

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name [REDACTED]		Inspector's Signature			Inspector's ID No. 11291	Report No. 84	Date yy mm dd 2016 04 28						
Railroad/Company Name & Address INDIANA TRANSPORTATION MUSEUM P. O. BOX 83 NOBLESVILLE IN 46061-0083				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name PETE MCCORMACK Title TRACK SUPERVISOR Email [REDACTED] Signature _____							
From: City INDIANAPOLIS		Codes 2210	Destination City & County			Codes	From Latitude						
State IN		18	City CICERO			0850	From Longitude						
County MARION		C097	County HAMILTON			C057	To Latitude						
Mile Post: From 0005.20 To 0028.00			Inspection Point MAIN TRACK			To Longitude							
Activity Code:	MTH	MTW	TOM	RWP	RMM	MSB	DER	TOY	YTW	TREC			
Units:	22	1	2	1	1	6	2	6	1	1			
Sub Units:	0	0	0	1	0	0	0	0	0	1			
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	MTH
Description - [** Comment to Railroad/Company **] PERFORMED A COURTESY INSPECTION OF THE INDIANA TRANSPORTATION MUSEUM RAILROAD (ITMZ) FROM MILE 5.2 (INDIANAPOLIS, INDