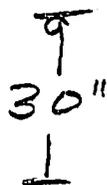
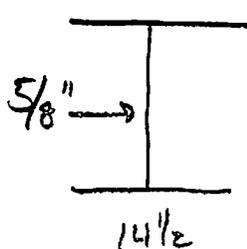
## Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

2 Piers of 2 Rows, 6 Piles/ROW

2 Capson 11/2 Corbels

Steel Beam Bearings



4 Beams

35' Span

## Superstructure & Substructure Notes / Sketches

Note any defects

No Defects located @ time of Inspection

# BORING RECORD

Date: 4/18 2007

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: TH250.40 selz

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
Pier 1															
Row 1	6		6												36
										2BBS Fence					
Row 2	6		9							(12 Blocks 14x14x5')					54
										(2 Blocks 8x14x14)					
										Corbel Blocks 1, 4, 8, 0 1/2" U-split (5)					
										Both 8" Blocks - U-split					
Pier 2															
Row 1	6	6	9	1	2	10	2	10			13 X				54
		Cap		PI	6 1/2	2	Cap	PK							
Row 2	6		6												36
										Corbel Blocks 2, 8, 11 - Usplit (5)					
										2BR's					
										1/2" Gaps ↑ P 3, 4, 5					

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 3

BRIDGE # **TH 250.40**

MILEPOST: 250.40

SECTION# 3

TYPE: BDPT

LOCATION: Williams, IN

INSPECTION DATE: 4/18/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 2

Pile 6 - Reject

Approach - Low

Headwall - Fair

Ballast Retainer - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.3	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
2	3.2	4	OSMOSE	Post: - Pile 6 of Bent 2
3	3.1	4	RAILROAD	Add ballast and tamp up South Approach

# BORING RECORD

Date: 4/18 20 07

Sheet: \_\_\_\_\_ of \_\_\_\_\_

OWNER: Indiana Railroad

BRIDGE #: TH 250.40 sec 3

Sub / District / Branch: Chicago

Location: Williams, IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: 1940

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1		Cap on Combels								HS-07c (14x13 1/2x14)					—
2	6	5	5 1/2	2	0	2	10				14	X			30
3	5		—							Buried to S.M.'s					5
	<u>11</u>									Approach - Low (4)					<u>35</u>
										Headwall - Fair					
										Ballast Retainer Dk					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is: (N) S E W  
(Timetable)

Signed: P.K., W.S., G.G.

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 1

BRIDGE # **TH 251.9**

MILEPOST: 251.90

SECTION# 1

TYPE: ODPT

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 1

Pile 3 - Visual Reject  
Poor Pile spacing  
Poor Pile bearing

Approaches - Low  
Headwall - Fair (minor undermining)  
Guard Timber - OK  
Shoulders - Fair to Poor (northwest needs wingwall)  
Ties - OK (3 reject)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	2	OSMOSE	Post: - Pile 3 of Bent 1
2	1.6	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
3	1.4	4	OSMOSE	Add: - Wingwall to Northwest shoulder
4	1.2	4	OSMOSE	Spot replace 3 bridge ties
5	1.1	4	RAILROAD	Add ballast and tamp up North approach
6	1.3	5	RAILROAD	Monitor: - Headwall for additional undermining

# BORING RECORD

Date: 04/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 251.90 Sec 1

Sub District / Branch: Chicago

Location: Williams, IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_

Age: 1935

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	3	3							2pc Cap <sup>6x13 1/2</sup> Poor Pile Spacing Poor Bearing	13	UX			15
2	3 timbers on Corbels				S-OK					1 1/2 x 8" Strs Dapped 3"					15
	5									1 1/2 x 1 3/4					
										12 x 9 1/2					
										Approach - Low					
										Headwall - Fair, minor undermining					
										Guard Timber - OK					
										Ties - OK - 30					
										Shoulders - Fair to Poor NW needs W/ly wall					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is: (N) S E W

(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 2

BRIDGE # **TH 251.9**

MILEPOST: 251.90

SECTION# 2

TYPE: Beam Span

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### PIER 1 - ROW 1:

Corbel Block 2 - Vertical Split  
Corbel Block 8 - Vertical Split  
Cap - Possible Reject

### PIER 2 - ROW 1:

Corbel Block 1 - Vertical Split

Line and Surface - OK  
Guard Timber - OK  
Ties - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	4	OSMOSE	Replace: - Cap on Row 1 of Pier 1
2	2.2	5	RAILROAD	Monitor: - Corbel Block 2 of Pier 1 (vertical split) - Corbel Block 8 of Pier 1 (vertical split) - Corbel Block 1 of Pier 2 (vertical split)

# Concrete & Steel Inspection

Pg 1 of 2

Date: 4/17 20-07 BRIDGE #: Th 251.90 Sec 2  
 OWNER: Indiana Railroad Location: Williams IN  
 Sub / District / Branch: Chicago Region / Division: \_\_\_\_\_

Location / Access	
Bridge Location: _____ miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (compass) of Town/State: _____	
Access: <input checked="" type="checkbox"/> Truck <input type="checkbox"/> Bomb <input type="checkbox"/> Rail Explain in Detail: _____	
GPS Coordinates: _____	Nearest Crossing: _____

Bridge Description			
Length: <u>40</u>	# of Spans: <u>1</u>	# of Tracks: <u>1</u>	Year Built: <u>1955</u>
Type: <input type="checkbox"/> DPG <input type="checkbox"/> TPG <input type="checkbox"/> Truss <input type="checkbox"/> Slab <input type="checkbox"/> Arch <input type="checkbox"/> Trestle <input type="checkbox"/> ODPT <input checked="" type="checkbox"/> Beam Span <input type="checkbox"/> BDPT <input type="checkbox"/> Other			
Members are Numbered from : <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W (Railroad Direction)			
Mileage Increases from: <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (Railroad Direction)			
Max Bridge Height: <u>11</u>		Bridge is Over: <u>Road</u>	
Bents/Piers in Water: _____		Max Water Depth: _____	
Dewatering Necessary? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Bridge/Track: <input checked="" type="checkbox"/> Tangent <input type="checkbox"/> Curve Deck: <input checked="" type="checkbox"/> Open <input type="checkbox"/> Ballast	
Super Elevation: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Super Elevation is in: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	
Guard Rail: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Walkway: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Walkway Location: _____	
Fiber Optics/Conduits: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Skewed: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Culvert: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Condition			
Line & Surface: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Approaches: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Guardtimber: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Guardtimber Size: (Width): _____ X (Depth): _____ X (Length): _____			
Walkway: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Type: <input type="checkbox"/> Plank <input type="checkbox"/> Grating <input type="checkbox"/> Slab		Priority: _____
Walkway Size: (Width): _____ X (Depth): _____ X (Length): _____			
Headwalls: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Bearings: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Erosion Problems? _____			

Note High Priority Repairs

Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: TH251.90 Sec 2

Directions to Bridge

Sketch Directions to Bridge:

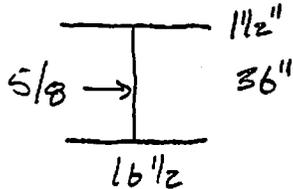
Directions:

Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

2 piers w/ 2 rows of Spiles. 8 corbels on each pier

4 Steel Beams on 1 cap over corbels.



40' span

Superstructure & Substructure Notes / Sketches

Note any defects

No Defects @ Time of Inspection

### BORING RECORD

Date: 4/17 20 07  
 OWNER: Indiana Railroad

Sheet: 2 of 2  
 BRIDGE #: TH 251.90 Sec 2

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
Pier 1															
Row 1	5	Cap	5	P5	7	2	Cap	(PX)		14x14x14					25
Row 2	5		10							H-S-OK 8(14x14x6') 3 Corbels 2(8x16x12) 2 1/2 8 U-split #5 1(14x14x14)					50
Pier 2															
Row 1	5		10							H-S-OK Caps - (14x13 1/2) 8(14x14x6) 2(8x16x12)					50
Row 2	5	Cap	10	P6	OK					3 Corbels 1(14x14x14) Corbel 1 - U-split #5					50

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 3

BRIDGE # **TH 251.9**

MILEPOST: 251.90

SECTION# 3

TYPE: ODPT

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 1

Top Cap - Vertical split

Bent 2

Pile 4 - Possible Reject

Approach - Low

Headwall - Fair (minor undermining)

Guard Timber - OK

Ties - OK (3 reject)

Shoulders - Fair to Poor (southwest needs wingwall)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.7	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
2	3.4	4	OSMOSE	Add: - Wingwall to Southwest shoulder
3	3.3	4	OSMOSE	Spot replace 3 bridge ties
4	3.1	4	RAILROAD	Add ballast and tamp up South Approach
5	3.6	5	RAILROAD	Monitor: - Top Cap on Bent 1 (vertical split)
6	3.5	5	RAILROAD	Monitor: - Pile 4 in Bent 2
7	3.2	5	RAILROAD	Monitor: - Headwall for additional undermining

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: TH 251.90 Sec 3

Sub District / Branch: Chicago

Location: Williams IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_

Age: 1935

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	3	Caps on			Corbels					(2' x 10 x 14) - 1 split (at str 5.02)					
										(2' x 10 x 14) / (at str 4.42)					1
										(2 x 9 1/2 x 14)					
2	5	4	3	6 1/2	4	8	3	8		(14 x 13 1/2 x 14)	13	PX			15
	5														5
										Approach - Low (4)					
										Head wall - Fair, minor undermining					
										Guard timber - ok					
										Ties - ok - 30					
										Shoulders - Fair to Poor					
										Southwest needs wing wall					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: McC. W.S. GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

BRIDGE # **TH 252.20**

MILEPOST: 252.20

SECTION# 1

TYPE: ODPT

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1  
Pile 3 - Reject
- Bent 2  
1/4" Tapered Gap over Pile 3
- Bent 5  
Pile 2 - Possible Reject
- Bent 6  
Pile 5 - Reject  
Pile 6 - Reject
- Bent 7  
Cap - Possible Reject (vertical split)
- Span 2  
Stringer 2 - Visual Reject

Approaches - Low  
Headwalls - Fair (both low)  
Guard Timber - OK  
Ties - OK (6 reject)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.7	2	OSMOSE	Replace: - Stringer 2 in Span 2 (broken)
2	1.10	3	OSMOSE	Shim or Epoxy: - Over Pile 3 of Bent 2
3	1.5	3	OSMOSE	Post: - Pile 5 of Bent 6 - Pile 6 of Bent 6
4	1.9	4	OSMOSE	Add top timber to both headwalls
5	1.8	4	OSMOSE	Spot replace 6 bridge ties
6	1.6	4	OSMOSE	Replace: - Cap on Bent 7 (vertical split)
7	1.3	4	OSMOSE	Post: - Pile 3 of Bent 1
8	1.2	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
9	1.1	4	RAILROAD	Add ballast and tamp up both approaches
10	1.4	5	RAILROAD	Monitor: - Pile 2 of Bent 5

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 2

OWNER: Indiana Railroad

BRIDGE #: 252.20

Sub District / Branch: Chicago

Location: Williams IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1993 Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	3	exc	D/P	1 1/2	8 1/2	1	9		4" shim over 2 PC Cap	12 1/2	X			5
2	6	3	4	D/P	2	5	2	3 1/4		1/4 T Cap ↑ P3	13 1/4				24
		4		3	1 1/2	3 1/2	6	2	2	2" shim over Cap (14x14x14)	13				
3	6	1	15	D/P	9	3 1/2	5	2		4" shim over 2 PC CAP	16 1/2				90
		5		D/P	2	4					13				
		6		2	5	6	4	8 1/4			15				
4	6	1	17	D/P	2	7	1	4 3/4		4" shim over Cap	12 1/4				102
		2		D/P	8 1/2	4	8	4		split @ D/P	14				
		4		15	3	5	3	4			12				
5	6	1	16	7	6	1	3 1/2	4		4" shim over 2 PC Cap	13 1/2				96
		2		D/P	3	4	1 1/2	5 1/2			12 1/4	PX			
		5		14	4 1/2	1	7	3			14 1/2				
		6		G/L	7 1/4	3 1/2					13				

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/17 20 07  
 OWNER: Indiana RR

Sheet: 2 of 2  
 BRIDGE #: TH252 20

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
6	6	1	4	D/P	7	3	5	7		4" shim over ZPC Cap	13 3/4				24
		5		P/P	1	5	1	5		Split	12	X			
		6		D/P	2	9	3	9			14 1/2	X			
7	<u>5</u> 40		exc 1	Cap - (PX) - U-Split						4" shim over Cap					<u>5</u> 346
<p>Approaches - Low (4)            Headwalls - Fair (Add top timber to both)            Guard Timber - OK            78 Ties (68) (9 x 7 1/2 x 10)</p>															

Stringer Schematic  
 OWNER: Indiana Railroad

BRIDGE NO: IH 252 20

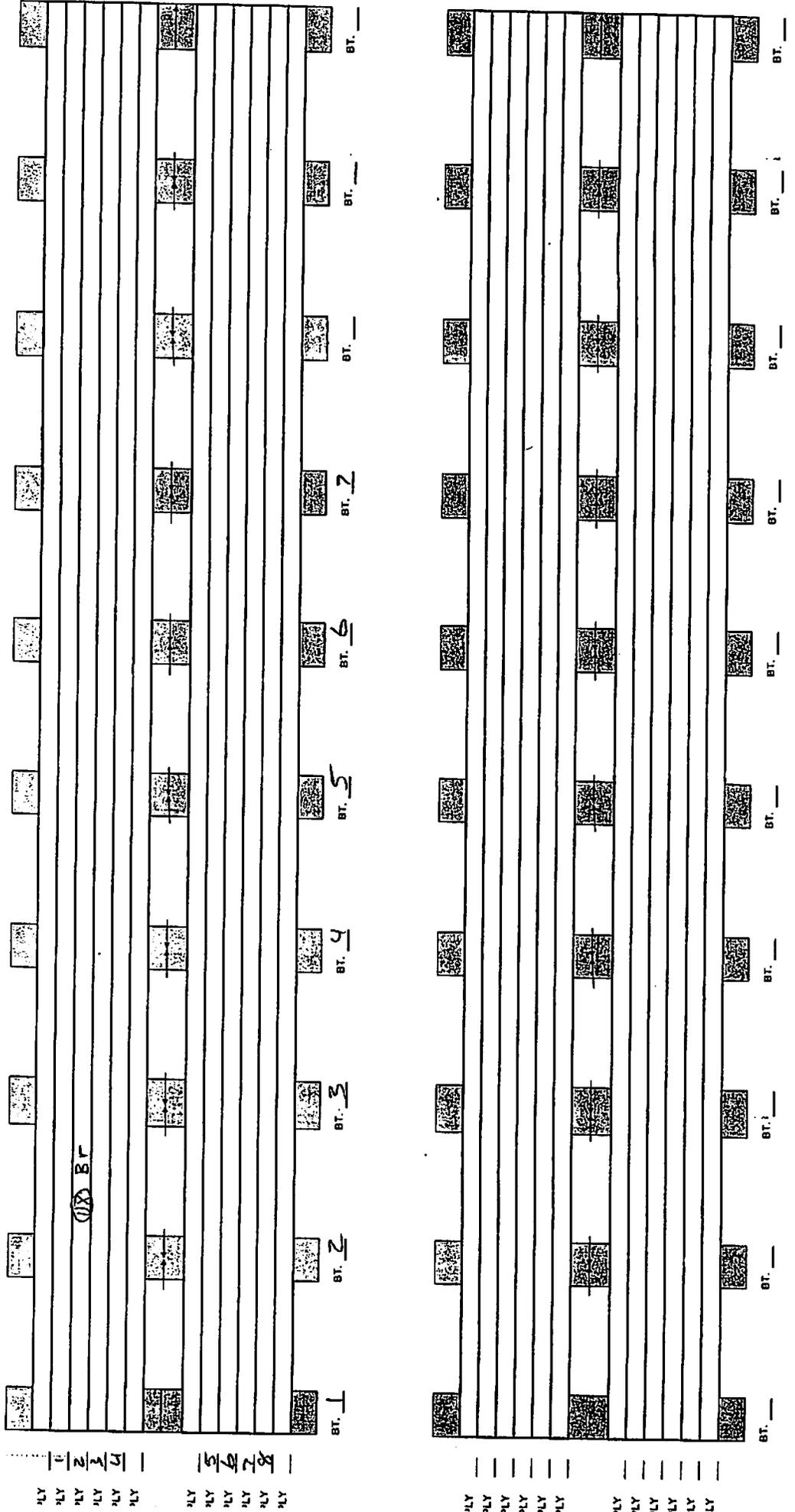
SubDist / Branch: Chicago

Bridge Type: ODPT

Stringer Size: 10 X 17 1/2  
(Width x Depth x Length)

Sheet: 1 of 1

Comments: \_\_\_\_\_



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 252.50

TYPE: ODPT

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 252.50**

SECTION# 1

LOCATION: Williams, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 2  
Pile 3 - Reject
- Bent 3  
Pile 3 - Reject  
Subcap - Possible Reject (vertical split)
- Bent 4  
Poor Pile spacing  
Subcap - Vertical split
- Span 1  
Stringer 3 - Possible Reject

Approaches - Low  
Headwalls - Fair (minor undermining)  
Guard Timber - OK  
Walkway - OK  
Ties - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	4	OSMOSE	Replace: - Subcap on Bent 3 (vertical split)
2	1.4	4	OSMOSE	Post: - Pile 3 of Bent 2 - Pile 3 of Bent 3
3	1.3	4	RAILROAD	Add ballast and tamp up both approaches
4	1.2	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
5	1.1	4	RAILROAD	Monitor: - Stringer 3 in Span 1
6	1.5	5	RAILROAD	Monitor: - Subcap on Bent 4 (vertical split)

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 252.50

Sub District / Branch: Chicago

Location: Williams IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1993 Age: 1950

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90° SHELL	90° VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	4	1	D/P	1 1/2	3 1/2	4	1		8" Subcap on Cap	10 1/4				5
		5		D/P	2	4 1/2	4 1/4	1 1/2			13				
2	6	3	9 1/2	P/P	1	4	3	8		Split	12	X			60
		6		D/P	5 1/2	6	7	4 1/2		8" Subcap on Cap	13				
3	6	3	10	D/P	1 1/2	6 1/2	2	8			11 1/2	X			60
		6		P/P	4	7	3 1/2	4 1/2			13				
				Sub Cap	P3	3	1	Subcap	(PX)	-V-split					
4	5	1	3	P/P	4 1/4	2	7	5		Poor File Spacing	15 1/2				15
						Subcap - V-split (5)									
<p>Approaches - Low (4)</p> <p>Headwalls - Fair (minor undermining)</p> <p>37 Ties - OK (9x7 1/2x10) 6 walkway (16')</p>															

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void <sup>2</sup>  | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is: (N) S E W

(Timetable)

Signed: PK, WS, GG

Stringer Schematic

OWNER: Indiana Railroad

BRIDGE NO: TH 252.50

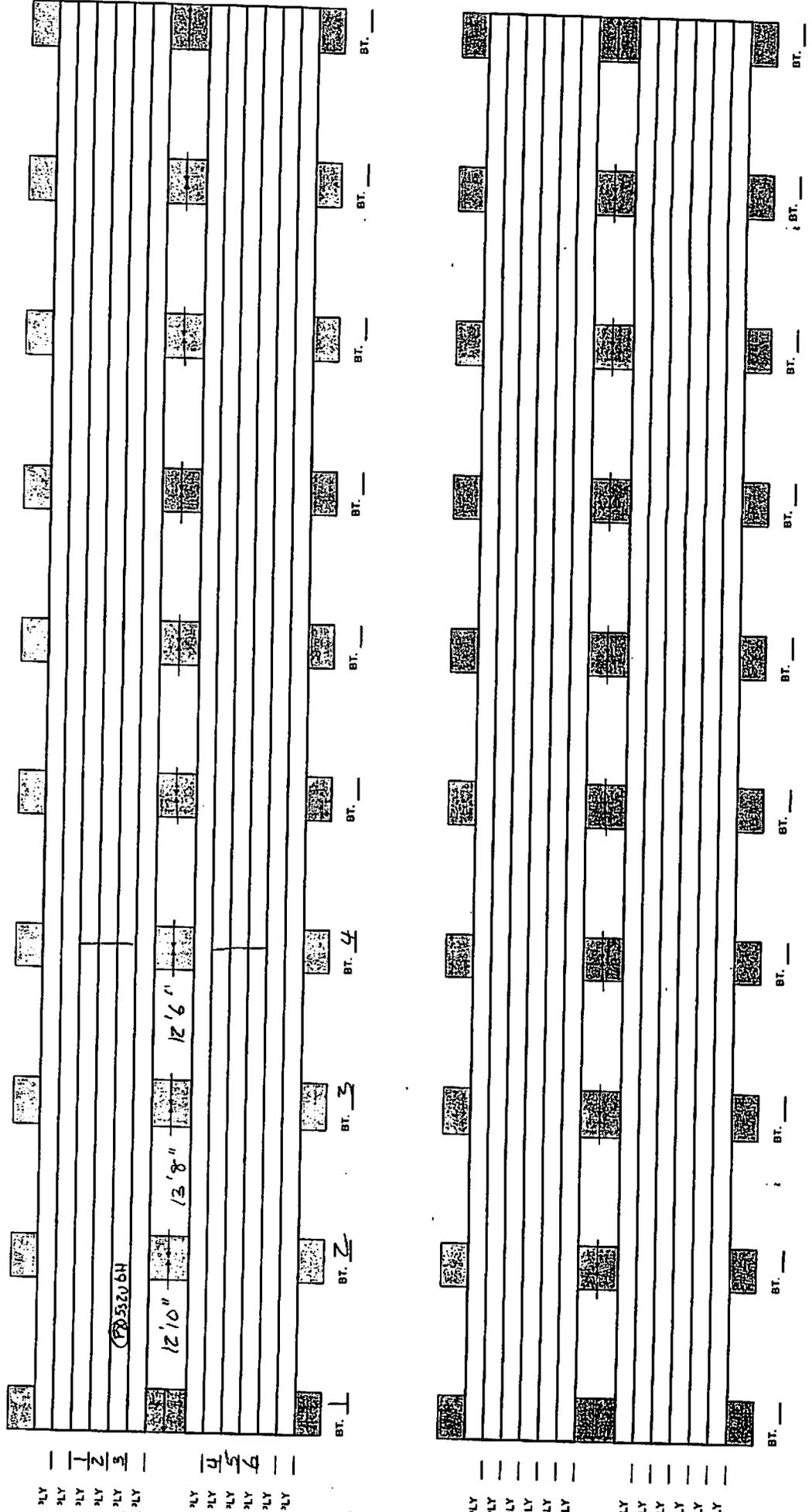
Sub Dist / Branch: Chicago

Bridge Type: ODPT

Stringer Size: 10 X 12 1/2  
(Width x Depth x Length)

Sheet: 1 of 1

Comments:



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 1

BRIDGE # **TH 254.60**

MILEPOST: 254.60

SECTION# 1

TYPE: BDPT

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### Bent 1

Pile 1 - Reject  
Pile 2 - Reject  
Pile 4 - Reject  
Pile 5 - Reject

### Bent 2

Cap - Reject (vertical split, piles punching)

Approach - Low  
North Headwall - OK  
Ballast Retainers- OK  
Ballast leak over Bent 1

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.3	2	OSMOSE	Frame - Out: - Bent 1
2	1.4	3	OSMOSE	Replace: - Cap on Bent 2 (vertical split, piles punching)
3	1.5	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
4	1.2	4	RAILROAD	Patch: - Ballast leak over Bent 1
5	1.1	4	RAILROAD	Add ballast and tamp up both Approaches

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: TH254.60 sec 1

Sub / District / Branch: Chicago

Location: Williams IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other TC 1994

Age: 1937

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING	
* (2)	5	1	1	D/P	1	12 1/4	1	12			13	X			5	
		2		D/P	3	9 1/2	6	4 1/2			14 1/2	X				
		4		D/P	1	10					13 3/4	X				
		5		D/P	1	10					13 3/4	X				
2	6	3	7	3	SR						13 3/4				42	
	TT Cap			P6	1 1/2	2 1/2	Cap	<del>U-split</del> (3)							47	
3 Cap on Corbels - H/S OK																
Approach - Low (3)																
Headwall - OK																
Ballast Retainers - OK (6" low)																
Leakover B+1																

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

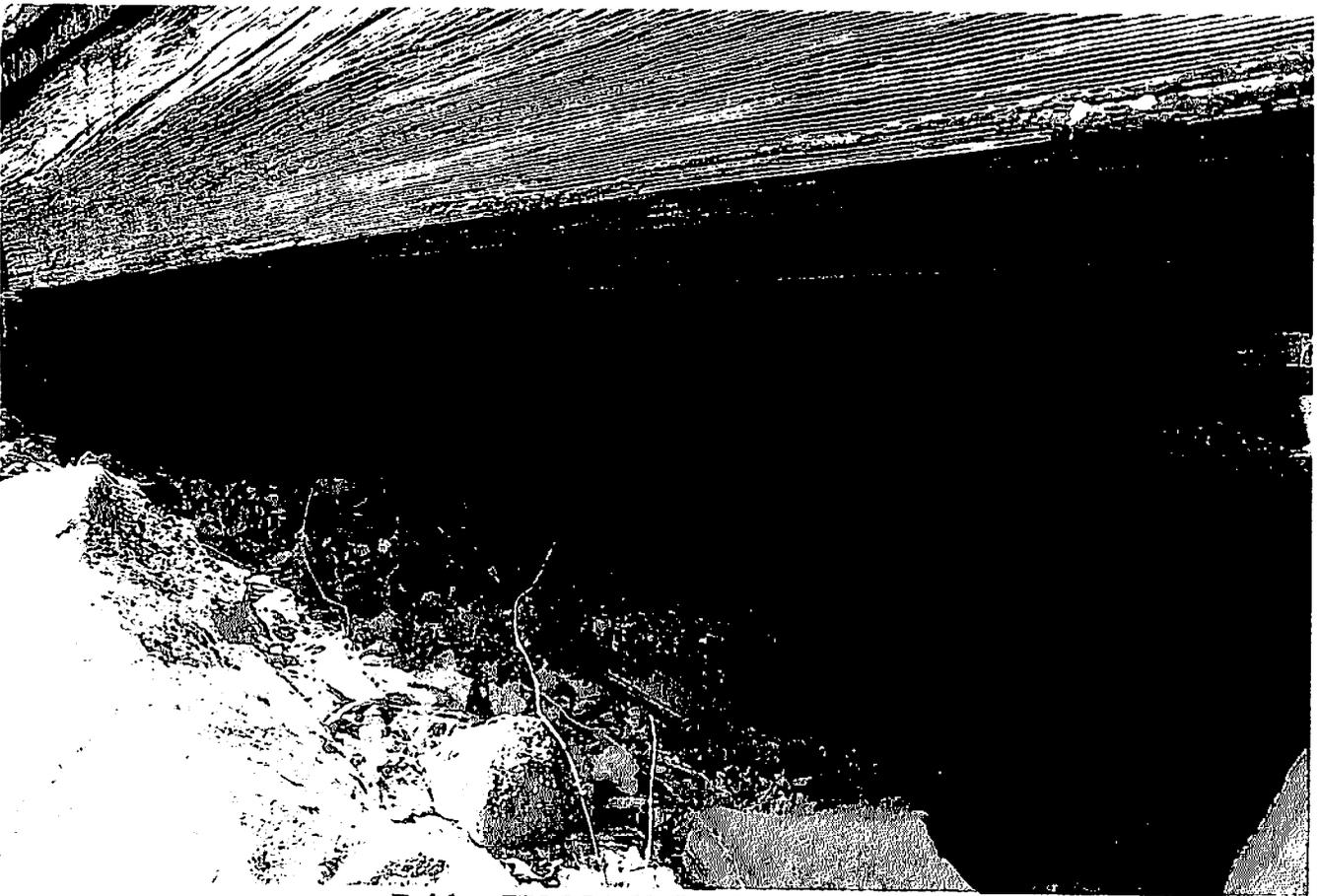
Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: Pk, WS, GG

# Indiana Railroad



Bridge TH 254.60 Section 1 Bent 1

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 2

BRIDGE # **TH 254.60**

MILEPOST: 254.60

SECTION# 2

TYPE: Beam Span

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- PIER 1 - ROW 1:
  - Corbel 2 - Vertical Split
- PIER 1 - ROW 2:
  - Cap - Possible Reject
- PIER 2 - ROW 1:
  - Corbel 2 - Vertical Split
  - Corbel 3 - Vertical Split
- PIER 2 - ROW 2:
  - Pile 2 - Reject

Line and Surface - OK  
Guard timber - OK  
Ties - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.3	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Cap on Row 2 of Pier 1</li></ul>
2	2.2	4	OSMOSE	Post: <ul style="list-style-type: none"><li>- Pile 2 of Row 2 of Pier 2</li></ul>
3	2.1	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Corbel 2 of Pier 1 (vertical split)</li><li>- Corbel 2 of Pier 2 (vertical split)</li><li>- Corbel 3 of Pier 2 (vertical split)</li></ul>

# Concrete & Steel Inspection

Date: 4/17 20 07 BRIDGE #: TH 254.60 Sec 2  
 OWNER: Indiana Railroad Location: Williams, IN  
 Sub/District/Branch: Chicago Region/Division: \_\_\_\_\_

Location / Access	
Bridge Location: _____ miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (compass) of Town/State: _____	
Access: <input type="checkbox"/> Truck <input type="checkbox"/> Bomb <input type="checkbox"/> Rail Explain in Detail: _____	
GPS Coordinates: _____	Nearest Crossing: _____

N 38° 49.024 W 86° 35.528 Bridge Description			
Length: <u>35</u>	# of Spans: <u>1</u>	# of Tracks: <u>1</u>	Year Built: <u>1937</u>
Type: <input checked="" type="checkbox"/> DPG <input type="checkbox"/> TPG <input type="checkbox"/> Truss <input type="checkbox"/> Slab <input type="checkbox"/> Arch <input type="checkbox"/> Trestle <input type="checkbox"/> ODPT <input type="checkbox"/> Beam Span <input type="checkbox"/> BDPT <input type="checkbox"/> Other			
Members are Numbered from: <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W (Railroad Direction)			
Mileage Increases from: <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (Railroad Direction)			
Max Bridge Height: <u>9</u>	Bridge is Over: <u>Roadway</u>		
Bents/Piers in Water: _____	Max Water Depth: _____		
Dewatering Necessary? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Bridge/Track: <input checked="" type="checkbox"/> Tangent <input type="checkbox"/> Curve	Deck: <input checked="" type="checkbox"/> Open <input type="checkbox"/> Ballast	
Super Elevation: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Super Elevation is In: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W		
Guard Rail: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Walkway: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Walkway Location: _____	
Fiber Optics/Conduits: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Skewed: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Culvert: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Condition			
Line & Surface: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Approaches: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____			
Guardtimber: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Guardtimber Size: (Width): _____ X (Depth): _____ X (Length): _____			
Walkway: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Type: <input type="checkbox"/> Plank <input type="checkbox"/> Grating <input type="checkbox"/> Slab	Priority: _____	
Walkway Size: (Width): _____ X (Depth): _____ X (Length): _____			
Headwalls: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Bearings: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Erosion Problems? _____			

Note High Priority Repairs

Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: TH 254.60 Sec 2

Directions to Bridge

Sketch Directions to Bridge:

Directions:

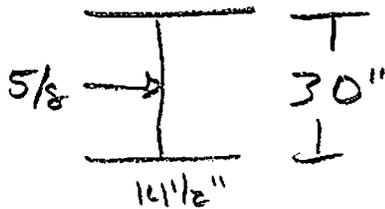
Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

2 piers w/ 2 rows of 6 piles

12 Conbelson Caps

2 capson Corbels, steel beam bearings



4 Beams 35' Span

Superstructure & Substructure Notes / Sketches

Note any defects

No Defects located @ Time of Inspection.

# BORING RECORD

Date: 4/17 2007

Sheet: 2 of 2

OWNER: Indiana Railroad

BRIDGE #: TH254.60 sec 2

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Pier 1															
Row 1	6		9							2 Caps on Corbels					54
										2 caps (14x13 1/2 x 14)					
										12 Corbels (12x11 1/2 x 5')					
										Corbel 2-1/2-split (5)					
Row 2	6	1	12	P/P 3		3					13 3/4				72
		Cap		P 6	6 1/4	2 1/2				Cap - (PX)					
Pier 2															
Row	6		11							Same blocking as Pier 1					66
										Corbels 2:3-1/2-split (5)					
Row 2	6	2	7	6/4	2	12	2	10	1		15 1/4 X				42

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 3

BRIDGE # **TH 254.60**

MILEPOST: 254.60

SECTION# 3

TYPE: BDPT

LOCATION: Williams, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

---

## Findings:

Bent 2

Cap - Reject (piles punching & vertical split)

Approach - Low

Ballast Retainers - OK (6" low)

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## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.2	2	OSMOSE	Replace: - Cap on Bent 2 (vertical split & piles punching)
2	3.3	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
3	3.1	4	RAILROAD	Add ballast and tamp up South Approach

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

WNER: Indiana Railroad

BRIDGE #: TH 254.60 Sec 3

Sub / District / Branch: Chicago

Location: Williams, IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: 1937

BENT	PILES PER BENT	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1									Cap on Corbels - H-S - OK					
2	6	27	58	1 1/2	6 1/2	3			Cap - (X) Pile Punching V-SPLIT	13 3/4				42
3	5	3	etc	D/P	6	6	2		2" Shim over Cap	15 1/4				5
	7	5	P/P	1	7	17				15				47
Approach - Low (3)														
Ballast Retainers - OK (6" Low)														

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 255.60

TYPE: ODPT

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 255.60**

SECTION# 1

LOCATION: Williams, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 1

Cap - Possible Reject (slight crushing at both chords)

Approaches - Low  
Headwalls - OK (both undermining)  
Guard Timber - Fair  
Ties - OK (4 reject)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	RAILROAD	Add ballast and tamp up both approaches
2	1.5	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
3	1.4	4	OSMOSE	Replace: - Cap on Bent 1 (slight crushing at both chords)
4	1.3	4	RAILROAD	Place fill & rip-rap at both headwalls
5	1.2	4	OSMOSE	Spot replace 4 bridge ties

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 255.60

Sub/District/Branch: Chicago

Location: Williams IN

Region/Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994

Age: 1950

BENT	PILES PER BENT	PILE PILE'	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	Cap	3 1/4	P1	6	3	Cap			(PX) Sl. CR @ Both Chs (14 x 13 1/2 x 14)					15
2	5		3							Pile 4-Split					15
	10									2pc Cap					50
Approaches - Low (3)															
Headwalls - OK - both undermining															
Guard Timber - Fair															
16 Ties - OK (40) (9 x 7 1/2 x 10)															

### SYMBOLS

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(TimeTable)

Signed: PK, NS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>MILEPOST:</b> 257.00	<b>BRIDGE #</b> TH 257.00
<b>TYPE:</b> Deck Truss/DPG	<b>SECTION#</b> 1
<b>INSPECTION DATE:</b> 4/17/2007	<b>LOCATION:</b> Bedford, IN
	<b>INSPECTOR:</b> P. Kaz, G. Grumke & W. Spring

## Findings:

PIER	PIER NOTES
2	Riser Block cracked at East bearing

SPAN #	FINDING #	NOTES
1	1	Beam 2 - Heavy pitting of bottom cover plate & edge
2	1	Beam 1 is twisted & bent Deck Truss end cover plates are torn
3	1	North end twisted & bent

Line and Surface - OK  
Approaches - Low  
Headwalls - OK  
Guard Timber - OK (2 sections reject)  
Ties - OK  
Bearings - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Perform a detailed Steel Inspection of Truss & Span 3
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches
3	1.2	4	OSMOSE	Replace: - Two sections of Guard Timber
4	1.5	5	RAILROAD	Monitor: - Beam 1 in Span 2
5	1.4	5	RAILROAD	Monitor: - Beam 2 in Span 1 at bottom cover plate & edge for further pitting
6	1.3	5	RAILROAD	Monitor: - Cracked Riser block at East bearing

# Concrete & Steel Inspection

Date: 04-17 20 07 BRIDGE #: 257<sup>00</sup>  
 OWNER: Indiana Railroad Location: Bedford IN  
 District / Branch: Chicago Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N 38° 49.931' W 86° 33.244' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 200' # of Spans: 3 # of Tracks: 1 Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  <sup>Deck</sup> Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other  
 Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 30' Bridge is Over: Salt Creek  
 Bents/Piers in Water: \_\_\_\_\_ Max Water Depth: ? Deep  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Approaches:  Poor  Fair/Poor  Fair  OK Low Priority: 3  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Guardtimber:  Poor  Fair/Poor  Fair  OK 2 Sec. Priority: \_\_\_\_\_  
 Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_  
 Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Bearings:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Concrete & Steel Inspection (continued)

## Sketches & Additional Notes

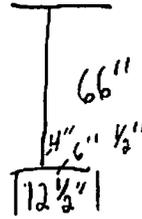
BRIDGE #:

### Directions to Bridge

Sketch Directions to Bridge:

Directions:

Span 3



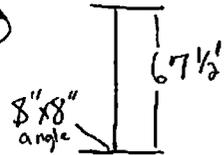
3 Cover Plates Top & Bottom  
12 1/2" x 1/2"

### Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

- 2 - Abuts
- 2 - Piers
- 2 - DPGs
- 1 - Deck Truss

Span 1 →



Web 1/2"

3 Cover Plates 3/4"  
Bottom  
Top Reinforced Triple angles

48 Ties Span 1 (9 x 11 1/2 x 10) w/w Ties 15 - 9 w/t Ties - OK  
 90 Ties Span 2 (9 x 11 1/2, 10 1/2, 10 x 12) 17 w/t Ties - OK  
 4 Ties Span 3

### Superstructure & Substructure Notes / Sketches

Note any defects

Span 1 Beam 2 Heavy Pitting bottom cover plate & edge #5

Span 2 Deck Truss Butt end Cover Plates, Torn - All New Laterals  
 Beam 1 #5  
 Steel is twisted from fall.

Span 3 N End Twisted & Bent #5

Pier 2 - Riser Block Cracked #5  
 East bearing

#4 Detail Steel Inspection of Truss & Span 3

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 258.50

TYPE: ODPT

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 258.50**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 3

Pile 6 - Reject

Approaches - Low  
North Headwall - OK  
South Headwall - Fair (undermined)  
Guard Timber - Fair  
Ties - Fair (minor derail, plate cut)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	4	OSMOSE	In-place preservatively treat all piles, caps & stringers
2	1.3	4	OSMOSE	Post: - Pile 6 of Bent 3
3	1.1	4	RAILROAD	Add ballast and tamp up both approaches
4	1.2	5	RAILROAD	Monitor: - South headwall for further undermining

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 258.50

Sub District / Branch: Chicago

Location: Bedford IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1950

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5	2	exc	D/P	10	2 1/2	8 1/2	6		2pc Cap	15 1/2				5
		3		D/P	6 1/2	6 1/2	7 1/2	4			16				
2	6	1	10 1/2	P/P	8 1/2	4	6 1/2	4		2pc Cap	14 1/4				66
		2		8	7	3 1/2	8 1/2	2			13 3/4				
		5		8	8	5	9 1/4	3 1/4			15 1/4				
3	6	6	12 1/2	2	2	7 1/2	2	10		2pc Cap	14 1/2	X			78
4	5	2	1	P/P	9	3	7 1/2	5		2pc Cap	13				5
	<u>22</u>	5		D/P	3 1/2	4 1/2					14				
<p>Approaches - Low (4)</p> <p>S. Headwall - Fair - Undermined (5)</p> <p>N. Headwall - OK</p> <p>Guard Timber - Fair</p> <p>50 Ties - Fair (minor decay/plate cut)</p> <p>(8 x 7 1/2 x 10)</p>															

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 1

BRIDGE # **TH 259.10**

MILEPOST: 259.10

SECTION# 1

TYPE: BDPT

LOCATION: Bedford, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 2

Pile 5 - Reject  
1/4" Gap over Pile 2  
1/2" Gap over Pile 3  
1/2" Gap over Pile 4  
1/4" Gap over Pile 5  
Both Sway Braces - Reject

Approach - Low  
Headwall - Fair (undermining, top timbers leaning)  
Guard Timber - OK  
Walkway - OK  
Ties - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 2 - Over Pile 3 of Bent 2 - Over Pile 4 of Bent 2 - Over Pile 5 of Bent 2
2	1.5	4	OSMOSE	Post: - Pile 5 of Bent 2
3	1.3	4	OSMOSE	Replace: - Both Sway Braces on Bent 2
4	1.1	4	RAILROAD	Add ballast and tamp up North Approach
5	1.4	5	RAILROAD	Monitor: - Headwall for additional undermining

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: TH 259.10 Sec 1

Sub / District / Branch: Chicago

Location: Bearford, IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1943

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	5		2							H-S-OK					10
2	6	4	6 1/2	P/P	6 3/4	3	4	2		2pc Cap	14				21
		5	4 1/2	2	9	3	7				13 1/4 X				
										Both Swags - <del>OK</del>					
										1/4 Gap ↑ P 2, 5					
										1/2 Gap ↑ P 3, 4					
3	P5		2 1/2							12" x 12" Posts + Sill					15
	5/11														
										Headwall - Undermining Top Timbers Leaving					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drive Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 2

BRIDGE # **TH 259.10**

MILEPOST: 259.10

SECTION# 2

TYPE:

LOCATION: Bedford, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

PIER	PIER NOTES	
2	West nose cracking with efflorescence	
SPAN #	FINDING #	NOTES
1	1	Bottom flange angle pitted
1	2	Bottom portion of intermediate stiffeners - delaminated

Line and Surface - Poor (losing gauge)  
Ties - Poor (14 reject, severe plate cut & spike kill)  
Guard Timber - OK  
Bearings - OK  
Ballast on Pier tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	2.1	2	OSMOSE	Replace all bridge ties
2	2.2	4	RAILROAD	Remove: - Ballast from Pier tops
3	2.5	5	RAILROAD	Monitor: - Line and Surface (losing gauge)
4	2.4	5	RAILROAD	Monitor: - Steel members for additional pitting and delamination
5	2.3	5	RAILROAD	Monitor: - Pier noses for additional cracking and efflorescence

# Concrete & Steel Inspection

Date: 4/17 2007 BRIDGE #: TH 259.10 Sec 2  
 OWNER: Indiana Railroad Location: Bedford, IN  
 Sub District / Branch: Chicago Region / Division: \_\_\_\_\_

Location / Access	
Bridge Location: _____ miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (compass) of Town/State: _____	
Access: <input type="checkbox"/> Truck <input type="checkbox"/> Bomb <input checked="" type="checkbox"/> Rail Explain in Detail: _____	
GPS Coordinates: _____	Nearest Crossing: _____

N 38° 50.574' W B 6031.316 Bridge Description			
Length: <u>40'</u>	# of Spans: <u>1</u>	# of Tracks: <u>1</u>	Year Built: <u>1943</u>
Type: <input checked="" type="checkbox"/> DPG <input type="checkbox"/> TPG <input type="checkbox"/> Truss <input type="checkbox"/> Slab <input type="checkbox"/> Arch <input type="checkbox"/> Trestle <input type="checkbox"/> ODPT <input type="checkbox"/> Beam Span <input type="checkbox"/> BDPT <input type="checkbox"/> Other			
Members are Numbered from: <input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W (Railroad Direction)			
Mileage Increases from: <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W to <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W (Railroad Direction)			
Max Bridge Height: <u>6</u>	Bridge is Over: _____		
Bents/Piers in Water: _____	Max Water Depth: _____		
Dewatering Necessary? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Bridge/Track: <input type="checkbox"/> Tangent <input type="checkbox"/> Curve	Deck: <input type="checkbox"/> Open <input type="checkbox"/> Ballast	
Super Elevation: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Super Elevation is in: <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input checked="" type="checkbox"/> W		
Guard Rail: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Walkway: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Walkway Location: _____	
Fiber Optics/Conduits: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Skewed: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Culvert: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Condition			
Line & Surface: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Approaches: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Ties: <u>36</u> <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	severe plate cut, spike will		Priority: <u>14R (2)</u>
Tie Size: (Width): <u>9</u>	X (Depth): <u>7 1/2 / 12 1/2</u>	X (Length): <u>10</u>	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	losing gauge		Priority: _____
Tie Size: (Width): _____	X (Depth): _____	X (Length): _____	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Tie Size: (Width): _____	X (Depth): _____	X (Length): _____	
Guardtimber: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Guardtimber Size: (Width): _____	X (Depth): _____	X (Length): _____	
Walkway: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Type: <input type="checkbox"/> Plank <input type="checkbox"/> Grating <input type="checkbox"/> Slab	Priority: _____	
Walkway Size: (Width): _____	X (Depth): _____	X (Length): _____	
Headwalls: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK			Priority: _____
Bearings: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK			Priority: _____
Erosion Problems? _____			

Note High Priority Repairs

Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: TH 259, 10 Sec 2

Directions to Bridge

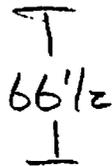
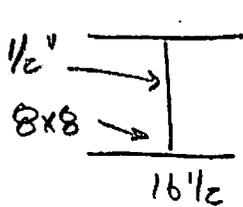
Sketch Directions to Bridge:

Directions:

Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

DPG on Conc Piers



Coverplate -  $18'' \times \frac{3}{4}''$

C to C  $90 \frac{1}{4}''$

2 Girders

Superstructure & Substructure Notes / Sketches

Note any defects

Ballast/Debris on Pier Tops

Bottom Flange Angle - Pitted (5)

Bottom Stiffeners - Delaminated (5)

Pier 2 - W. Nose Cracking w/ Efflorescence

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

Section 3

BRIDGE # **TH 259.10**

MILEPOST: 259.10

SECTION# 3

TYPE:

LOCATION: Bedford, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Bent 1

Sill - Possible Reject

Bent 2

1/4" Gap over Pile 2  
1/4" Gap over Pile 3  
1/2" Gap over Pile 4  
1/4" Gap over Pile 5  
Both Sway Braces - Reject

Approach - Low

Headwall - Fair (undermining, top timber leaning)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	3.4	3	OSMOSE	Shim or Epoxy: - Over Pile 2 of Bent 2 - Over Pile 3 of Bent 2 - Over Pile 4 of Bent 2 - Over Pile 5 of Bent 2
2	3.6	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
3	3.5	4	OSMOSE	Replace: - Sill on Bent 1
4	3.3	4	OSMOSE	Replace: - Both Sway Braces on Bent 2
5	3.1	4	RAILROAD	Add ballast and tamp up both Approaches
6	3.2	5	RAILROAD	Monitor: - Headwall for additional undermining

# BORING RECORD

Date: 4/17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: TH259.10 sec?

Sub District / Branch: Chicago

Location: Bedford IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other \_\_\_\_\_ Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	P5	sill	2 1/2	P2	7	4 1/2	Sill			(PX) 12x12x14'					15
2	6	2	5 1/2	3	1	3				1/4" cap ↑ P2, 3, 5 18"					36
		4		P/P	6	3	4	5		1/2" cap ↑ P4					
										both Swags - (X)					
3	5		2							H-S-OK					10
	5/11														46/15
										Headwall - undermining, Top Timbers leaning					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(Timetable)

Signed: PK WS GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 259.25

TYPE: WSB

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 259.25**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Tapered Cap - End Decay
2	Tapered Cap - Reject

Approaches - Low  
Headwalls - Both top timbers on each headwall (reject)  
Guard Timber - Fair  
Walkway - OK  
Ties - OK

Major Debris on Stringer Tops & Abutments

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace: - Tapered Cap on Abutment 2
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches
3	1.6	4	OSMOSE	In-place preservatively treat all Caps and Stringers
4	1.5	4	OSMOSE	Replace: - Top timber on both Headwalls
5	1.2	4	RAILROAD	Remove: - Debris from Abutment & Stringer Tops
6	1.3	5	RAILROAD	Monitor: - Tapered Cap on Abutment 1 (end decay)

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

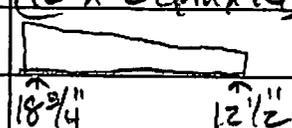
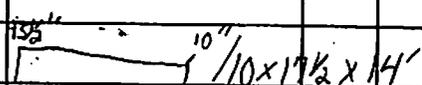
OWNER: Indiana Railroad

BRIDGE #: 259.25

Sub/District/Branch: Chicago

Location: Bedford IN Region/Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Abt 1		Cap 3 stacked Timber			-End Decay #5					(12 x Depth x 14)					—
															
Abut 2		ppcs Cap			Ch 2 O	10				(X) #3					—
															
										4" Shim - OK					
										Both Top Hdull Timbers (X)					
										Major Debris on Str + Abts					
										Apps - Low #3					
										Walkway - OK					
										GT - Fair - Fair (2, 4" sections)					
										16 Ties - OK (9 x 7 1/2 x 10)					
										4 WW Ties 15'					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 259.37</b>	
MILEPOST: 259.37	SECTION# 1
TYPE: Beam Span	LOCATION: Beford, IN
INSPECTION DATE: 4/17/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Slight undermining at channel Minor spalling on bearing blocks
2	Slight undermining at channel Cap - Vertical split

Line & Surface - OK  
Approaches - OK  
Ties - OK (60 % of hook bolts are loose)  
Guard Timber - Fair  
Headwalls - OK  
Bearings - OK

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	3	OSMOSE	Tighten all hook bolts
2	1.4	5	RAILROAD	Monitor: - Bearing blocks at Abutment 1 for further spalling
3	1.3	5	RAILROAD	Monitor: - Cap on Abutment 2 (vertical split)
4	1.2	5	RAILROAD	Monitor: - For further undermining of Abutments at channel

# Concrete & Steel Inspection

Date: 4-17 20 07 BRIDGE #: 259.32  
 OWNER: Indiana Railroad Location: Bedford IN  
 District / Branch: Chicago Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N 38° 50.799' W 86° 31.305' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 18' # of Spans: \_\_\_\_\_ # of Tracks: \_\_\_\_\_ Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other  
 Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 14' Bridge is Over: Creek  
 Bents/Piers in Water: — Max Water Depth: 3  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Approaches:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Ties: 16  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): 9 X (Depth): 7 1/2 X (Length): 10  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Guardtimber:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_  
     Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Bearings:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Work designated with an asterisk (\*) should be addressed immediately.

**Concrete & Steel Inspection (continued)**  
 Sketches & Additional Notes

BRIDGE #: 259 37

**Directions to Bridge**

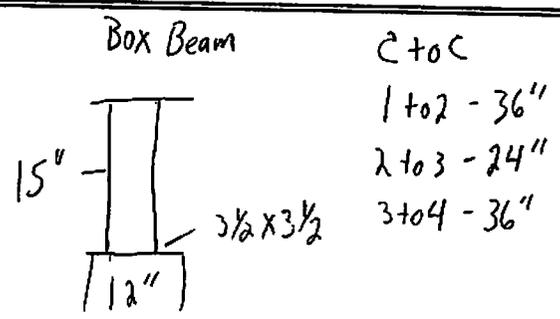
Sketch Directions to Bridge:

Directions:

**Overall Sketch of the Structure / Typical Bent or Pier Sketch**

Include Span Lengths 18'

- 2 - Abts
- 4 - Box Beams Cchannels
- 2 - Caps 1 per (10x17½x14)



**Superstructure & Substructure Notes / Sketches**

Note any defects 60% of Hook Bolts Loose

- Abuts - Sl. undermin @ Channel #5
- Abut 2 - Cap - 9s 1v V-split #5
- N. Abut Bearing Blocks minor spalling #5

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 259.44

TYPE: WSB

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 259.44**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

Span 1  
Stringer 8 - Reject

Approaches - Low  
Headwalls - OK  
Guard Timber - OK  
Ties - OK (1 reject, derail damage)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	4	OSMOSE	In-place preservatively treat all Caps and Stringers
2	1.3	4	OSMOSE	Replace: - Stringer 8 in Span 1
3	1.2	4	OSMOSE	Spot replace 1 bridge tie
4	1.1	4	RAILROAD	Add ballast and tamp up both approaches



Stringer Schematic

OWNER: Indiana Railroad

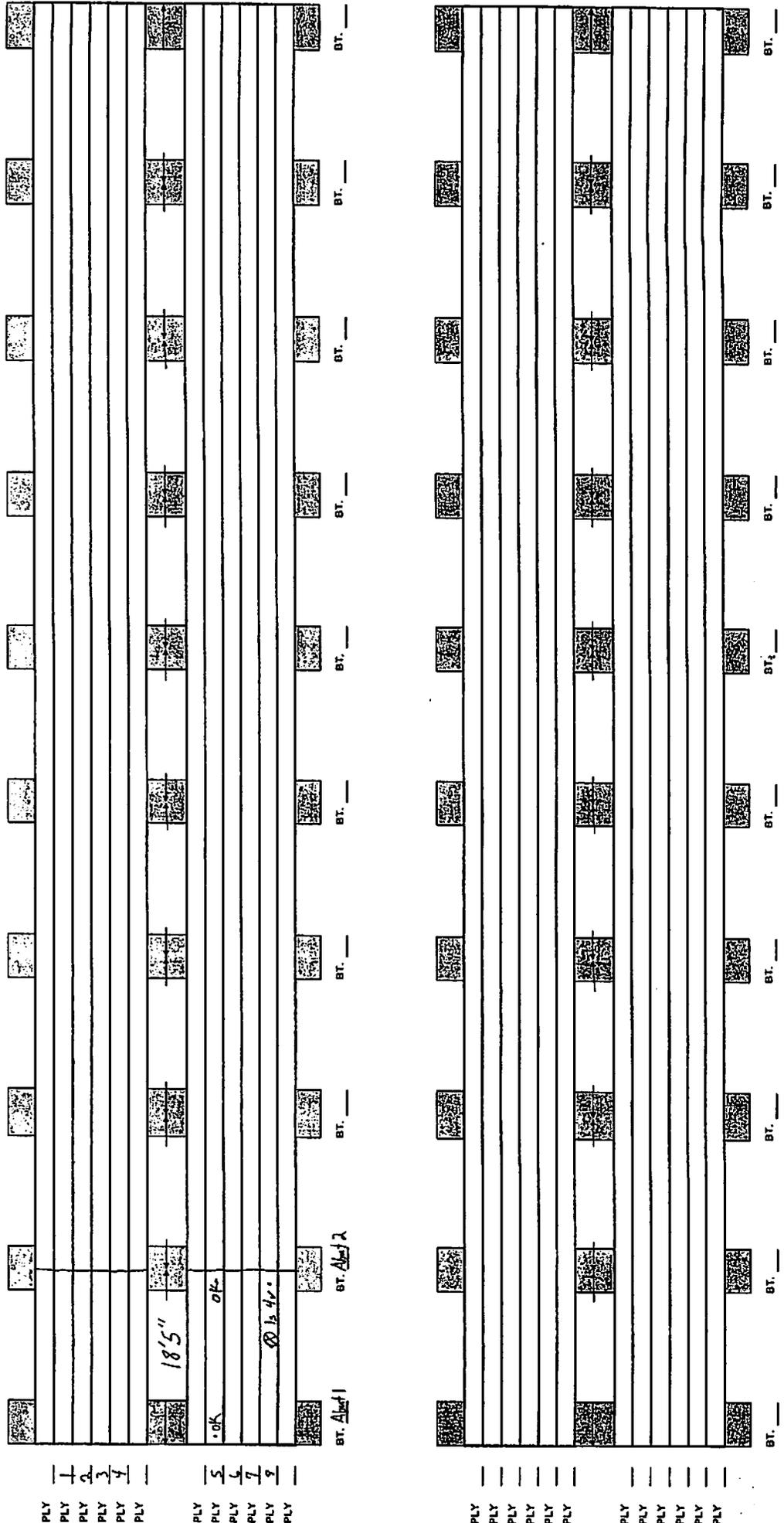
Sheet: 1 of 1

BRIDGE NO: TH 259 44

Comments: \_\_\_\_\_

Bridge Type: WSB Stringer Size: 10 X 17 1/2  
(Width x Depth x Length)

Sub Dist / Branch: Chicago



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 259.54

TYPE: Beam Span

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 259.54**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Subcap - Possible Reject (crushing, vertical split)
2	Subcap - Reject (crushing, vertical split)

Line & Surface - OK  
Approaches - Low  
Ties - OK  
Headwalls - OK  
Guard Timber - OK  
East Shoulders - Low (losing ballast)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.2	3	OSMOSE	Replace: - Subcap on Abutment 2 (crushing, vertical split)
2	1.1	3	RAILROAD	Add ballast and tamp up both approaches
3	1.4	4	OSMOSE	Add wingwalls to both East shoulders (losing ballast)
4	1.3	4	RAILROAD	Replace: - Subcap on Abutment 1 (crushing, vertical split)

# Concrete & Steel Inspection

Date: 04-17 20 07 BRIDGE #: 259.54  
 OWNER: Indiana Railroad Location: Bedford IN  
 District / Branch: Chicago Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N 38° 50.908' W 86° 31.181' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 18' # of Spans: 1 # of Tracks: 1 Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other  
 Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 14' Bridge is Over: Creek  
 Bents/Piers in Water: \_\_\_\_\_ Max Water Depth: 3  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Approaches:  Poor  Fair/Poor  Fair  OK Low Priority: 3  
 Ties: 16  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): 9 X (Depth): 1 1/2 X (Length): 12'  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Guardtimber:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_  
 Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Bearings:  Poor  Fair/Poor  Fair  OK Shims Pool Priority: \_\_\_\_\_  
 Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 259.70

TYPE: WSB

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 259.70**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Slight undermining
2	Slight undermining
Span 1	Stringer 8 - Possible Reject

Approaches - Low  
Headwalls - OK  
Guard Timber - OK  
Walkway - OK  
Ties - OK  
Debris on Abutment & Stringer Tops  
Northeast Shoulder Low (losing ballast)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	3	RAILROAD	Add ballast and tamp up both approaches
2	1.6	4	OSMOSE	In-place preservatively treat all Caps and Stringers
3	1.4	4	OSMOSE	Add Wingwall to Northeast shoulder (losing ballast)
4	1.3	4	RAILROAD	Remove: - Debris from Abutment & Stringer tops
5	1.2	5	RAILROAD	Monitor: - Both Abutments for further undermining
6	1.1	5	RAILROAD	Monitor: - Stringer 8 in Span 1

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 259.70

Sub / District / Branch: Chicago

Location: Bedford IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Abt 1		Cap		4+1 Strg	OK					(14' x 15' x 14')					
Abt a		2 pcs Cap			S-OK					(6' x 17 1/2' x 14')					
										Both Abuts Sl. Undermining #5					
										Debris on Abut Tops					
										Debris on Stringer tops					
										N.E. Shoulder - losing Ballast					
										add wing wall #4					
										17 Ties - OK (9' x 7 1/2' x 10')					

**SYMBOLS**

- PP - Previously Posted
- X - Reject
- PX - Possible Reject
- V - Void
- DR - Decay Ring
- DP - Decay Pocket
- H - Heart
- S - Shell Thickness
- SR - Shell Rot
- RS - Ring Separation
- D/P - Drift Pin
- G/L - Groundline Area

Bents Numbered From: N S E W

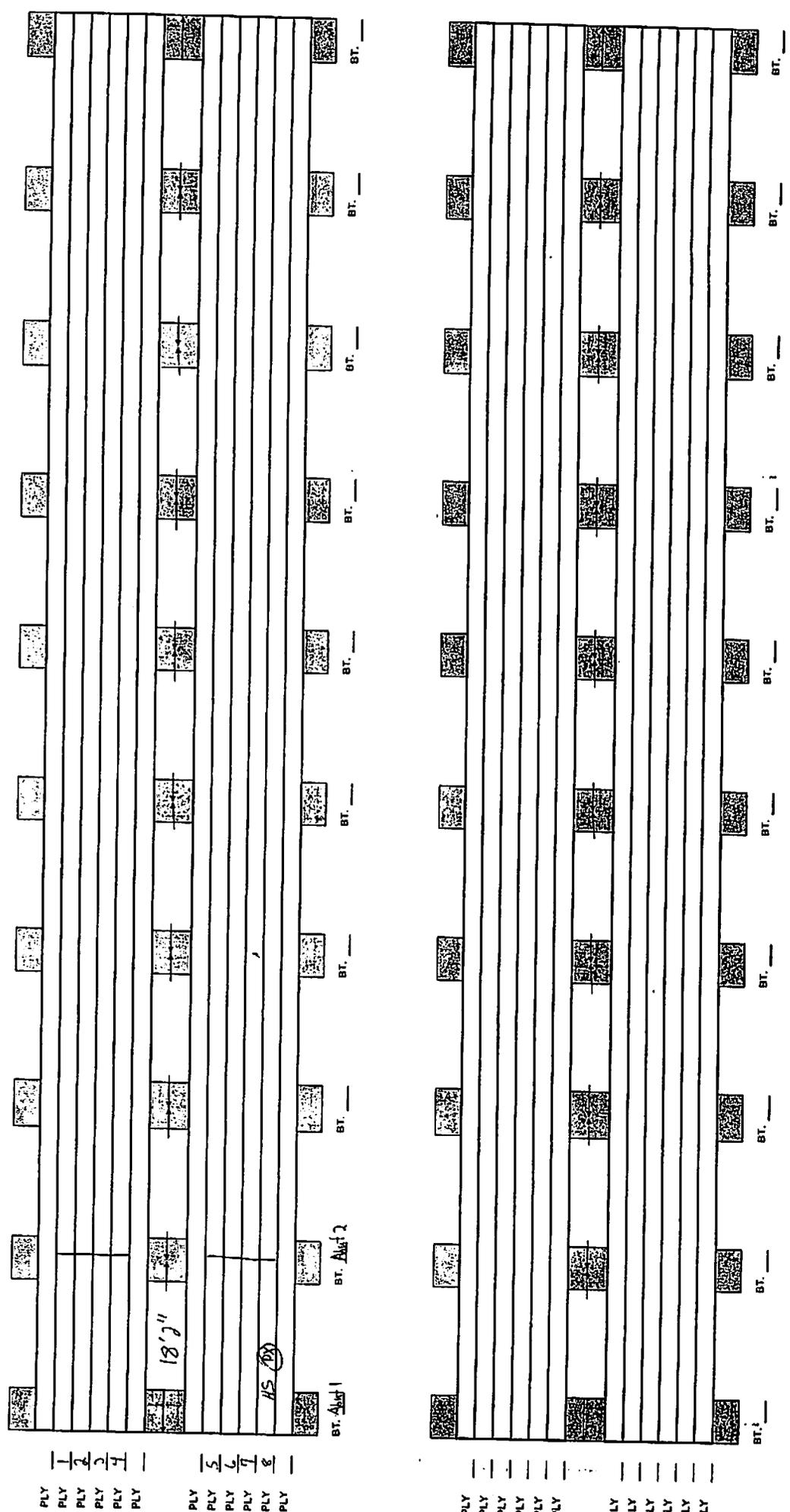
Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS GG

BRIDGE NO: TH 259 2D Stringer Schematic  
 Sub/Dist/Branch: Chicago OWNER: Indiana Railroad  
 Bridge Type: WSB Stringer Size: 10X17 1/2  
(Width x Depth x Length)  
 Sheet: 1 of 1  
 Comments: \_\_\_\_\_



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 259.90

TYPE: Beam Span

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 259.90**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### ABUT. # ABUTMENT NOTES

1 Elevation Shim - Reject at Beam 1

### SPAN # FINDING # NOTES

1 1 Minor corrosion to Beams

Line & Surface - OK

Approaches - Low

Headwalls - Fair (south top timber reject)

Guard Timber - Fair

Ties - OK (1 reject, 60 % of hook bolts are loose)

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	3	OSMOSE	Tighten all hook bolts
2	1.3	3	OSMOSE	Replace: - Elevation Shim on Abutment 1
3	1.1	3	RAILROAD	Add ballast and tamp up both Approaches
4	1.2	4	OSMOSE	Replace: - Top Timber on South Headwall
5	1.4	5	RAILROAD	Monitor: - Beams for additional corrosion

# Concrete & Steel Inspection

Date: 04-17 20 07 BRIDGE #: 259.90  
 OWNER: Indiana Railroad Location: Bedford IN  
 District / Branch: Chicago Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N 38° 51.099' W 86° 30.813' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 19' 6" # of Spans: 1 # of Tracks: \_\_\_\_\_ Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other OD  
 Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 14' Bridge is Over: Creek  
 Bents/Piers in Water: — Max Water Depth: 3  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK	Priority:
Approaches: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> OK <u>LOW</u>	Priority: <u>3</u>
Ties: <u>18</u> <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input checked="" type="checkbox"/> OK <u>10</u>	Priority:
Tie Size: (Width): <u>9</u> X (Depth): <u>7 1/2</u> X (Length): <u>10</u>	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Priority:
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____	
Ties: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Priority:
Tie Size: (Width): _____ X (Depth): _____ X (Length): _____	
Guardtimber: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> OK	Priority:
Guardtimber Size: (Width): _____ X (Depth): _____ X (Length): _____	
Walkway: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK Type: <input type="checkbox"/> Plank <input type="checkbox"/> Grating <input type="checkbox"/> Slab	Priority:
Walkway Size: (Width): _____ X (Depth): _____ X (Length): _____	
Headwalls: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input checked="" type="checkbox"/> Fair <input type="checkbox"/> OK <u>S. Top Timber</u> <input checked="" type="checkbox"/> <u>N=OK</u>	Priority: <u>4</u>
Bearings: <input type="checkbox"/> Poor <input type="checkbox"/> Fair/Poor <input type="checkbox"/> Fair <input type="checkbox"/> OK	Priority:
Erosion Problems?	

## Note High Priority Repairs

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Work designated with an asterisk (\*) should be addressed immediately.

**Concrete & Steel Inspection (continued)**  
*Sketches & Additional Notes*

BRIDGE #: TH 259 90

**Directions to Bridge**

Sketch Directions to Bridge:

Directions:

**Overall Sketch of the Structure / Typical Bent or Pier Sketch**

Include Span Lengths 19'6"

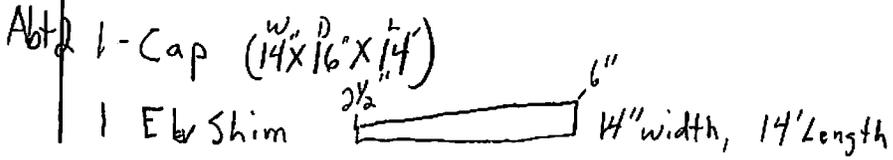
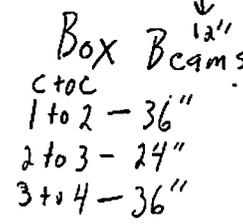
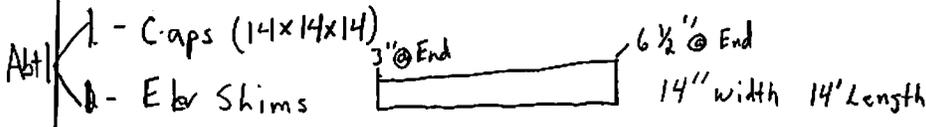
2-Abutts  
 4-Beams

12" x 1/2" - Top 2 Cover plates

C-Channels

15"

Bottom 2 Cover plates



**Superstructure & Substructure Notes / Sketches**

Note any defects - 60% of Hook Bolts Loose

Abut 1 Elv Shim ⊗ ↓ Beam 1 Is 4 1/2" #3

Conc. No...

Beams - minor Corrosion

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 260.00</b>	
MILEPOST: 260.00	SECTION# 1
TYPE: WSB	LOCATION: Bedford, IN
INSPECTION DATE: 4/17/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
2	2 1/2" Shim - Reject (vertical split & crushing)
Span 1	Stringer 1 - Reject

Approaches - Low  
Headwalls - OK  
Guard Timber - Poor  
Ties - Fair (derail damage)  
South Parapet Timber - Reject

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	3	OSMOSE	Replace: - Stringer 1 in Span 1 (crushing)
2	1.3	3	OSMOSE	Replace: - 2 1/2" Shim on Abutment 2
3	1.1	3	RAILROAD	Add ballast and tamp up both Approaches
4	1.6	4	OSMOSE	Replace: - Guard Timbers
5	1.4	4	OSMOSE	Replace: - South Parapet Timber

# BORING RECORD

Date: 04-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 260.00

Sub / District / Branch: Chicago

Location: Bedford IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Abt 1		2 pcs Cap		S-OK		No Shim				(8" x 13" x 14") W D L Conc. Abt OK					
Abt 2		Shim Cap		CR & V-Split #3						Shim (12" x 2 1/2" x 14") Same Size Conc Abut - OK					
										Apps - Low #3 Hdwlls - OK GT - Poor #4					
									15	Ties - Fair (Derail Damage)					

(13 1/2" x 13 1/2" x 15") 5 Parape Timber

(9" x 7 1/2" x 10")

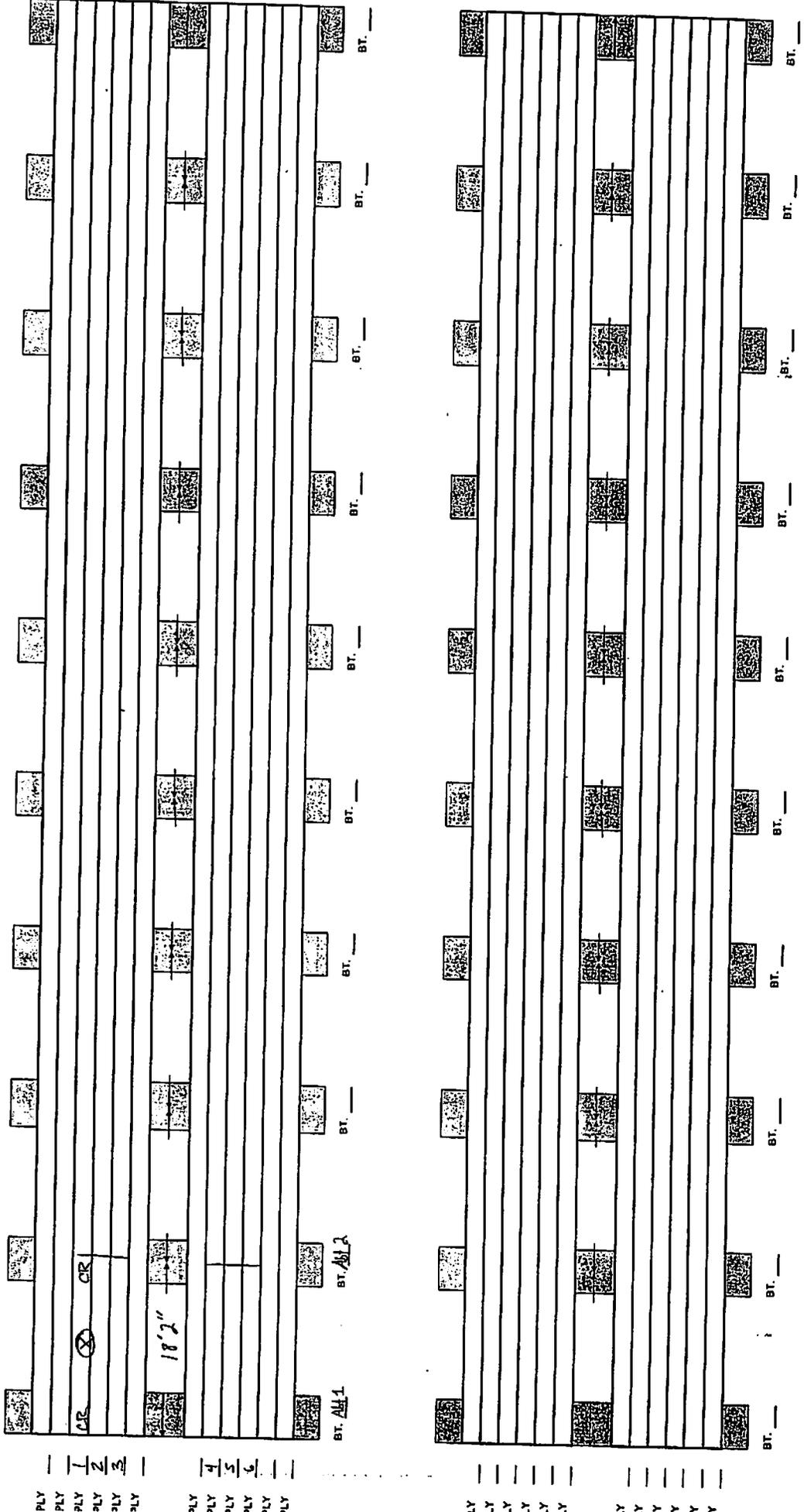
- SYMBOLS**
- PP - Previously Posted
  - X - Reject
  - PX - Possible Reject
  - V - Void
  - DR - Decay Ring
  - DP - Decay Pocket
  - H - Heart
  - S - Shell Thickness
  - SR - Shell Rot
  - RS - Ring Separation
  - D/P - Drift Pin
  - G/L - Groundline Area

Bents Numbered From:	N	(S)	E	W
Piling Numbered From:	N	S	(E)	W
Bent # <u>1</u> is:	N	(S)	E	W

(Timetable)

Signed: PR, WS, GG

BRIDGE NO: TH 260-00 Stringer Schematic  
 OWNER: Indiana Railroad  
 Sub / Dist / Branch: Chicago Bridge Type: WSB Stringer Size: 10x17 1/2  
(Width x Depth x Length)  
 Sheet: 1 of 1  
 Comments: \_\_\_\_\_



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 260.10

TYPE: Beam Span

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 260.10**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### ABUT. # ABUTMENT NOTES

- 1 Elevation Cap - Reject (bearings punching)
- 2 Elevation Cap - Reject (bearings punching)

### SPAN # FINDING # NOTES

- 1 1 Pack rust and delamination at all corners and connection points

Approaches - Low  
Headwalls - OK  
Guard Timber - OK  
Ties - OK  
Bearings - OK

Debris on both Abutments

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.4	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Elevation Cap on Abutment 1 (bearings punching)</li><li>- Elevation Cap on Abutment 2 (bearings punching)</li></ul>
2	1.2	4	RAILROAD	Remove: <ul style="list-style-type: none"><li>- Debris from Abutment Seats</li></ul>
3	1.1	4	RAILROAD	Add ballast and tamp up both Approaches
4	1.3	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Beam for additional corrosion</li></ul>

# Concrete & Steel Inspection

Date: 04-17 20 07

BRIDGE #: 260, 10

OWNER: Indiana Railroad

Location: Bedford IN

Sub District / Branch: Chicago

Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_

Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_

GPS Coordinates: N 38° 51.213' W 86° 30.631' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 18' 9" # of Spans: 1 # of Tracks: 1 Year Built: \_\_\_\_\_

Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other OD

Members are Numbered from:  N  S  E  W to  N  S  E  W (Railroad Direction)

Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)

Max Bridge Height: 14' Bridge is Over: Creek

Bents/Piers in Water: 2 Abts Max Water Depth: 3'

Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve

Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W

Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_

Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Approaches:  Poor  Fair/Poor  Fair  OK Low Priority: \_\_\_\_\_

Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Tie Size: (Width): 9 X (Depth): 7 1/2 X (Length): 12

Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_

Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_

Guardtimber:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_

Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_

Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_

Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_

Bearings:  Poor  Fair/Poor  Fair  OK Shims Reject Timber Priority: 3

Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

Work designated with an asterisk (\*) should be addressed immediately.

Osmose Railroad Services, Inc.

Inspected By: PK, WS, GG

# Concrete & Steel Inspection (continued)

## Sketches & Additional Notes

### Directions to Bridge

Sketch Directions to Bridge:

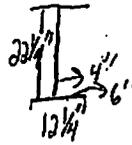
Directions:

### Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

2 - Abuts

4 - Beams



C to C

1 to 2 - 39"

2 to 3 - 20"

3 to 4 - 39"

### Superstructure & Substructure Notes / Sketches

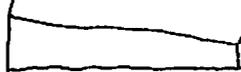
Superstructure (Note any defects): At all corners & connections Packrust, Delam. #5

Substructure (Note any defects):

Abt 1 Elv Cap

Abt 2 Elv Cap

8 1/2"



3 3/4"

18" wide, 12' length - (X) #3 Bearing Punching

Same size (X) #3 Bearings Punching

Debris on Both Abuts / Clean #4

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 260.20

TYPE: WSB

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 260.23**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Cap - Cornering at Chord 2 Elevation Shim - Reject (severe crushing at chord 2) Scour hole at Northwest corner
PIER	PIER NOTES
1	Elevation Shim - Reject (crushing at chord 2, end decay)
Span	1
	Stringer 1 - Reject Stringer 6 - Reject
Span	2
	Stringer 6 - Reject

Approaches - Low  
Headwalls - OK  
Guard Timber - OK  
Ties - OK  
Debris on Abutment and Pier tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.5	3	OSMOSE	Replace: - Stringer 1 in Span 1 (crushing, horizontal shear & milking) - Stringer 6 in Span 1 (crushing, horizontal shear & milking) - Stringer 6 in Span 2 (crushing, horizontal shear & milking)
2	1.4	3	RAILROAD	Place: - Large Rip/Rap at base of Abutment 1
3	1.3	3	OSMOSE	Replace: - Elevation Shim on Abutment 1 (severe crushing at chord 2) - Elevation Shim on Pier 1 (crushing at chord 2, end decay)
4	1.1	3	RAILROAD	Add ballast and tamp up both Approaches
5	1.2	4	RAILROAD	Remove: - Debris from Abutment and Pier tops

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 260.23

Sub District / Branch: Chicago

Location: Bedford IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Abut 1		Cap		@ Ch2	Coning	S-OK	#5			(14" x 13 1/2" x 14")					
		EIV Shim		Severe CR @ Ch2					6 3/4"	CR CH2 2 1/2" 13 1/2" wide 14' length					
Pier		Cap		S-OK						(14" x 13" x 14")					
		EIV Shim		CR @ Ch2	End Decay					10" @ Str 1      5" @ Str 6					
Abut 2		EIV Shim		V-Split		S-OK				11"      6 1/2"					
		Cap		S-OK						(14" x 12 1/2" x 14")					
										Debris on Abut & Pier Tops					
										Apps - Low #3					
Scour Hole @ Abut 1 NW Corner										Backside #3					
										Headwills - OK					
										GT - OK					
										27 Tics - OK (9" x 7 1/2" x 10)					

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W  
(Timetable)

Signed: PK, WS, GG

Stringer Schematic

BRIDGE NO: TH 260 23

OWNER: Indiana Railroad

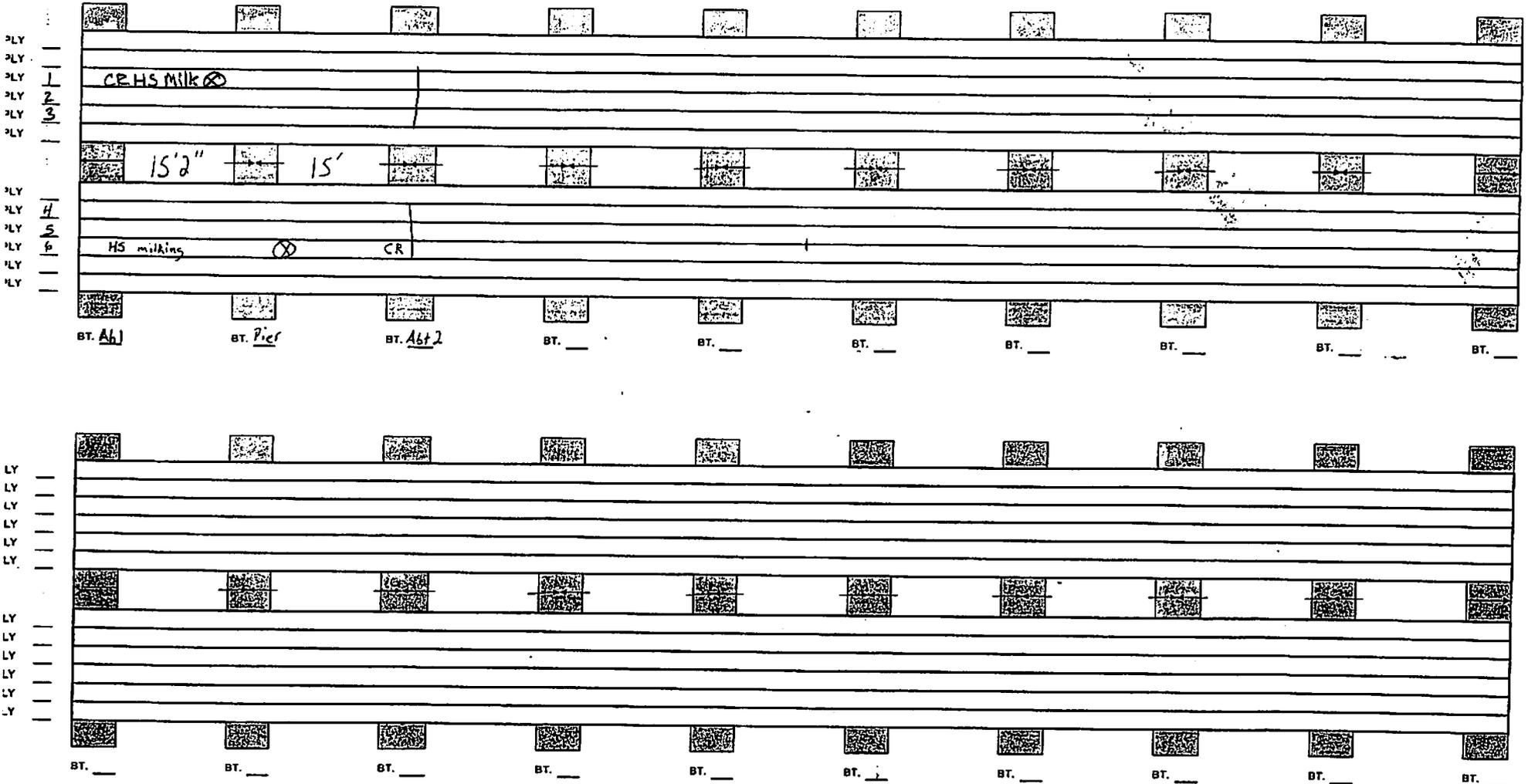
Sheet: 1 of 1

Sub Dist / Branch: Chicago

Bridge Type: WSB

Stringer Size: 10x17 1/2  
(Width x Depth x Length)

Comments: \_\_\_\_\_



# Indiana Railroad



Bridge TH 260.23 NW scour hole

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 260.50</b>	
MILEPOST: 260.50	SECTION# 1
TYPE: WSB	LOCATION: Bedford, IN
INSPECTION DATE: 4/17/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
2	Cap - Possible Reject Elevation Shims on Abutment 2 - Reject (working out)
PIER	PIER NOTES
2	Minor scour at Southwest corner

Guard Timber - Fair  
Walkways - OK  
Ties - Poor (11 reject in a row, plate cut)  
Debris on Stringer tops

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	2	OSMOSE	Replace all bridge ties
2	1.3	3	OSMOSE	Replace: - Elevation Shims on Abutment 2
3	1.2	3	RAILROAD	Remove: - Debris from Stringer tops
4	1.4	4	OSMOSE	Replace: - Cap on Abutment 2
5	1.5	5	RAILROAD	Monitor: - Base of Pier 2 for additional scour

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 260.50

Sub / District / Branch: Chicago

Location: Bedford IN

Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING	
1		Cap		S-OK						(1 1/2 x 1 3/8 x 1 1/4) Timber Cap on 4 Steel Grillages 1 1/2" Ch Shims						
2		2 pcs Cap								8" x 13 1/2" Cap Minor Scar Span 2 @ SW corner of Pier #5						
3		2 pcs Cap		S-OK						Cap Same as 2						
4		Cap		⊙ Str-1	0	2				⊙ Elev. Shims Both Chs ⊙ working out Ch 1 1/2" Ch 2 3/4"						
Walkways - OK											GT - Fair					

SYMBOLS (9 x 7 1/2 x 10)

- |                        |                                   |
|------------------------|-----------------------------------|
| PP - Previously Posted | H - Heart                         |
| X - Reject             | S - Shell Thickness               |
| PX - Possible Reject   | SR - Shell Rot                    |
| V - Void               | RS <sup>2</sup> - Ring Separation |
| DR - Decay Ring        | D/P - Drift Pin                   |
| DP - Decay Pocket      | G/L - Groundline Area             |

Bents Numbered From: N S E W

Piling Numbered From: N S E W

Bent # 1 is: N S E W

(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 260.90

TYPE: WSB

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 260.90**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Cap - Reject (crushing) Bearing surface breaking up & Cap telescoping in
2	Masonry stone of center shaft breaking up (1' x 4' x 2")

Approaches - Low  
Guard Timber - Fair to Poor  
Walkway - OK  
Ties - Fair to Poor (5 reject)  
Debris on Abutment seats

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.6	3	OSMOSE	Chip out loose stone in Abutment 2 and encase in concrete
2	1.4	3	OSMOSE	Replace: - Cap on Abutment 1 (crushing)
3	1.1	3	RAILROAD	Add ballast and tamp up both Approaches
4	1.5	4	OSMOSE	Chip out deteriorated concrete on Abutment 1 and cast back to original lines
5	1.3	4	OSMOSE	Replace all bridge ties
6	1.2	4	RAILROAD	Remove: - Debris from Abutment seats

# BORING RECORD

Date: 4-17 20 07

Sheet: 1 of 1

OWNER: Indiana Railroad

BRIDGE #: 260.90

Sub District / Branch: Chicago

Location: Bedford IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other WSB Age: \_\_\_\_\_

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
Abt 1		Cap		CR	(X) #3					Cap (14 x 11 1/2 x 14) w d l					
		Conc. Abut Bearing Surface broken up. Cap settling in - Chipout Recast #4													
Abt 2		Cap		S-OK						Cap (14 x 14 x 14)					
		Masonry Stone @ Center Shaft (1' x 2 x 4) Broken up / Chip out Loose Stone + Encase in Concrete #3													
		Debris on Abuts													
		Apps - Low #3													
		GT - Fair to Poor Replace #4													
		Walkway - OK													
		14 Ties - Fair to poor (5X) Replace all #4 (9 x 7 1/2 x 10) w w ties 16													

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is: (N) S E W  
(Timetable)

Signed: PK, WS, GG

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

BRIDGE # **TH 261.20**

MILEPOST: 261.20

SECTION# 1

TYPE: Beam Span

LOCATION: Bedford, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

ABUT. #	ABUTMENT NOTES
1	Missing mortar joints (Est. @ 20 LF) Back wall cracked and pushing in on Beams
2	Bearing telescoping into seat Back wall cracked 1 " and pushing in on Beams

SPAN #	FINDING #	NOTES
1	1	Minor corrosion at Stiffener connections Delamination of lower angles of Beam Diaphragms at connections Outlet-end floor eroding

Approaches - Fair  
Headwalls - Fair to Poor  
Guard Timber - OK  
Ties - Fair  
Parapet Timbers - Fair to Poor  
Ballast on Abutment seats  
All tie anchors loose

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.8	4	OSMOSE	Re - Pour outlet end floor
2	1.7	4	OSMOSE	Pin and grout cracks in both Abutment backwalls and reset
3	1.6	4	OSMOSE	Tuckpoint missing mortar joints between masonry stones (Est. @ 20 LF) of North Abutment
4	1.3	4	RAILROAD	Tighten all tie anchors
5	1.2	4	OSMOSE	Replace: - Both Parapet Timbers
6	1.1	4	RAILROAD	Remove: - Ballast from Abutment seats
7	1.5	5	RAILROAD	Monitor: - Abutment 2 Bearing for additional settling
8	1.4	5	RAILROAD	Monitor: - Intermediate Stiffeners for additional corrosion - Lower angles of beam diaphragms for additional delamination

# Concrete & Steel Inspection

Date: 4-17 2020 BRIDGE #: 261.20  
 OWNER: Indiana Railroad Location: Bedford IN  
 District / Branch: Chicago Region / Division: \_\_\_\_\_

## Location / Access

Bridge Location: \_\_\_\_\_ miles  N  S  E  W (compass) of Town/State: \_\_\_\_\_  
 Access:  Truck  Bomb  Rail Explain in Detail: \_\_\_\_\_  
 GPS Coordinates: N 38° 51.870' W 86° 30.106' Nearest Crossing: \_\_\_\_\_

## Bridge Description

Length: 18' 9" # of Spans: 1 # of Tracks: 1 Year Built: \_\_\_\_\_  
 Type:  DPG  TPG  Truss  Slab  Arch  Trestle  ODPT  Beam Span  BDPT  Other  
 Members are Numbered from :  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Mileage Increases from:  N  S  E  W to  N  S  E  W (Railroad Direction)  
 Max Bridge Height: 12 Bridge is Over: Creek  
 Bents/Piers in Water: 1 Max Water Depth: -  
 Dewatering Necessary?  YES  NO Bridge/Track:  Tangent  Curve Deck:  Open  Ballast  
 Super Elevation:  YES  NO Super Elevation is in:  N  S  E  W  
 Guard Rail:  YES  NO Walkway:  YES  NO Walkway Location: \_\_\_\_\_  
 Fiber Optics/Conduits:  YES  NO Skewed:  YES  NO Culvert:  YES  NO

## Condition

Line & Surface:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Approaches:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Ties: 16  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): 9 X (Depth): 1 1/2 X (Length): 12  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Ties:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Tie Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Guardtimber:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
     Guardtimber Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Walkway:  Poor  Fair/Poor  Fair  OK Type:  Plank  Grating  Slab Priority: \_\_\_\_\_  
     Walkway Size: (Width): \_\_\_\_\_ X (Depth): \_\_\_\_\_ X (Length): \_\_\_\_\_  
 Headwalls:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Bearings:  Poor  Fair/Poor  Fair  OK Priority: \_\_\_\_\_  
 Erosion Problems? \_\_\_\_\_

## Note High Priority Repairs

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Work designated with an asterisk (\*) should be addressed immediately.

Concrete & Steel Inspection (continued)

Sketches & Additional Notes

BRIDGE #: TH 261 20

Directions to Bridge

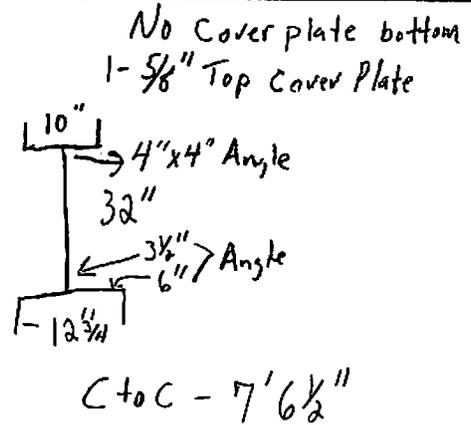
Sketch Directions to Bridge:

Directions:

Overall Sketch of the Structure / Typical Bent or Pier Sketch

Include Span Lengths

2 - Beams  
2 - Abutments



Superstructure & Substructure Notes / Sketches

Note any defects All tie anchors loose Re-secure #4

Beams - Minor Cor. @ Stiffener Con.

South Bearing - Settling #5

Ballast on Abutments - Clean #4

N. Abut, Approx 20' Linear ft. Tuck point #4

Delam. of Lower Angles of Beam Diaphragms @ Con. #5

Both Backwalls - Cracked & pushing in on Beams  
5. 1" crack } #4 Pin & Grout & Reset

Outlet - End Floor missing - Re-pour #4

Parapet Timbers - Fair to Poor

Replace Both #4  
(12 x 10 1/2 x 16')

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 261.36</b>	
MILEPOST: 261.36	SECTION# 1
TYPE: WSB	LOCATION: Bedford, IN
INSPECTION DATE: 4/17/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

---

## Findings:

---

Approaches - Low  
Guard Timber - OK  
Ties - OK

## Recommended Work and Work Accomplished

---

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.1	4	RAILROAD	Add ballast and tamp up both Approaches



# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

MILEPOST: 261.90

TYPE: ODFT

INSPECTION DATE: 4/17/2007

BRIDGE # **TH 261.90**

SECTION# 1

LOCATION: Bedford, IN

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

- Bent 1  
1/2" Gap under Stringer 1  
1/2" Gap under Stringer 6  
Block 2 - Reject  
Block 4 - End decay
- Bent 2  
1/4" Tapered Gap over Post 3
- Bent 6  
Post 1 - Reject  
Post 2 - Reject  
Post 5 - Reject  
1/4" Tapered Gap over Post 1  
1/4" Tapered Gap over Post 2  
1/4" Tapered Gap over Post 4  
1/4" Tapered Gap over Post 5
- Bent 7  
Post 1 - Possible Reject  
Post 3 - Reject  
Post 5 - Reject  
1/2" Gap under Chord 1  
East outer Tower Brace - Reject
- Bent 8  
Post 2 - Reject  
Post 5 - Reject  
1/4" Tapered Gap over Post 1  
1/4" Tapered Gap over Post 2  
1/4" Tapered Gap over Post 3
- Bent 9  
Cap - Reject (vertical split & crushing at chord 1)
- Bent 10  
Post 1 - Reject  
Post 5 - Reject  
1/2" Tapered Gap over Post 1  
1/4" Tapered Gap over Post 2  
1/4" Tapered Gap over Post 3  
1/4" Tapered Gap over Post 4  
1" Gap over Post 5  
1/2" Gap under both Chords
- Bent 11  
Post 2 - Reject  
Post 3 - Reject  
Cap - Possible Reject (crushing at both chords)

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

<b>BRIDGE # TH 261.90</b>	
MILEPOST: 261.90	SECTION# 1
TYPE: ODFT	LOCATION: Bedford, IN
INSPECTION DATE: 4/17/2007	INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

### Bent 12

- Post 2 - Reject
- 1" Gap under both Chords
- Cap - Reject (vertical split & slight crushing at both chords)

### Bent 13

- Post 5 - Reject

### Bent 14

- Block 1 - Reject (decay pocket)
- Block 2 - Possible Reject
- Block 9 - Possible Reject
- Block 10 - Reject

### Span 4

- Stringer 6 - Possible Reject

### Span 9

- Stringer 1 - Reject

- North Approach - Low
- North Headwall - Poor (leaning & undermining)
- South Headwall - Reject (leaning & undermining)
- Guard Timber - OK
- Ties - Fair (18 reject)
- Bents 6-14 leaning North

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
1	1.10	2	OSMOSE	Frame - Out: <ul style="list-style-type: none"><li>- Bent 6</li><li>- Bent 7</li></ul>
2	1.16	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Stringer 1 in Span 9 (crushing)</li></ul>
3	1.13	3	OSMOSE	Shim: <ul style="list-style-type: none"><li>- Under Stringer 1 on Bent 1</li><li>- Under Stringer 6 on Bent 1</li><li>- Under both Chords on Bent 10</li></ul>
4	1.11	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Cap on Bent 9 (crushing at chord 1)</li><li>- Cap on Bent 12 (vertical split &amp; slight crushing at both chords)</li></ul>
5	1.6	3	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Block 2 in Bent 1</li><li>- Block 1 in Bent 14</li><li>- Block 10 in Bent 14</li></ul>

# Indiana Railroad Company

LINE: Chicago Subdivision

## INSPECTION SUMMARY

BRIDGE # **TH 261.90**

MILEPOST: 261.90

SECTION# 1

TYPE: ODFT

LOCATION: Bedford, IN

INSPECTION DATE: 4/17/2007

INSPECTOR: P. Kaz, G. Grumke & W. Spring

## Findings:

## Recommended Work and Work Accomplished

### RECOMMENDED WORK

ITEM #	REF #	PRIORITY	WHO FIXES	RECOMMENDED WORK
6	1.4	3	OSMOSE	Post: <ul style="list-style-type: none"><li>- Post 2 of Bent 8</li><li>- Post 5 of Bent 8</li><li>- Post 1 of Bent 10</li><li>- Post 5 of Bent 10</li><li>- Post 2 of Bent 11</li><li>- Post 3 of Bent 11</li></ul>
7	1.2	3	OSMOSE	Re-Build: <ul style="list-style-type: none"><li>- Both Headwalls (leaning &amp; undermining)</li></ul>
8	1.18	4	OSMOSE	In-place preservatively treat all Piles, Caps and Stringers
9	1.14	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- East outer Tower Brace in Span 7</li></ul>
10	1.12	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Cap on Bent 11 (crushing at both chords)</li></ul>
11	1.9	4	OSMOSE	Shim or Epoxy: <ul style="list-style-type: none"><li>- Over Post 3 of Bent 2</li><li>- Over Post 1 of Bent 8</li><li>- Over Post 2 of Bent 8</li><li>- Over Post 3 of Bent 8</li><li>- Over Post 1 of Bent 10</li><li>- Over Post 2 of Bent 10</li><li>- Over Post 3 of Bent 10</li><li>- Over Post 4 of Bent 10</li><li>- Over Post 5 of Bent 10</li></ul>
12	1.7	4	OSMOSE	Replace: <ul style="list-style-type: none"><li>- Block 2 of Bent 14</li><li>- Block 9 of Bent 14</li></ul>
13	1.5	4	OSMOSE	Post: <ul style="list-style-type: none"><li>- Post 2 of Bent 12</li><li>- Post 5 of Bent 13</li></ul>
14	1.3	4	OSMOSE	Spot replace 18 bridge ties
15	1.1	4	RAILROAD	Add ballast and tamp up North Approach
16	1.17	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Bents 6 through 14 for additional leaning</li></ul>
17	1.15	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Stringer 6 in Span 4</li></ul>
18	1.8	5	RAILROAD	Monitor: <ul style="list-style-type: none"><li>- Block 4 of Bent 1 (end decay)</li></ul>

# BORING RECORD

Date: 04-17 20 07

Sheet: 1 of 3

OWNER: Indiana Railroad

BRIDGE #: 261.90

Sub District / Branch: Chicago

Location: Bedford IN Region / Division: \_\_\_\_\_

Type:  Pile  Frame  Open Deck  Ballast Deck  Other Tr 1994 Age: 1928

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	G/L TR.	PP	LIN. FT. PILING
1	B10		1	2 Caps on 10 Blocks											—
				Block 2 - (X) (17x10)						(3 1/2 x 7 3/4 x 14) (14 x 13 1/2 x 14)					
				Block 4 - end decay 1/2" Gaps ↓ Str 1: 6											
2	PS	2	7	G/L 9 1/4	5	1	5			1/4" T. Gap ↑ P3	12x14				35
		5		G/L 1	5	5	5 1/4				12x14				
3	—			2 PC Cap on Conc. Pier											—
				2 (8x13 1/2 x 14)											
4	—			Cap on Conc. Pier											—
5	—			2 PC Cap on Conc. Pier											—
				skewed for Parting lines											
6	PS	1	8 1/2	G/L 1	12	1	7			1/4" T. Gap ↑ P1, 2, 4 & 5	14x14	X			45
(7)		2		G/L 2 1/2	9	0	11			Bent leaning N.	14x14	X			
		3		G/L 4 1/4	3 3/4	1 1/2	4 3/4				14x14				
		5		G/L 1	12	3 1/2	8 1/2				14x14	X			

**SYMBOLS**

- |                        |                       |
|------------------------|-----------------------|
| PP - Previously Posted | H - Heart             |
| X - Reject             | S - Shell Thickness   |
| PX - Possible Reject   | SR - Shell Rot        |
| V - Void               | RS - Ring Separation  |
| DR - Decay Ring        | D/P - Drift Pin       |
| DP - Decay Pocket      | G/L - Groundline Area |

Bents Numbered From: (N) S E W

Piling Numbered From: N S (E) W

Bent # 1 is: (N) S E W  
(Timetable)

Signed: PK, WS, GG

# BORING RECORD

Date: 4/17 20 07  
 OWNER: Indiana Railroad

Sheet: 2 of 3  
 BRIDGE #: TH 261 90

BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
7	P5	1	8 1/2	Z	6 1/4	5 1/2	4	9 1/2		2pc Cap	12x14	PX			45
		2		D/P	7	2	5 1/2	3		1/2" Gap ↓ Chl	12x14				
		3		4 1/4	1	11	1 1/2	10		Outer Tower - (X)	12x14	X			
		5		D/P	3/4	11	1	12		(Span 7)	12x14	X			
8	P5	1	8 1/2	D/P	8 1/2	1	3	5 3/4		2pc Cap	12x14				45
		2		G/L	2 1/2	7 1/2	2 1/2	7 1/2	1 1/2		12x14	X			
		5		P/P	6	7	4	6		1/4" T Gap ↑ P 1,2,3	12x14	X			
9	P5	5	8 1/2	D/P	2 1/2	8 1/4	4 1/2	4			12x14				45
										Cap - (X) CR @ Chl, V-split					
10	P5	1	8 1/2	D/P	3	6	3	8 1/2		2pc Cap	12x14	X			45
		5		G/L	0	13	1	12 1/2		1/2" T Gap ↑ P 1	12x14	X			
												1/4" T Gap ↑ P 2, 3, 4 1" Gap over P 5 1/2" Gap ↓ Both Ch's			
11	P5	1	8 1/2	D/P	3	7					12x14				45
		2		G/L	2 1/4	10 1/2	3 1/2	10			12x14	X			
		3		G/L	1	12	4	9 1/2			12x14	X			
		5		P/P	5	5					12x14				
										Cap - (PX) CR @ Both Ch's (4)					

### BORING RECORD

Date: 4/17 20 07

Sheet: 3 of 3

OWNER: Indiana Railroad

BRIDGE #: TH 261 90

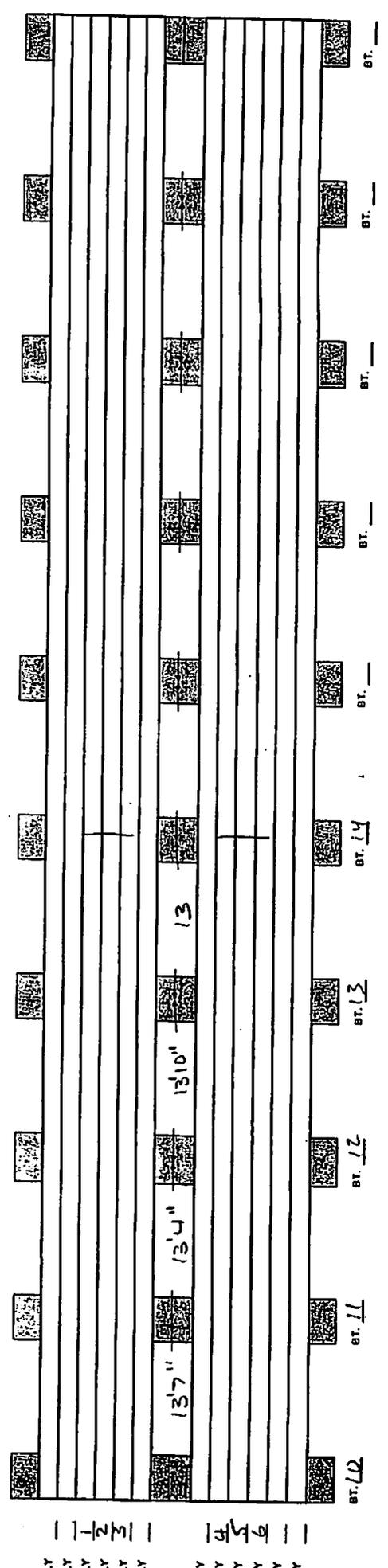
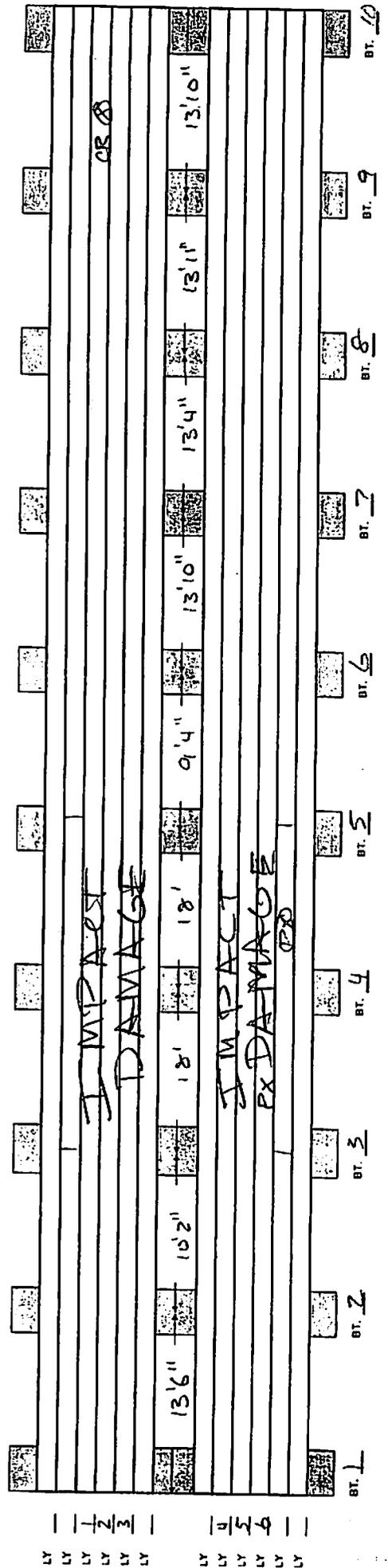
BENT	PILES PER BENT	PILE	PILE HEIGHT	BORED AT	SHELL	VOID	90' SHELL	90' VOID	H	REMARKS	PILE DIA.	PX or X	GL TR.	PP	LIN. FT. PILING
12	P5	1	7 1/2	P/P	5	5 1/2	6 1/4	1 1/4			12x14				40
		2		2	1	11	2	9			12x14	X			
		3		4	3	3	4	1		split	12x14				
		4		G/L	2	6	4	1 1/2		split	12x14				
				Cap (X) 1" Gap @ Both Chds, S1 CR @ Both											
				V-split											
13	P5	1	7	P/P	2 1/2	2 1/2	2	5		2pc Cap	12x14				35
		5		2	1/4	9 3/4	1/2	12	1		12x14	X			
14	P5		3 1/2							2" shim over cap					20
	<u>50</u>			Sill on 10 B blocks Bent 6" out of Plumb											
				Blocks - 1, 10 - (X) 2, 9 (PX)											
				Block 1 - DP (10x14x4')											
				N. Approach - Low (3)											
				N Headwall - Poor, leaning N. undermining											
				S. Headwall - (X) leaning N. undermining											
				Guard Timber - OK											
				163 Ties - Fair (18 (X)) (9 1/4 x 7 1/2 x 9)											
				Bents 6 - 14 leaning North											

BRIDGE NO: TH 261 90      OWNER: Indiana Railroad      Stringer Schematic

Dist/Branch: Chicago      Bridge Type: DD FT      Stringer Size: 10x17 1/2      of \_\_\_\_\_

Sheet: 1      of \_\_\_\_\_

Comments: \_\_\_\_\_



# **Attachment No. 7**

**(Cooper Rail Services Unit Costs for Bridge Repairs)**



Oct 11, 2005

TO:  
INDIANA RAILROAD COMPANY  
C/O TERRY DECKARD  
P.O. BOX 145  
SWITZ CITY, IN 47465

Dear Sirs:  
The following prices are being updated due to the rise in gas prices, lumber, hotels and other operational expenses. These prices go into effect immediately.

Open Deck Bridge Caps:	
1 cap per bridge	\$ 3,100.00 per cap
2 or more caps per bridge	\$ 2,600.00 per cap
Ballast Deck Bridge Caps:	
1 cap per bridge	\$ 3,600.00 per cap
2 or more caps per bridge	\$ 3,100.00 per cap
Replacing posts:	
1 post	\$ 2,500.00 per post
2 or more per bridge	\$ 1,500.00 per post
Bents-buildings and installing:	
Wood bents	\$ 6,500.00 per bent
Steel bents:	\$ 8000.00 per bent
Tower bents with coreable blocking:	\$ 5,500.00 per bent
Load Stringer replacement: It depends on the location of the stringer as to the price. These need to be bid depending upon which stringer needs replacement.	

This price includes removal and replacement of ballast ~~gravel~~.  
Indiana Railroad to supply materials, hardware, and equipment if needed.

Sincerely,

Sonny Cooper, President

Cooper Rail Service, Inc.

495 E 400 S  
Huntingburg, IN 47542  
(812)683-3189

Fax: 812-683-2180

CRS

COOPER RAIL SERVICE  
PO Box 199  
Huntingburg, IN 47342

FAX

<p>To:</p> <p>Peter Ray FAX 317-262-3310</p>	<p>From:</p> <p>Kit Cooper</p>	<p>Date:</p> <p>Number of Pages:</p> <p>Phone: 812-683-2120</p> <p>Fax: 812-683-2180</p>
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Remarks:

Pete

The LAST time we RAISED our prices WAS in Oct of 2005. We CAN continue working on these prices for 2008.

These prices include ALL Hardware needed and mobilization from Bridge to Bridge.

# **Attachment No. 8**

**(STS Report on Tunnel—Text and Table)**

June 16, 2006

Mr. Peter J. Ray, P.E.  
General Manger Engineering  
The Indiana Rail Road Company  
101 West Ohio Street, Suite 1600  
Indianapolis, IN 46204

Re: Feasibility Study of Double Stack Modification to Latta Line, Indiana Rail Road Company, near Burns City, Indiana - STS Project No. 200603274

Dear Mr. Ray:

There is a 1,100-foot long brick lined, horse-shoe shaped tunnel through sedimentary bedrock at Mile Post 242.3 along the Latta Subdivision of the Bedford to Terra Haute line of the Indiana Rail Road Company, formerly the Canadian Pacific Railroad (CPR) line. The tunnel is located approximately four miles east of Burns City, Indiana. The tunnel location is within the Crane Naval Weapon Support Center Reservation, under Military Highway 161, as shown on attached Figure 1. The current rail line is restricted to single stack rail car traffic and speed restrictions due to tunnel distress caused by proven rock squeeze due to expansive gypsum rich shale. The rail line serves as the only south or east bound exit from the naval ordinance facility.

### Tunnel History

The bedrock tunnel was reportedly built in the 1890's and lined originally with timber and relined with mortared brick in 1906. According to a 1936 tunnel relining drawing, the tunnel was to have a design clearance height of 20 feet from the top of rail to top of arch. Its horizontal wall-to-wall widths vary from about 15 feet at the spring line to approximately 12 feet at top of rail. The original mortared brick lining system consisted of four wythes (or layers) of brick at the crown arch to four to five wythes of brick along the tunnel sidewalls. The entire brick lining system was supported on continuous brick wall footings approximately 2 feet high by 3 feet wide. There was no concrete strut across the invert of the tunnel restraining the walls along its base. The crown of soil and bedrock cover varies from zero to 2 feet at the two portals to 118 feet at the height of ground above the tunnel. The tunnel drains toward the east. Surface water is not well managed at the west end of the tunnel. Much of the rainfall flows into the west end of the tunnels and has to pass through the tunnel to the east. This water has caused damage to the ballast and puts unnecessary water into the tunnel. In 2004, CPR installed "french drain" in the ballast along the east portion of the tunnel invert. All surface water should be diverted away from the tunnel portals. Only seepage water should exit the tunnel.

The Navy Department considered removing the tunnel in 1970 by creating a cut and relocating Highway 161 on a 10% grade as an at-grade crossing. Attachment A contains copies of several historic tunnel drawings.

### Tunnel Geology

The 1,100 foot long tunnel passes though nearly horizontally beds of limestone, shale and gypsum rich clay shale. Studies by STS in 2002 discovered an expansive shale layers in the tunnel bedrock. The gypsum and anhydrite rich shale is expansive due to available moisture and stress relief caused by the tunnel opening. A cross-section of the tunnel geology based on 1969 rock cores is shown on Figure 2. Active gypsum mines are located several miles south of the tunnel site. STS studies have shown that ground water freezing behind the tunnel liner has not caused the tunnel to close in.

Measurement of tunnel movements by STS and CPR from 2003 to present has shown the tunnel mortared brick walls to be narrowing and buckling horizontally by 0.11 to 0.3 inches per year. The tunnel

arch above the spring line has not shown significant distress. Occasional tunnel squeeze measurements have been taken since 1964.

#### **Needed Tunnel Improvements**

The tunnel walls need to be repaired within the next five years to prevent lateral encroachment of the of the tunnel liner into the train envelop. Between Stations 4+25 and 5+50 there is less than 6 inch clearance between the brick wall and the train envelop. The design distance between the train envelope and tunnel wall should be greater than 3.0 inches, ideally more than 6 inches for new designs. The brick wall has an inward buckled, bilinear shape that threatens the support of the tunnel arch. Several tunnel liner improvement options were issued by STS to CPR in a report dated December 5, 2003. Copies of liner repair option sketches from the STS study are shown on attached Figures 5 through 7 in that report.

During interim, Indiana Railroad should monitor tunnel wall movements every other month, or six (6) times per year. The tunnel should be surveyed using Lidar methods every two (2) years to provide a survey of the entire tunnel on 3.28-foot (1-meter) intervals. An on-going survey of the tunnel is essential to determine if wall closure movements are accelerating. Routine pointing of the brick liner is recommended to ensure the brick liner remains intact and maintained.

#### **Alternative Double Stack Options for the Latta Line**

STS and Indiana Railroad identified three (3) alternatives to allow double stack rail cars to pass along the line through the Crane's Naval Weapon Support Center Reservation. These alternatives include:

1. Lower the tunnel invert, maintain tunnel crown geometry, and replace tunnel walls.
2. Raise the roof, widen the tunnel, add new liner, and maintain existing invert.
3. Excavate an open cut to eliminate tunnel, maintain track grade and relocate Highway 161.

A fourth option of a new bored tunnel was considered, but reject at this time due to the expansive shale issue and more earthwork required.

For this alternatives study, STS assume the rail line will be closed four to 12 months to construct the improvements. Each alternative will require an access road to the site and material spoil area located within 3,000 feet of the tunnel. Another logical assumption is that the Department of Defense (DOD) will provide access from Highway 161 to the site for construction. The project will not be possible without vehicular access and local on-site disposal of excavated materials.

#### **Alternative 1 – Lower Tunnel Grade**

This option will require the vertical alignment of the tunnel and approach cuts to be lowered. This will require excavation and stabilization of the north and south approach cut slopes and portal areas. The north and south tunnel approach grades are bedrock controlled. The open tunnel is currently 21.75 feet high, it will need to be deepened by approximately 4.0 feet (see Figure 2), and widened by 3.0 feet near the base. We assume the existing tunnel liner walls will be removed and tunnel lowered by controlled drill and blast methods or powerful rock grinding machines. Temporary shoring will be required to maintain the brick lined tunnel arch since blasting or grinding energy could dislodge or damage the brick lined crown.

The lowered tunnel walls will require new walls and invert slab cast directly on solid bedrock. If the tunnel invert rock heaves the ties and ballast will need to be adjusted. We assume the liner will be comprised of a 6 to 12-inch thick, wire meshed or fiber reinforced shotcrete inner to form a relatively uniform cross-section. A minimum of 4-inches of geofoam (polystyrene) boards should be placed over the vertical portion of the shotcrete walls of the tunnel geometry. A minimum 12-inch thick reinforced concrete liner would then be constructed on the tunnel side. This construction geometry would sandwich a compressible closed cell geofoam between solid shotcrete and concrete walls. The geofoam should allow 40 years, of bedrock expansion (assuming 0.1 inch per year of squeeze) without putting direct rock

stress on the primary liner system. A plan of this option is shown on Figure 3 and a cross-section of the Alternative 1 liner system is shown on Figure 4. A temporary access road down from Highway 161 from the south is needed to allow vehicular access personnel and materials to the site.

#### Alternative 2 – Raise Tunnel Crown

This option uses the current vertical alignment of the tunnel. This alternative will require the existing tunnel walls and roof to be removed and new tunnel portals constructed. The tunnel is currently 21.75 feet high, it will need to be raised by 2.5 feet (see Figure 2) and widened by 4.0 feet. We assume the existing tunnel walls and crown liner will be removed by controlled drill and blast methods. Temporary shoring will be required to maintain the existing tunnel arch since blasting energy along the tunnel invert could dislodge or damage the brick lined crown.

The raised tunnel will require new walls and arch. If the tunnel invert rock heaves the ties and ballast will need to be adjusted. The wall base and new tunnel mat should rest on solid bedrock. We assume the exposed bedrock on the wall and crown will be covered with 6 to 12-inches of wire meshed reinforced shotcrete inner to form a relatively uniform horse-shoe shaped cross-section to allow a minimum of 4-inches of compressible geofam (polystyrene) boards to be placed along the walls of the tunnel to allow a minimum 12-inch thick reinforced concrete liner to be constructed inside the compressible geofam. The geofam should allow 40 years, of bedrock expansion (assuming 0.1 inch per year of squeeze) without putting direct rock stress on the primary liner reinforced concrete liner system. A plan of this option is shown on Figure 5 and a cross-section of the Alternative 2 liner system is shown on Figure 6. A temporary gravel access road from the south is needed to allow vehicular access personnel and materials to access the site.

#### Alternative 3 - Open Cut

The tunnel would be removed by forming a benched and sloped rock cut that will be vegetated. The railroad alignment and vertical track grade would not be changed. The shale layers will rapidly weather and will not be stable using vertical cut slopes. This condition will require either a steep cut (0.5H:1V) with reinforced shotcrete and rock dowel (nail) reinforcement to reduce the volume of rock removal or a sloped cut at 2H:1V and benched rock slope. We assume a 10-foot wide bench for every 30 feet in cut depth. Limestone or sandstone cuts can have 0.5H:1V pre-split rock cut slopes. For this study we will assume a 2H:1V slope cut with no shotcrete and soil nails or rock bolts on steeper slopes. This alternative will require a nearby site to dispose of approximately 1,350,000 cubic yards of soil and shot rock fill. A portion of the cut soil and rock material could be used to construct a temporary gravel road from the south (161) to allow vehicular access personnel and materials to the site. A plan of this option is shown on Figure 7 and a cross-section of the Alternative 3 open cut option is shown on Figure 8.

Alternative 3 will require Highway 161 to be relocated prior to cutting the notch to eliminate the tunnel. A new 4,000-foot long paved (e.g., 6-inch flexible bituminous concrete) Highway 161 roadway down to the tracks and back up again should be relocated toward the west since the tunnel is higher on the west side than the east side by 15.5 feet. The new roadway could be changed to either a bridge crossing or an at-grade crossing. It will be less expensive to have an at-grade crossing with road way slopes no steeper than 7% to 10% grade. This alternative will require a large spoil disposal area located relatively close to the site to allow off-road trucks to economically haul soil and rock to the disposal area.

#### **Cost Estimates**

We have contacted Atkinson Construction of Lakewood, Colorado and Bloomsdale Excavating of Bloomsdale, Missouri to obtain tunnel excavation and open drill, blast and haul rock removal unit prices, respectively. We used our tunnel design experience to define other unit prices. For all three options we assume private contractor can access the tunnel site by reservation roadways and will have daily access privileges requiring special permits, buses and special security protection. Both Atkinson and Bloomsdale actively work at DOD sites and with many railroads. STS has teamed with both of these contractors on a design build basis.

Our estimated engineering and construction budgets for the three alternatives for a 4 to 12 month construction period are listed below:

Alternative 1 – Lower Tunnel Grade	\$10,058,000
Alternative 2 – Raise Tunnel Roof	\$11,369,000
Alternative 3 – Open Cut and Relocate MR 161	\$11,410,000

Attached Tables 1 summarizes our estimated costs for each option. These budgets include 3% to 8% of the estimated construction cost for surveys, design and construction engineering, and 10% to 20% of the estimated construction costs for unforeseen conditions during construction. Alternatives 1 and 2 have higher engineering costs and higher contingencies since tunnel work is inherently risky due to likely blasting that will be required to remove rock behind the brittle and old brick liner that is weakly mortared. Alternative 3 has lower engineering and contingency costs because of its simplicity. Alternative 3 assumes the spoil to be end dumped and not compacted. If a structural fill building pad is proposed at the DOD specified spoil disposal area, the Alternative 3 cost should be budgeted at \$11,545,000. The assumed cost of haul soil or rock, using off-road haul trucks, is \$0.02/station(100')/cubic yard.

This engineer's estimate of project costs is for planning and budgeting proposes. Only after detailed topographic surveys, more complete analyses, and agreements for site access for private contractors to the tunnel area can we prepare detailed design and a more accurate engineer's estimate of construction costs. To perform this work without vehicular access to this DOD facility would be too costly and time prohibitive.

#### Alternatives Analysis

We have reviewed each alternative in terms of their advantages and disadvantages and ranked each option by potential risk against failure or reconstruction within 40 years. The following table presents this analysis.

Alternative	Advantages	Disadvantages	Risk
1 – Lower Track	Keep crown of tunnel Maintain MR 161 alignment Reduced excavation and liner volumes Lowest cost alternative Less demolition in-side tunnel EPS geofam extends tunnel design life	Lower track grade requires blasting Excavation beyond portal limits Temporary arch support required Gypsum expansion continues Design life limited to 40 years Tunnel surveys continue Highest engineering & field monitoring costs to ensure crown stability	High
2 – Raise Tunnel Crown	Maintain track grade New liner system Maintain MR 161 alignment EPS geofam extends tunnel design life	Remove entire liner and rock requires blasting Increased excavation and liner volumes Gypsum expansion continues Design life limited to 40 years Tunnel surveys continue	Moderate
3 – Open Cut	Maintain track grade Shorter time frame for rail closure (4 months) Unlimited design life No tunnel maintenance costs No tunnel survey costs Less risk to terrorist attack	Relocate MR 161 with grade crossing Large rock and soil removal Need large disposal area Slope maintenance required Ordinance crossing tracks at foot of hill Highest construction costs	Low

Tables  
Figures  
Appendix

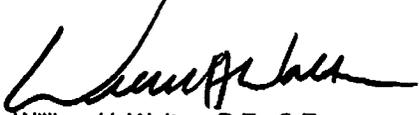
We conclude that Alternative 3 is the most costly to construct and has the least risk for future maintenance since the tunnel is eliminated. Alternative 3 can be done in way that closes the tunnel for four months or less, unlike Alternatives 1 and 2 that will take none to 12 months to complete the work. All of these improvements are dependent upon the DOD allowing us access to the site and disposal of excavated material on the Reservation.

**Closing**

A statement of qualifications regarding this report is attached in Appendix B. Please contact the undersigned if you have any questions or comments.

Very truly yours,

STS CONSULTANTS, LTD.



William H. Walton, P.E., S.E.  
Senior Principal Engineer



Chia K. Tan, Ph.D., P.E.  
Associate

**Attachments:**

Cost Table  
Figures (1-8)  
Appendices

Table 1 - Cost Estimates for Alternatives

Alternative 1-Lower Tunnel Invert				
Item	Qty.	Unit	Cost per Unit	Cost
Rock and Brick Wall Removal	8,000	cy	\$125	\$1,000,000
Segmental Arch Support	1	lump	\$200,000	\$200,000
Reinforced Shotcrete	1,000	cy	\$800	\$800,000
EPS Insulation	44,000	sf	\$6	\$264,000
CIP Reinforced Concrete	2,900	cy	\$900	\$2,610,000
Underdrain	1,100	ft	\$50	\$55,000
HSS6x6x5/8 columns	8,800	ft	\$95	\$836,000
W8x48 Beams	2,200	ft	\$60	\$132,000
MC18x58 Header	2,200	ft	\$70	\$154,000
Rock Dowels	7,040	ft	\$30	\$211,200
Exterior Rock Removal	2,500	cy	\$55	\$137,500
Portal Stabilization	2	each	\$200,000	\$400,000
Gravel Access Road	1	each	\$350,000	\$350,000
Track Removal and Replacement	1,800	ft	\$360	\$648,000
Clear and Close Spoil Area	2	acre	\$20,000	\$40,000
<b>Subtotal</b>				<b>\$7,837,700</b>
Engineering (8% of subtotal)				\$627,016
Contingency (20% of subtotal)				\$1,567,540
<b>Total</b>				<b>\$10,032,256</b>

Alternative 2-Raise Tunnel Crown				
Item	Qty.	Unit	Cost per Unit	Cost
Rock and Brick Liner Removal	11,600	cy	\$75	\$870,000
Reinforced Shotcrete	2,800	cy	\$800	\$2,240,000
Welded Wire Mesh	38,500	sf	\$2	\$77,000
EPS Insulation	39,600	sf	\$6	\$237,600
CIP Reinforced Concrete	3,800	cy	\$950	\$3,610,000
Under Drain	1,100	ft	\$50	\$55,000
Rock Dowels	12,320	ft	\$30	\$369,600
Portal Replacement	2	each	\$500,000	\$1,000,000
Gravel Access Road	1	each	\$350,000	\$350,000
Track Removal and Replacement	1,200	ft	\$360	\$432,000
Clear and Close Spoil Area	3	acre	\$20,000	\$60,000
<b>Subtotal</b>				<b>\$9,301,200</b>
Engineering (7.5% of subtotal)				\$697,590
Contingency (15% of subtotal)				\$1,395,180
<b>Total</b>				<b>\$11,393,970</b>

Alternative 3-Open Cut				
Item	Qty.	Unit	Cost per Unit	Cost
Overburden Removal	1,353,000	cy	\$6	\$8,118,000
Track Removal and Replacement	1,200	ft	\$360	\$432,000
Topsoil and Seeding	42,300	sy	\$5	\$211,500
Clear and Close Spoil Area	12	acre	\$20,000	\$240,000
Highway 161 Relocation				
Heavy Cut	80,000	cy	\$6	\$480,000
Balanced Cut/Fill	29,000	cy	\$1	\$29,000
Heavy Fill	18,000	cy	\$1	\$18,000
Drainage Structures	120	ft	\$40	\$4,800
6" Flexible Bituminous Pavement	11,600	sy	\$42	\$487,200
At Grade Crossing	1	each	\$10,000	\$10,000
Shoulder Material	4,400	ft	\$15	\$66,000
<b>Subtotal</b>				<b>\$10,096,500</b>
Engineering (3% of subtotal)				\$302,895.0
Contingency (10% of subtotal)				\$1,009,650.0
<b>Total</b>				<b>\$11,409,045</b>

**BEFORE THE  
SURFACE TRANSPORTATION BOARD  
Washington, D.C.**

	)	
	)	
The Indiana Rail Road Company – Abandonment--	)	AB 295 (Sub-No. 7X)
Exemption – Martin and Lawrence Counties,	)	
Indiana	)	
	)	
	)	

**VERIFIED STATEMENT OF ROBERT BABCOCK**

1. I am Robert Babcock, Vice President Operations of The Indiana Rail Road Company (“INRD”). I have been asked to estimate the direct operating costs that INRD will avoid if it does not have to serve Shipper A at Bedford, IN.

2. Shipper A typically receives approximately 30 cars of scrap metal per year which are delivered in batches of 1, 2, or 3 carloads each. On average, Shipper A receives two cars per shipment so it is necessary for INRD to switch Shipper A approximately 15 times per year to deliver loads. Empties also have to be picked up and it is unusual if there are empties waiting when loads are delivered. On average, therefore, 15 switches per year are required to pick up empties.

3. INRD receives the scrap metal cars at Chicago. INRD pays \$46 per car per round trip (\$5 per car inbound and \$41 per car outbound) for the switching services of the Belt Railway Company of Chicago. The cars are then moved under INRD’s haulage agreement with CSXT to Terre Haute, IN. The variable component of the haulage charge is \$125 per car. Empties also are charged a variable component of \$125 per car. Thus, a full cycle for one car incurs incremental haulage charges paid to BRC and CSXT of \$296.

4. From Terre Haute the carloads of scrap are moved to INRD's Hiawatha Yard. The cost of switching at Hiawatha is approximately \$59 per car. I have not included a cost component for the move from Terre Haute to Hiawatha as that train will run in any event.

5. Cars for Shipper A are delivered to Shipper A by a local train that normally operates from Hiawatha to Odon, IN, west of the Crane Naval Surface Warfare Center. On days when there is traffic for Shipper A at Bedford, the cars for Bedford are put on that local train which then extends its run from Odon to Bedford, a distance of 32.1 miles. Once the Crane-Bedford line is abandoned, INRD will avoid the entire cost of that additional round trip train operation from Odon to Bedford and return. I estimate that cost to be as follows:

Locomotive	\$122
Fuel	\$120
Crew	\$256
<b>TOTAL</b>	<b>\$498</b>

6. Empties follow the identical return route with the Odon local extending its run to Bedford when there are empties to be picked up. The empties are moved to Hiawatha and switched onto a train for Terre Haute to connect with the haulage service to Chicago.

7. The total avoided cost of the service to Shipper A if the Crane-Bedford line is abandoned will be approximately \$912 per car composed of the following:

Avoided cost in Chicago (Inbound)	\$5
Avoided Haulage Charge (Inbound)	\$125
Avoided Switching Cost (Inbound)	\$59
Avoided Local Train (Inbound)	\$249 (1/2 cost of round trip) <sup>1</sup>
Avoided Local Train (Return)	\$249 (1/2 cost of round trip) <sup>2</sup>
Avoided Switching Cost (Return)	\$59
Avoided Haulage Charge (Return)	\$125
Avoided cost in Chicago (Return)	\$41
 Total	 \$912 per car

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<sup>1</sup> To account for the fact that there are only two cars being delivered to Shipper A on average. The round trip cost of the train from Odon to Bedford and return to Odon must be spread over only two cars destined for Shipper A.

<sup>2</sup> To account for the fact that a separate round trip Odon to Bedford and return to Odon must be made to pick up empties, and the cost of that spread over two empties picked up on average per trip.

**VERIFICATION  
(28 U.S.C. 1746)**

I verify under penalty of perjury that the foregoing is true and correct.

Executed on March 9, 2010

Robert Q. Babcock  
Robert Babcock  
Vice President Operations  
The Indiana Rail Road Company

**SUMMARY OF TITLE TO  
RIGHT-OF-WAY REAL ESTATE**

**MAIN LINE  
BEDFORD INDUSTRIAL TRACK**

**AB 295 (SUB-NO. 7X)**

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. #'s	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
1	V-IND.1-D 5 - No. 8	Warranty Deed	James D. Hutton	S. Indiana Rwy.	45	452	12/9/1898		
241.25 - 241.86	70 4.88	ML / ... convey & warrant... for the sum of... the following real estate... a tract of land...							
2	V-IND.1-D 5 - No. 9	Warranty Deed	James D. Hutton	S. Indiana Rwy.	45	454	12/9/1898		
241.52 - 241.78	PARCEL 0.43	PARCEL - CONDEMNED FOR CRANE NAVY BASE / ... convey & warrant... the following real estate... tract of land							
3	V-IND.1-D 5 - No. 10	Warranty Deed	James D. Hutton	S. Indiana Rwy.	45	454	12/9/1898		
241.78 - 241.87	PARCEL 1.88	PARCEL - CONDEMNED FOR CRANE NAVY BASE / ... convey & warrant... the following real estate... a tract of land...							
4	V-IND.1-D 5 - No. 11	Warranty Deed	James D. Hutton	S. Indiana Rwy.	50	140	12/9/1898		
241.55 - 241.57	15 0.03	ML / 15' strip @ N. ROW Line ... convey & warrant... for the sum of... the following real estate... Tract No. 1							
5	V-IND.1-D 5 - No. 12	Warranty Deed	James D. Hutton	S. Indiana Rwy.	50	140	7/18/1902		
241.57 - 241.58	15 0.018	ML /15' strip @ N. ROW Line / ... convey & warrant... for the sum of... the following real estate... Tract No. 2							
6	V-IND.1-D 5 - No. 13	Quitclaim Deed	William Dobson	E & R Railroad	37	7	12/21/188		
241.86 - 242.27	66 3.23	ML / ... forever convey & quit claim... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 66'.							
7	V-IND.1-D 5 - No. 14	Warranty Deed	William Dobson	S. Indiana Railway	48	448	4/16/1901		
241.35 - 242.25	PARCEL 3.57	PARCEL - CONDEMNED FOR CRANE NAVY BASE ... in consideration of... convey & warrant... the following real estate...							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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6	V-IND.1-D 5 - No. 13	Quitclaim Deed	William Dobson	E & R Railroad	37	7	12/21/188		
241.86 - 242.27	66	3.23	ML / ... forever convey & quit claim... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 66'.						
7	V-IND.1-D 5 - No. 14	Warranty Deed	William Dobson	S. Indiana Railway	48	448	4/16/1901		
241.35 - 242.25	PARCEL	3.57	PARCEL - CONDEMNED FOR CRANE NAVY BASE ... in consideration of... convey & warrant... the following real estate...						
8	V-IND.1-D 5 - No. 15	Warranty Deed	William Dobson	C. TH. & SE Rwy.	62	16	2/5/1914		
242.08 - 242.26	27	0.62	ADD'L ROW @ N. LINE FOR SPUR ... for the sum of... convey & warrant... following described real estate... a parcel of land...						
9	V-IND.1-D 5 - No. 16	Agrm't/Contract	Wilson Clay & Coal	C. TH. & SE Rwy.	-	-		R	
242.12	-	0.81	TRACK RETIRED (see Val Map notation)						
10	V-IND.1-D 5 - No. 17	Quitclaim Deed	Isaac Hutton	E & R Railroad	37	8	12/21/188		
242.27 - 242.33	66	0.38	ML / forever convey & quit claim... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE.						
11	V-IND.1-D 5 - No. 18	Warranty Deed	Georgia/Malena	E & R Railroad	37	26	1/3/1889	R	
242.33 - 242.63	250	8.55	ML - "TUNNEL" / forever convey & warrant... perpetual ROW... for bldg. & maint... over, through & across our land...						
12	V-IND.1-D 5 - No. 19	Quitclaim Deed	William Dobson	E & R Railroad	37	7	12/21/188		
242.63 - 243.00	66	3.05	ML / forever convey & quit claim... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... strip of land 66'.						
13	V-IND.1-D 5 - No. 20	Warranty Deed	William Dobson	S. Indiana Rwy.	48	448	4/16/1901		
242.63 - 243.00	PARCEL	75.72	PARCEL - CONDEMNED FOR CRANE NAVY BASE / consideration of... convey & warrant... following R.E...						
14	V-IND.1-D 5 - No. 21	Quitclaim Deed	S. Indiana Hotel	S. Indiana Rwy.	51	239	4/19/1903		
242.90 - 242.90	PARCEL	40.00	PARCEL - CONDEMNED FOR CRANE NAVY BASE / in consideration of... conveys and quit claims...						
15	V-IND.1-D 5 - No. 22	Tax Deed	State of Indiana	S. Indiana Rwy.	51	333	9/25/1903		
243.00 - 243.15	PARCEL	37.38	PARCEL - CONDEMNED FOR CRANE NAVY BASE / sale and conveyance... bargain & sell... tract... have&hold.						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
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15	V-IND.1-D 5 - No. 22	Tax Deed	State of Indiana	S. Indiana Rwy.	51	333	9/25/1903		
243.00 - 243.15	PARCEL 37.38	PARCEL - CONDEMNED FOR CRANE NAVY BASE / sale and conveyance... bargain & sel... tract... have&hold.							
16	V-IND.1-D 5 - No. 23	Quitclaim Deed	Isaac Crey	E & R Railroad	37	20	12/21/188	R	
243.00 - 243.15	70 1.24	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. over, through & across my land...							
17	V-IND.1-D 5 - No. 24	Warranty Deed	Henry Zumfeldt	E & R Railroad	38	79	1/1/1890		
243.00 - 243.03	28 0.10	PARCEL @ N. LINE / convey and warrant... in consideration of the sum... the following real estate... tracts...							
18	V-IND.1-D 5 - No. 25	Warranty Deed	Henry Zumfeldt	E & R Railroad	38	79	1/1/1890		
243.06 - 243.10	28 0.13	PARCEL @ N. LINE / convey and warrant... in consideration of the sum... the following real estate... tracts...							
19	V-IND.1-D 5 - No. 26	Warranty Deed	Henry Zumfeldt	E & R Railroad	38	79	1/1/1890		
243.02 - 234.15	PARCEL 1.00	PARCEL @ S. LINE / convey and warrant... in consideration of the sum... the following real estate... tracts...							
20	V-IND.1-D 5 - No. 27	Quitclaim Deed	George Sanders	E & R Railroad	37	24	12/12/188	R	
243.15 - 243.61	70 3.87	ML // forever convey & quit claim... a perpetual ROW... for bldg. & maint.. over, through & across my land...							
21	V-IND.1-D 5 - No. 28	Warranty Deed	George Sanders	S. Indiana Rwy.	46	353	6/30/1899		
243.15 - 243.23	PARCEL 1.48	PARCEL @ S. LINE / convey & warrant... for the sum of... the following real estate... a tract of land...							
22	V-IND.1-D 5 - No. 29	Warranty Deed	George Sanders	S. Indiana Rwy.	51	330	9/12/1903		
243.44 - 243.58	20 0.15	PARCEL @ W. LINE / convey & warrant... for the sum of... the following real estate... a tract of land (SEE PLAT)							
23	V-IND.1-D 5 - No. 30	Warranty Deed	George Sanders	S. Indiana Rwy.	51	330	9/12/1903		
243.44 - 243.56	10 0.06	PARCEL @ E. LINE / convey & warrant... for the sum of... the following real estate... a tract of land (SEE PLAT)							
24	V-IND.1-D 5 - No. 31	Quitclaim Deed	Howard Sims	E & R Railroad	37	10	12/13/188	R	
243.61 - 244.00	70 3.31	ML / forever convey & quit claim... perpetual ROW... for bldg. & maint... across my land... as road located.							
25	V-IND.1-D 5 - No. 32	Warranty Deed	Howard Sims	S. Indiana Rwy.	51	431	10/31/190		
243.61 - 244.00	15 0.72	PARCEL @ W. LINE / convey & warrant... for the sum of... the following real estate... a strip of land (SEE PLAT)							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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26	V-IND.1-D 5 - No. 33	Warranty Deed	Howard Sims	S. Indiana Rwy.	51	431	10/31/190	
243.78 - 244.00	15	0.38	PARCEL @ E. LINE / convey & warrant... for the sum of... the following real estate... a strip of land (SEE PLAT)					

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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27	V-IND.1-D 6 - No. 1	Warranty Deed	John R. Huff	E & R Railroad	39	333	4/12/1890	R	
244.00 - 244.13	70	1.01	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... across my land... a strip of land...						
28	V-IND.1-D 6 - No. 2	Warranty Deed	Levi Sims	E & R Railroad	37	119	6/3/1889		
244.13 - 244.20	70	0.64	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE						
29	V-IND.1-D 6 - No. 3	Warranty Deed	Levi Sims	E & R Railroad	37	119	6/3/1889		
244.20 - 244.46	110	4.05	ML & DEPOT GROUND / forever convey & warrant... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE.						
30	V-IND.1-D 6 - No. 4	Warranty Deed	Levi Sims	E & R Railroad	37	119	6/3/1889		
244.46 - 244.47	70	0.05	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE.						
31	V-IND.1-D 6 - No. 5	Warranty Deed	Joseph B.	E & R Railroad	37	9	12/13/188	R	
244.47 - 244.72	70	2.19	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... over, through & across... as located.						
32	V-IND.1-D 6 - No. 6	Warranty Deed	Isaac T. Holmes	S. Indiana Rwy.	45	225	6/15/1898		
244.47 - 244.64	70	0.54	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... a tract of land...						
33	V-IND.1-D 6 - No. 7	Quitclaim Deed	Joseph B.	E & R Railroad	37	22	12/13/188	R	
244.72 - 244.97	70	2.09	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. over, through & across my land...						
34	V-IND.1-D 6 - No. 8	Warranty Deed	Jacob B. Hitchcock	S. Indiana Rwy.	53	347	9/19/1905		
244.72 - 244.97	PARCEL	12.85	PARCEL @ N. LINE / for the sum of... convey & warrant... described real estate... a tract of land (SEE PLAT WITH DEED)						
35	V-IND.1-D 6 - No. 9	Warranty Deed	Sarah C. Holder	E & R Railroad	37	18	12/14/188		
244/97 - 245.09	66	0.94	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE.						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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35	V-IND.1-D 6 - No. 9	Warranty Deed	Sarah C. Holder	E & R Railroad	37	18	12/14/188		
244/97 - 245.09	66	0.94	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE.						
36	V-IND.1-D 6 - No. 10	Warranty Deed	George Martin	E & R Railroad	37	17	1/11/1889	R	
245.09 - 245.58	66	3.84	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... across my land... as road located.						
37	V-IND.1-D 6 - No. 11	Quitclaim Deed	W. A. Mc Bride	E & R Railroad	37	23	12/7/1908	R	
245.58 - 245.82	70	2.12	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. over, through & across my land...						
38	V-IND.1-D 6 - No. 12	Warranty Deed	T. H. Williams	E & R Railroad	37	12	12/13/188		
245.82 - 246.17	70	2.41	ML / forever convey & warrant.... perpetual ROW... for building road/tracks... described as... "STRIP OF LAND".						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

**Rec.# Val Map # - Parcel No. Document Grantor Grantee Book Page Doc Date "R"**

**@ M.P. #'s Avg. Width - Acres DESCRIPTION / Key Wording from Document or Val Map ("R" = Reversion Apparent)**

38	V-IND.1-D 6 - No. 12	Warranty Deed	T. H. Williams	E & R Railroad	37	12	12/13/188	
245.82 - 246.17	70	2.41	ML / forever convey & warrant.... perpetual ROW... for building road/tracks... described as... "STRIP OF LAND".					

39	V-IND.1-D 6 - No. 13	Warranty Deed	John T. Hitchcock	E & R Railroad	37	148	2/8/1889	R
246.17 - 246.70	70	5.02	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... as located... 70' wide + 100' wider section					

40	V-IND.1-D 6 - No. 14	Warranty Deed	T. H. Williams	E & R Railroad	37	12	12/13/188	
246.70 - 246.86	66	1.85	ML / forever convey & warrant.... perpetual ROW... for building road/tracks... described as... "STRIP OF LAND".					

41	V-IND.1-D 6 - No. 15	Warranty Deed	Milton Mc Kee	E & R Railroad	37	11	1/17/1889	
246.86- 246.90	70	2.00	TRIANGLE / forever convey & warrant... bldg. & maint.... perpetual ROW... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE.					

42	V-IND.1-D 6 - No. 16	Warranty Deed	E. J. Hammock	E & R Railroad	37	13	1/4/1889	R
246.90 - 247.17	70	2.20	ML / convey & warrant.... SO LONG AS SO USED, a perpetual ROW... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE					

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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42	V-IND.1-D 6 - No. 16	Warranty Deed	E. J. Hammock	E & R Railroad	37	13	1/4/1889	R	
246.90 - 247.17	70	2.20	ML / convey & warrant.... SO LONG AS SO USED, a perpetual ROW... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE						
43	V-IND.1-D 6 - No. 17	Warranty Deed	Milton Mc Kee	E & R Railroad	37	11	12/14/188		
247.17 - 247.65	70	4.58	ML / forever convey & warrant... for bldg. & maint.... perpetual ROW... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE						
44	V-IND.1-D 6 - No. 18	Warranty Deed	J.D. Hammersley	E & R Railroad	37	21	5/12/1903		
247.65 - 24.90	66	1.95	ML / fforever convey & warrant... a perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE						
45	V-IND.1-D 6 - No. 19	Warranty Deed	J.D. Hammersley	S. Indiana Rwy.	51	114	5/12/1903		
247.83 - 247.95	PARCEL	0.39	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... a piece of land (SEE PLAT WITH DEED)						
46	V-IND.1-D 6 - No. 20	Warranty Deed	J.D. Hammersley	S. Indiana Rwy.	51	114	5/12/1903		
247.90	PARCEL	0.13	TRIANGLE @ S. LINE / convey & warrant... for the sum of... the following real estate... piece of land (SEE PLAT WITH DEED)						
47	V-IND.1-D 6 - No. 21	Warranty Deed	Mary J.	E & R Railroad	37	107	1/13/1889		
247.90 - 248.10	70	1.72	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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48	V-IND.1-D 7 - No. 1	Warranty Deed	Mary J.	E & R Railroad	37	107	1/13/1889		
247.90 - 248.10	70	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 70' WIDE							
49	V-IND.1-D 7 - No. 2	Warranty Deed	Giles Wilson	E & R Railroad	37	6	2/25/1889		
248.10 - 248.26	66	1.16	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE						
50	V-IND.1-D 7 - No. 3	Warranty Deed	Sarah J. Prior	E & R Railroad	37	14	12/14/188		
248.26 - 248.44	66	1.51	ML / forever convey & warrant... a perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... STRIP OF LAND 66' WIDE						
51	V-IND.1-D 7 - No. 4	Warranty Deed	A. Gee & S. J.	S. Indiana Rwy.	51	365	10/5/1903		
248.26 - 248.37	100	1.79	PARCEL @ E. LINE / convey & warrant... for the sum of... the following real estate... a tract of land (SEE PLAT WITH DEED)						
52	V-IND.1-D 7 - No. 5	Warranty Deed	B. F. Carl	S. Indiana Rwy.	51	366	10/5/1903		
248.37 - 248.44	40	0.26	PARCEL @ E. LINE / convey & warrant... for the sum of... the following real estate... a tract of land (SEE PLAT WITH DEED)						
53	V-IND.1-D 7 - No. 6								
248.44 - 248.52	70	2.32	ML / NO VAL MAP REFERENCE - NO LANDOWNER FOUND - apparent Adverse Possession of ROW						
54	V-IND.1-D 7 - No. 7								
248.52 - 248.78	70	0.48	ML / NO VAL MAP REFERENCE - NO LANDOWNER FOUND - apparent Adverse Possession of ROW						
55	V-IND.1-D 7 - No. 8	Guardian Deed	Lewis R. Williams	E & R Railroad	23	251	10/13/189	R	
248.78 - 249.22	70	4.15	ML / convey.... for the sum of... a perpetual ROW over the lands of my said wards... RECORDED IN LAWRENCE COUNTY.						
56	V-IND.1-D 7 - No. 9	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
248.81 - 248.89	50	0.40	PARCEL @ S. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 2 (SEE PLAT WITH DEED)						
57	V-IND.1-D 7 - No. 10	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
248.81 - 248.89	50	0.42	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 1 (SEE PLAT WITH DEED)						
58	V-IND.1-D 7 - No. 11	Warranty Deed	Richard	S. Indiana Rwy.	51	325	8/28/1903		
248.83 - 48.88	27	0.11	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 1 (SEE PLAT WITH DEED)						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. # 's	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
59	V-IND.1-D 7 - No. 12	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
248.90 - 248.96	15	0.10	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 3 (SEE PLAT WITH DEED)						
60	V-IND.1-D 7 - No. 13	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
248.90 - 248.97	10	0.03	PARCEL @ S. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 4 (SEE PLAT WITH DEED)						
61	V-IND.1-D 7 - No. 14	Warranty Deed	Richard	S. Indiana Rwy.	51	325	8/28/1903		
248.90 - 248.97	12	0.03	PARCEL @ S. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 2 (SEE PLAT WITH DEED)						
62	V-IND.1-D 7 - No. 15	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
249.02 - 249.07	10	0.07	PARCEL @ S. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 6 (SEE PLAT WITH DEED)						
63	V-IND.1-D 7 - No. 16	Warranty Deed	Richard	S. Indiana Rwy.	51	325	8/28/1903		
248.99 - 249.02	25	0.08	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 3 (SEE PLAT WITH DEED)						

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64	V-IND.1-D 7 - No. 17	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	46	336	8/16/1899		
249.02 - 249.07	25	0.16	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 5 (SEE PLAT WITH DEED)						
65	V-IND.1-D 7 - No. 18	Warranty Deed	Richard	S. Indiana Rwy.	51	325	8/28/1903		
249.15 - 249.20	80	0.34	PARCEL @ N. LINE / convey & warrant... for the sum of... the following real estate... Tract No. 4 (SEE PLAT WITH DEED)						
66	V-IND.1-D 7 - No. 19	Guardian Deed	Lewis R. Williams	E & R Railroad	23	251	10/13/1899	R	
249.22 - 249.72	70	4.11	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
67	V-IND.1-D 7 - No. 20	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	37	422	3/12/1898		
249.29 - 249.33	15	0.09	PARCEL @ S. LINE / convey & warrant... the following described real estate... a tract of land...						
68	V-IND.1-D 7 - No. 21	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	37	422	3/12/1898		
249.40 - 249.55	30	0.50	PARCEL @ S. LINE / convey & warrant... the following described real estate... a tract of land...						
69	V-IND.1-D 7 - No. 22	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	37	422	3/12/1898		
249.40 - 249.55	35	0.57	PARCEL @ N. LINE / convey & warrant... the following described real estate... a tract of land...						
70	V-IND.1-D 7 - No. 23	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	37	422	3/12/1898		
249.72 - 249.95	70		ML / convey & warrant... the following described real estate... a tract of land...						
71	V-IND.1-D 7 - No. 24	Warranty Deed	Isaac Williams	S. Indiana Rwy.	36	280	6/1/1898		
249.95 - 250.25	70	2.59	ML / convey & warrant... the following described real estate... all land between (deeds) bk. 35, pg. 379 & bk. 35, pg. 398						
72	V-IND.1-D 7 - No. 25	Warranty Deed	Millard E. Jones	S. Indiana Rwy.	35	398	3/12/1898		
249.95 - 250.20	200	4.70	PARCEL @ S. LINE / convey & warrant... for the sum of... the following described real estate... a part of a lot...						
73	V-IND.1-D 7 - No. 26	Warranty Deed	Isaac Williams	S. Indiana Rwy.	35	379	3/3/1898		
249.95 - 250.40	100	9.65	PARCEL @ N. LINE (CARVE OUT) + ROW 250.25 - .40 // convey & warrant... following described real estate... tract of land...						
74	V-IND.1-D 7 - No. 27	Warranty Deed	Isaac Williams	S. Indiana Rwy.	35	487	6/1/1898		
249.95 - 250.05	150	0.87	PARCEL @ N. LINE - CH.M.SLP. CARVE OUT / NOT FOUND						

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71	V-IND.1-D 7 - No. 24	Warranty Deed	Isaac Williams	S. Indiana Rwy.	36	280	6/1/1898		
249.95 - 250.25	70	2.59	ML / convey & warrant... the following described real estate... all land between (deeds) bk. 35, pg. 379 & bk. 35, pg. 398						
72	V-IND.1-D 7 - No. 25	Warranty Deed	Millard E. Jones	S. Indiana Rwy.	35	398	3/12/1898		
249.95 - 250.20	200	4.70	PARCEL @ S. LINE / convey & warrant... for the sum of... the following described real estate... a part of a lot...						
73	V-IND.1-D 7 - No. 26	Warranty Deed	Isaac Williams	S. Indiana Rwy.	35	379	3/3/1898		
249.95 - 250.40	100	9.65	PARCEL @ N. LINE (CARVE OUT) + ROW 250.25 - .40 // convey & warrant... following described real estate... tract of land...						
74	V-IND.1-D 7 - No. 27	Warranty Deed	Isaac Williams	S. Indiana Rwy.	35	487	6/1/1898		
249.95 - 250.05	150	0.87	PARCEL @ N. LINE - CH.M.SLP. CARVE OUT / NOT FOUND						
75	V-IND.1-D 7 - No. 28	Warranty Deed	Isaac Williams	S. Indiana Rwy.	37	508	7/27/1899		
249.95 - 250.25	500	33.60	PARCEL @ N. LINE - CH.M.SLP. CARVE OUT / convey & warrant... following described real estate... portion of... Quarter						
76	V-IND.1-D 7 - No. 29	Warranty Deed	Isaac Williams	S. Indiana Rwy.	36	280	6/1/1898		
250.40 - 250.75	70	5.32	ML / convey & warrant... the following described real estate... also a strip of land...						
77	V-IND.1-D 7 - No. 30	Warranty Deed	Cornelia Jones	S. Indiana Rwy.	52	34	5/16/1905		
250.23 - 250.34	45	0.56	PARCEL @ S. LINE / convey & warrant... the following described real estate... a tract of land...						
78	V-IND.1-D 7 - No. 31	Warranty Deed	Walter A. Jones	S. Indiana Rwy.	51	176	7/16/0905		
250.34 - 250.40	30	0.24	PARCEL @ S. LINE / convey & warrant... the following described real estate... a tract of land...						
79	V-IND.1-D 7 - No. 32	Warranty Deed	Isaac Williams	S. Indiana Rwy.	52	310	12/4/1905		
250.31 - 250.40	40	0.44	PARCEL @ N. LINE / convey & warrant... the following described real estate... a strip of land...						
80	V-IND.1-D 7 - No. 33	Guardian Deed	Rachel Williams	E & R Railroad	21	51	1/5/1889		
250.75 - 251.30	70	5.64	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE						

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80	V-IND.1-D 7 - No. 33	Guardian Deed	Rachel Williams	E & R Railroad	21	51	1/5/1889	
250.75 - 251.30	70	5.64	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE					

81	V-IND.1-D 7 - No. 34	Warranty Deed	Nancy Cox	E & R Railroad	21	50	1/5/1889	
251.30 - 251.76	70	2.79	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE					

82	V-IND.1-D 7 - No. 35	Warranty Deed	Jacob Bassert	E & R Railroad	21	47	1/5/1889	
251.76 - 252.00	70	2.86	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE					

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83	V-IND.1-D 8 - No. 1	Warranty Deed	Jacob Bassert	E & R Railroad	21	47	1/5/1889		
252.00 - 252.15	70	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE							
84	V-IND.1-D 8 - No. 2	Warranty Deed	Jane Reynolds	S. I. Railway	46	22	9/4/1902		
252.04 - 252.19	25	4.06	PARCEL @ N. LINE / convey & warrant... the following real estate... a tract of land...						
85	V-IND.1-D 8 - No. 3	Warranty Deed	Jane Reynolds	S. I. Railway	46	22	9/4/1902		
252.04 - 252.19	30	0.54	PARCEL @ S. LINE / convey & warrant... the following real estate... a tract of land...						
86	V-IND.1-D 8 - No. 4	Warranty Deed	Jane Reynolds	E & R Railroad	21	49	1/5/1889		
252.15 - 252.42	70	2.475	ML / forever convey & warrant... perpetual ROW... for bldg. & maint... AFTER ROAD BUILT... A STRIP OF LAND 70' WIDE						
87	V-IND.1-D 8 - No. 5	Quitclaim Deed	J. G. Ferguson	E & R Railroad	21	48	3/20/1889	R	
252.42 - 252.86	70	3.74	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
88	V-IND.1-D 8 - No. 6	Quitclaim Deed	Thomas Adamson	E & R Railroad	21	15	12/3/1888	R	
252.86 - 253.70	70	7.41	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						

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88	V-IND.1-D 8 - No. 6	Quitclaim Deed	Thomas Adamson	E & R Railroad	21	15	12/3/1888	R
252.86 - 253.70	70	7.41	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

89	V-IND.1-D 8 - No. 7	Quitclaim Deed	John F. Kern	E & R Railroad	21	10	11/21/188	R
253.70 - 254.10	70	3.365	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

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89	V-IND.1-D 8 - No. 7	Quitclaim Deed	John F. Kern	E & R Railroad	21	10	11/21/1888	R
253.70 - 254.10	70	3.365	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land..					

90	V-IND.1-D 8 - No. 8	Quitclaim Deed	Mary F. Kern	E & R Railroad	21	14	12/1/1888	R
254.10 - 254.60	99	6.22	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land..					

91	V-IND.1-D 8 - No. 9	Quitclaim Deed	Elkanah Phillips	E & R Railroad	21	12	11/22/1888	R
254.60 - 254.70	70	0.775	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land..					

92	V-IND.1-D 8 - No. 10	Quitclaim Deed	Hiram Lackey	E & R Railroad	21	13	12/1/1888	R
254.70 - 255.38	99	7.88	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land..					

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92	V-IND.1-D 8 - No. 10	Quitclaim Deed	Hiram Lackey	E & R Railroad	21	13	12/1/1888	R	
254.70 - 255.38	99	7.88	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
93	V-IND.1-D 8 - No. 11	Quitclaim Deed	Allen Nickless	E & R Railroad	21	16	4/15/1893	R	
255.38 - 255.65	70	2.56	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
94	V-IND.1-D 8 - No. 12	Quitclaim Deed	James C. Acuff	E & R Railroad	21	26	12/29/1888	R	
255.65 - 255.81	200	3.15	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
95	V-IND.1-D 8 - No. 13	Quitclaim Deed	Frank Kern	E & R Railroad	20	417	12/17/1888	R	
255.81 - 256.00	70	2.21	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
96	V-IND.1-D 8 - No. 13-A	Guardian Deed	Hayden Bridwell	E & R Railroad	23	245	12/20/1888	R	
255.81 - 256.00	70	2.21	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						

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97	V-IND.1-D 9 - No. 1	Quitclaim Deed	Frank Kern	E & R Railroad	20	417	12/17/188	R	
256.00 - 256.08	70	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...							
98	V-IND.1-D 9 - No. 1-A	Guardian Deed	Hayden Bridwell	E & R Railroad	23	245	12/20/188	R	
256.00 - 256.08	70	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...							
99	V-IND.1-D 9 - No. 2	Warranty Deed	Joseph Dussard et.	E & R Railroad	28	52	12/27/189		
256.08 - 255.08	70	4.17	ML / convey & warrant... the following described real estate... and right, title and interest in land... taken as ROW.						
100	V-IND.1-D 9 - No. 3	Quitclaim Deed	John Hays	E & R Railroad	21	11	11/22/188	R	
255.08 - 255.77	70	1.87	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
101	V-IND.1-D 9 - No. 4	Quitclaim Deed	Andrew J. Kern	E & R Railroad	21	18	1/5/1889	R	
255.77 - 257.04	70	2.27	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
110	V-IND.1-D 9 - No. 12	Warranty Deed	Anson L. Boyd	C.M.ST.P. & P. RR	89	325	8/30/1928		
256.49 - 256.59	25	PARCEL @ N. LINE / convey & warrant... the following described real estate... a tract of land...							

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101	V-IND.1-D 9 - No. 4	Quitclaim Deed	Andrew J. Kern	E & R Railroad	21	18	1/5/1889	R	
255.77 - 257.04	70	2.27	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
102	V-IND.1-D 9 - No. 5	Warranty Deed	George A.	E & R Railroad	24	301	5/19/1891		
257.04 - 258.11	70	9.00	ML / convey & warrant... for the sum of... the following described real estate... taking a strip of ground...						
103	V-IND.1-D 9 - No. 5-A	Quitclaim Deed	George A.	E & R Railroad	24	301	5/19/1891		
257.04 - 258.11	70		ML / convey & warrant... for the sum of... the following described real estate... taking a strip of ground...						

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102	V-IND.1-D 9 - No. 5	Warranty Deed	George A.	E & R Railroad	24	301	5/19/1891	
257.04 - 258.11	70	9.00	ML / convey & warrant... for the sum of... the following described real estate... taking a strip of ground...					

103	V-IND.1-D 9 - No. 5-A	Quitclaim Deed	George A.	E & R Railroad	24	301	5/19/1891	
257.04 - 258.11	70		ML / convey & warrant... for the sum of... the following described real estate... taking a strip of ground...					

104	V-IND.1-D 9 - No. 6	Warranty Deed	Jann W. Cosner	E & R Railroad	28	160	8/2/1887	R
258.11 - 258.88	70	6.58	ML / convey & warrant... for railway purposes... the following real estate... "said ROW".					

105	V-IND.1-D 9 - No. 7	Quitclaim Deed	Maria L. Fell	E & R Railroad	28	50	2/6/1893	R
258.88 - 259.37	70	3.98	ML / quit claim, release & warrant... a perpetual right of way... for railway purposes... over and across my land...					

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105	V-IND.1-D 9 - No. 7	Quitclaim Deed	Maria L. Fell	E & R Railroad	28	50	2/6/1893	R	
258.88 - 259.37	70	3.98	ML / quit claim, release & warrant... a perpetual right of way... for railway purposes... over and across my land...						
106	V-IND.1-D 9 - No. 8	Quitclaim Deed	Winthrope A. Foote	E & R Railroad	21	27	2/2/1889	R	
259.37 - 259.42	70	0.54	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
107	V-IND.1-D 9 - No. 9	Warranty Deed	Maria L. Fell	E & R Railroad	28	50	2/6/1893	R	
259.42 - 259.75	70	2.86	ML / quit claim, release & warrant... a perpetual right of way... for railway purposes... over and across my land...						
108	V-IND.1-D 9 - No. 10	Quitclaim Deed	Emaline Router	E & R Railroad	21	21	5/7/1898	R	
259.75 - 259.76	70	0.07	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
109	V-IND.1-D 9 - No. 11	Quitclaim Deed	Emaline Router	E & R Railroad	21	21	1/5/1889	R	
259.76 - 260.00	70	3.215	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						

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111	V-IND.1-D 10 - No. 1	Quitclaim Deed	Emaline Router	E & R Railroad	21	21	1/5/1889	R
260.00 - 260.13	70	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						

112	V-IND.1-D 10 - No. 2	Quitclaim Deed	Elisha G. Johnson	E & R Railroad	21	403	10/5/1888	R
260.13 - 260.33	70	2.02	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

113	V-IND.1-D 10 - No. 3	Quitclaim Deed	Thomas A. Whitted	E & R Railroad	21	24	12/28/1888	R
260.33 - 260.66	70	2.99	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

114	V-IND.1-D 10 - No. 4	Quitclaim Deed	Jacob Diehl	E & R Railroad	21	19	1/5/1889	R
260.66 - 260.67	70	0.05	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

115	V-IND.1-D 10 - No. 5	Quitclaim Deed	Anna Schaffer	E & R Railroad	21	23	1/10/1889	R
260.67 - 260.93	70	1.97	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

116	V-IND.1-D 10 - No. 6	Quitclaim Deed	Thomas A. Whitted	E & R Railroad	21	24	12/28/1888	R
260.93 - 261.33	70	4.15	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

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116	V-IND.1-D 10 - No. 6	Quitclaim Deed	Thomas A. Whitted	E & R Railroad	21	24	12/28/188	R
260.93 - 261.33	70	4.15	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

117	V-IND.1-D 10 - No. 7	Quitclaim Deed	Thomas A. Whitted	E & R Railroad	21	24	12/28/188	R
261.33 - 261.43	15	0.224	ROW TO STONE MILL SPUR / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

118	V-IND.1-D S10A -	Doc. Not Found	W. Bedford Stone	E & R Railroad	27	543	2/23/1893	R
261.33 - 261.43	15		ROW FOR SPUR / conveys & leases & warrants... for... 99 years... for railway purposes... a right of way of 15'.					

119	V-IND.1-D S10A - No.	Quitclaim Deed	John W. Cosner	E & R Railroad	21	22	1/10/1889	R
261.42 - 261.54	70		ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

120	V-IND.1-D S10A - No.	Doc. Not Found	Indiana Limestone					
261.48 - 261.48	14		ROW FOR ROWE MILL SPUR					

121	V-IND.1-D S10A - No.	Warranty Deed	Andrew L. Daggy	E & R Railroad	21	377	8/19/1889	
261.54 - 261.65	100		ML @ DAGGYS 2ND ADDITION / convey & warrant... following R.E... beginning... west line... Section 14...					

122	V-IND.1-D S10A - No.	Warranty Deed	Andrew L. Daggy	E & R Railroad	21	377	8/19/1889	
261.54 - 261.65	100		ML @ DAGGYS 2ND ADDITION / convey & warrant... following R.E... beginning... west line... Section 14...					

123	V-IND.1-D S10A -	Doc. Not Found	Bedford					
261.65 - 261.65	0		ML OF RR ROW ON PLATTED STREETS - Val Map Parcel Nos. 12, 17, 18, 20, 21, 22, 24, 27					

124	V-IND.1-D S10A - No.	Quitclaim Deed	Charles Lemon	E & R Railroad	21	125	5/22/1889	R
261.65 - 261.80	60		ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...					

125	V-IND.1-D S10A - No.	Doc. Not Found	Andrew L. Daggy	E & R Railroad	21	377	8/19/1889	
261.80 - 261.83	70	1.19	ML @ DAGGYS 2ND ADDITION / convey & warrant... following R.E... beginning... west line... Section 14... ALSO BEGIN...					

126	V-IND.1-D S10A - No.	Doc. Not Found						
261.80 - 261.83	6		PARCEL @ S. LINE - 6' wide strips added to ROW					

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. #'s	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
127	V-IND.1-D S10A - No.	Doc. Not Found							
262.04 - 262.10	40	PARCEL @ S. LINE - 40 x 200'							
128	V-IND.1-D S10A - No.	Warranty Deed	Clarissa Norton	E & R Railroad	20	331	12/20/188		
262.10 - 262.17	150	ML / convey & warrant... following R.E... Lots 13, 14, 15, 16 in Cosner and Rariden Addition to the Town of Bedford							
129	V-IND.1-D S10A - No.	Doc. Not Found							
262.17 - 262.19	150	PARCEL @ N. LINE - Lot 12 in Cosner and Rariden Addition to the Town of Bedford							
130	V-IND.1-D S10A - No.	Warranty Deed	John Cosner	E & R Railroad	20	328	12/11/188	R	
262.15 - 262.22	150	ML / convey & warrant... following R.E... upon across Lot 1, over through across Lot 2, Lot 3,4,5,6,7... Cosner Rariden Add,							
131	V-IND.1-D S10A - No.	Doc. Not Found							
262.15 - 262.19	15	PARCEL @ S. LINE (SMALL 15' STRIP AFTER CARVE OUT) - Part of Lots 1,2 in Cosner and Rariden Addition							
132	V-IND.1-D S10A - No.	Warranty Deed	Archibald Norris	E & R Railroad	20	327	12/10/188		
262.22 - 262.28	150	ML (PARTIAL CARVE OUT) / convey & warrant... following real estate... beginning at SE corner of Rawlins Out Lot "A"...							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. #'s	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
133	V-IND.1-D S10B - No.	Agm't/Contract	C. I. & L. Railway	S. I. Railway					
262.28 - 262.29	50	ML @ RR CROSSING / NO VAL MAP REFERENCE - NO DOCUMENT FOUND							
134	V-IND.1-D S10B - No.	Warranty Deed	Delia Ferguson	S. I. Railway	37	123	3/5/1899		
262.29 - 262.29		PART OF "CARVE OUT"							
135	V-IND.1-D S10B - No.	Warranty Deed	Mary O Brien	S. I. Railway	37	124	3/5/1899		
262.29 - 262.34		REMAINDER OF "CARVE OUT" / convey & warrant... the following described real estate... a parcel of land...							
136	V-IND.1-D S10B- No.	Warranty Deed	James McMahon	S. I. Railway	38	35	3/6/1899		
262.29 - 262.34		"CARVE OUT" / convey & warrant... the following described real estate... a tract of land... Except 12' strip for RR switch...							
137	V-IND.1-D S10B- No.	Quitclaim Deed	James McMahon	E & R Railroad	21	25	2/2/1889	R	
262.29 - 262.34	70	0.45	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
138	V-IND.1-D S10B-	Agm't/Contract	L. N. A. & C.	E & R Railroad					
262.34 - 262.34	12	ML / NO VAL MAP REFERENCE - NO DOCUMENT FOUND							
139	V-IND.1-D S10B-No.37	Quitclaim Deed	Winthrope A. Foote	E & R Railroad	21	27	8/11/1993	R	
262.34 - 262.44		0.76	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...						
140	V-IND.1-D S10B-No.38	Warranty Deed	Ferdinand O.	S. I. Railway	219	459	6/14/1993		
262.34 - 262.40		1.77	PARCEL SOLD						
141	V-IND.1-D S10B-No.39	Warranty Deed	Henry L. Thorton	S. I. Railway	221	577	4/20/1995		
262.36 - 262.40		1.32	PARCEL SOLD						
142	V-IND.1-D S10B-No.40	Local Ordinance	City of Bedford	E & R Railroad			10/6/1891		
262.40 - 262.41		0	STREET / 'I' Street						
143	V-IND.1-D S10B-No.41	Warranty Deed	Martha T. Allen	S. I. Railway	36	451	11/7/1898		
262.41 - 262.44		0.50	"CARVE OUT" / convey & warrant... the following described real estate... a part of Quarter...						

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. #'s	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
144	V-IND.1-D S10B-No.42	Local Ordinance	City of Bedford	E & R Railroad			10/6/1891		
262.43 - 262.44	0	STREET / "?" Street							
145	V-IND.1-D S10B-No.43	Warranty Deed	H. P. Pearson	S. I. Railroad	36	541	9/15/1898		
262.44 - 262.47	1.85	PARCEL (REMAINDER) / convey & warrant... the following described real estate... a part of Quarter...							
146	V-IND.1-D S10B-No.44	Warranty Deed	Jennings Lorter	E & R Railroad	21	29	2/11/1889	R	
262.44 - 262.50	0.53	ML / forever convey & quit claim... a perpetual ROW... for bldg. & maint.. across my land...							
147	V-IND.1-D S10B-No.45	Warranty Deed	W. M. Crossback	S. I. Railroad	36	561	2/13/1889		
262.44 - 262.47	0.21	PART OF "CARVE OUT" / convey & warrant... the following described real estate... a tract of land...							
148	V-IND.1-D S10B-No.46	Warranty Deed	Jennings Lorter	S. I. Railroad	36	331	8/1/1898		
262.47 - 262.50	2.58	PARCEL (REMAINDER OF "CARVE OUT") / convey & warrant... the following real estate... a part of Quarter...							
149	V-IND.1-D S10B-No.47	Warranty Deed	Flora F. Carson	S. I. Railroad	36	277	7/25/1898		
Bedford Ind. Trk,	0.36	PARCEL (REMAINDER OF "CARVE OUT") / convey & warrant... the following described real estate... part of... Quarter							
150	V-IND.1-D S10B-No.48	Warranty Deed	Mary S. Mathes	E & R Railroad	20	419	2/4/1889		
Bedford Ind. Trk,	3.35	PART OF "CARVE OUT" / convey & warrant... the following real estate... beginning at a stake... to place of beginning.							
151	V-IND.1-D S10B-No.49	Warranty Deed	Mary S. Mathes	S. I. Railroad	36	369	9/15/1898		
Bedford Ind. Trk,	0.96	PART OF "CARVE OUT" / convey & warrant... the following described real estate... part of... Quarter							
152	V-IND.1-D S10B-No.50	Quitclaim Deed	Winthrop A. Foote	E & R Railroad	21	17	2/2/1889		
Bedford Ind. Trk,		PART OF "CARVE OUT"							
153	V-IND.1-D S10B-No.51	Warranty Deed	Winthrop A. Foote	S. I. Railroad	35	408	5/26/1898		
Bedford Ind. Trk,		ML - REMAINDER OF "CARVE OUT" - NOT FOUND							
154	V-IND.1-D S10B-No.52	Warranty Deed	Porinelia J. Taylor	S. I. Railroad	35	486	7/14/1898		
Bedford Ind. Trk,		REMINDER OF "CARVE OUT" / convey & warrant... the following described real estate... part of... Quarter Section.							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

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@ M.P. #'s	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
155	V-IND.1-D S10B-No.53	Doc. Not Found							
Bedford Ind. Trk,		STREET / 8th Street							
156	V-IND.1-D S10B-No.54	Warranty Deed	Joseph Gardener	S. I. Railroad	35	540	9/17/1898		
Bedford Ind. Trk,		ML - PARCEL / convey & warrant... the following described real estate... Lot 3... Hendrick Addition							
157	V-IND.1-D S10B - No.	Warranty Deed	Joseph Miller	S. I. Railroad	35	561	7/25/1899		
Bedford Ind. Trk,		ML - PARCEL - NOT FOUND							
158	V-IND.1-D S10B - No.	Warranty Deed	Thomas J. Brooks	S. I. Railroad	35	485	7/13/1898		
Bedford Ind. Trk,		ML - PARCEL / convey & warrant... the following described real estate... Lot 5... Hendrick Addition							
159	V-IND.1-D S10B - No.	Doc. Not Found							
Bedford Ind. Trk,		STREET / Alley							
160	V-IND.1-D S10B - No.	Warranty Deed	Libby Riley	S. I. Railroad	36	262	7/11/1895		
Bedford Ind. Trk,		ML - PARCEL / convey & warrant... the following described real estate... Lot 6 & 8... Hendrick Addition							
161	V-IND.1-D S10B - No.	Warranty Deed	Julia Underwood	S. I. Railroad	38	297	7/25/1898		
Bedford Ind. Trk,		ML - PARCEL / convey & warrant... the following described real estate... Lot 8... Hendrick Addition							
162	V-IND.1-D S10B-No.60	Doc. Not Found							
Bedford Ind. Trk,		STREET / 7th Street							
163	V-IND.1-D S10B-No.61	Warranty Deed	Sarah E. Corbin	S. I. Railroad	36	278	7/13/1898		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... the following described real estate... a tract of land...							
164	V-IND.1-D S10B-No.62	Doc. Not Found							
Bedford Ind. Trk,		STREET / Heltonville Road							
165	V-IND.1-D S10B-No.63	Warranty Deed	Thomas J. Weed	S. I. Railroad	36	518	1/16/1899		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... following described real estate... beginning at a point... place of beginning.							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map# - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
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166	V-IND.1-D S10B-No.64	Warranty Deed	Owen Owens	S. I. Railroad	38	129	4/4/1899		
Bedford Ind. Trk,		"CARVE OUT" / SALE REMAINDER / convey & warrant... the following described real estate... a tract of land...							
167	V-IND.1-D S10B-No.65	Warranty Deed	Hayes E. Strout	S. I. Railroad	36	276	7/14/1898		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... following described R.E.. Lot 13,14,15,16 - p/o1,2,3,4 w/o RR - Noyes Add							
168	V-IND.1-D S10B-No.66	Doc. Not Found							
Bedford Ind. Trk,		STREET / Alley							
169	V-IND.1-D S10B-No.67	Doc. Not Found							
Bedford Ind. Trk,		STREET / 4th Street							
170	V-IND.1-D S10B-No.68	Warranty Deed	Bedford Belt Rwy.	S. I. Railroad	36	252	7/24/1898		
Bedford Ind. Trk,		"REMAINDER OF "CARVE OUT" - NOT FOUND							
171	V-IND.1-D S10B-No.69	Warranty Deed	Bedford Belt Rwy.	S. I. Railroad	42	394	4/13/1901		
Bedford Ind. Trk,		REMAINDER OF "CARVE OUT" / convey & warrant... the following described tracts and parcels of land...							
172	V-IND.1-D S10B-No.70	Warranty Deed	Salem-	Bedford Belt Rwy.	29	542	3/21/1895	R	
Bedford Ind. Trk,		ROW / subject to terms and conditions... convey & warrant... lands, rights & privileges... solely for RR purposes... TO REVERT							
173	V-IND.1-D S10B-No.71	Warranty Deed	Bedford Belt Rwy.	S. I. Railroad	42	394	4/13/1901		
Bedford Ind. Trk,		REMAINDER OF "CARVE OUT" / convey & warrant... the following described tracts and parcels of land...							
174	V-IND.1-D S10B-No.72	Warranty Deed	Bedford Quarries	S. I. Railroad	41	211	11/9/1900		
Bedford Ind. Trk,		REMAINDER OF "CARVE OUT" / convey & warrant... the following described tracts and parcels of land...							
175	V-IND.1-D S10B-No.73	Warranty Deed	P. M. & B. Stone	S. I. Railroad	50	325	11/29/190		
Bedford Ind. Trk,		"CARVE OUT" - NOT FOUND							
176	V-IND.1-D S10B-No.74	Warranty Deed	BookenschatzBedfr	E & R Railroad	50	325	11/29/190		
Jedford Ind. Trk,		"CARVE OUT" - NOT FOUND							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.#	Val Map # - Parcel No.	Document	Grantor	Grantee	Book	Page	Doc Date	"R"	
@ M.P. # 's	Avg. Width - Acres	DESCRIPTION / Key Wording from Document or Val Map					("R" = Reversion Apparent)		
177	V-IND.1-D S10B-No.75	Local Ordinance	City of Bedford				5/3/1927		
Bedford Ind. Trk,	0	STREET / 4th Street vacated							
178	V-IND.1-D S10B-No.76	Local Ordinance	City of Bedford						
Bedford Ind. Trk,		STREET / 5th Street							
179	V-IND.1-D S10B-No.77	Warranty Deed	A. M. Brown	E & R Railroad	27	437	7/14/1892		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... the following described real estate... "out lots"... reserve RR connection.							
180	V-IND.1-D S10B-No.78	Local Ordinance	City of Bedford						
Bedford Ind. Trk,		STREET / 6th Street							
181	V-IND.1-D S10B-No.79	Local Ordinance	City of Bedford						
Bedford Ind. Trk,		STREET / K Street							
182	V-IND.1-D S10B-No.80	Local Ordinance	City of Bedford						
Bedford Ind. Trk,		STREET / 7th Street							
183	V-IND.1-D S10B-No.81	Warranty Deed	BookenschatzBedf	E & R Railroad	26	561	7/14/1892		
Bedford Ind. Trk,		ML / convey & warrant... for the sum of... the following described real estate... a strip of land...							
184	V-IND.1-D S10B-No.82	Warranty Deed	BookenschatzBedf	S. I. Railroad	49	423	7/16/1904		
Bedford Ind. Trk,		REMAINDER OF "CARVE OUT" / convey & warrant... the following described real estate... a tract of land...							
185	V-IND.1-D S10B-No.83	Warranty Deed	George Doyle	S. I. Railroad	36	119	2/6/1898		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... following described real estate... Beginning... middle of L. N. A. C. Rwy.							
186	V-IND.1-D S10B-No.84	Warranty Deed	A. M. Brown	S. I. Railroad	27	496	8/16/1892		
Bedford Ind. Trk,		"CARVE OUT" REMAINDER / convey & warrant... following described real estate... beginning at a point... place of beginning.							
187	V-IND.1-D S10B-No.85	ROW Easement	Consolidated	C.M.ST.P. & P. RR	78	348	11/28/192	R	
Jedford Ind. Trk,		ML / Release & quit claim... ROW over & across... easement only... shall revert if no longer used...							

# Indiana RR Property Report - Crane-Bedford Line - MP# 241.35 - 262.50

Rec.# Val Map # - Parcel No. Document Grantor Grantee Book Page Doc Date "R"

@ M.P. #'s Avg. Width - Acres DESCRIPTION / Key Wording from Document or Val Map ("R" = Reversion Apparent)

188	V-IND.1-D S10B-	Local Ordinance	City of Bedford				5/3/1927	
Bedford Ind. Trk,		STREET / vacate parts of 4th Street.						

189	V-IND.1-D S10B-	ROW Easement	Bedford Foundry	C.M.ST.P. & P. RR			1/2/1929	
Bedford Ind. Trk,		ROW / fNOT FOUND - Val Map reference is to RR record, not a deed book and page reference.						

190	V-IND.1-D S10B-	ROW Easement	Indiana Limestone	CMST.& CTHS	91	258	1/17/1930	R
Bedford Ind. Trk,		ROW / grants unto... following described real estate... 1) Strip of land... 2) Strip of land... 3) Strip of land... 4) Strip of land...						

191	V-IND.1-D S10B-	ROW Easement	Indiana Limestone	CMST.& CTHS	91	258	1/17/1930	R
Bedford Ind. Trk,		ROW / grants unto... following described real estate... 1) Strip of land... 2) Strip of land... 3) Strip of land... 4) Strip of land...						

192	V-IND.1-D S10B-	ROW Easement	Indiana Limestone	CMST.& CTHS	91	258	1/17/1930	R
Bedford Ind. Trk,		ROW / grants unto... following described real estate... 1) Strip of land... 2) Strip of land... 3) Strip of land... 4) Strip of land...						

193	V-IND.1-D S10B-	Agrm't/Contract	Michael Walner	C.M.ST.P. & P. RR			1/13/1957	R
Bedford Ind. Trk,		10-year lease - NOT FOUND - Val Map reference is RR record, not deed,						

194	V-IND.1-D 10 - No. 95	Trustees Deed	C.M.ST.P. & P. RR	C.T.H.S.S.E.Rwy.	114	166	11/23/194	
Bedford Ind. Trk,		ML / convey... all right, title & interest... the following described real estate... part of... quarter section						

195	V-IND.1-D 10 - No. 96	ROW Easement	Ingalls Stone	CMST.& CTHS			10/18/192	R
Bedford Ind. Trk,		ROW / fNOT FOUND - Val Map reference is to RR record, not a deed book and page reference.						

196	V-IND.1-D 10 - No. 97	ROW Easement	Interstate Cut	C.M.ST.P. & P. RR			10/11/192	R
Bedford Ind. Trk,		ROW / fNOT FOUND - Val Map reference is to RR record, not a deed book and page reference.						

197	V-IND.1-D 10 - No. 98	ROW Easement	Ingalls Stone	CMST.& CTHS			5/17/1924	R
Bedford Ind. Trk,		ROW / fNOT FOUND - Val Map reference is to RR record, not a deed book and page reference.						

198	V-IND.1-D 10 - No. 99	ROW Easement	Ingalls Stone	CMST.& CTHS			5/17/1924	R
Bedford Ind. Trk,		ROW / fNOT FOUND - Val Map reference is to RR record, not a deed book and page reference.						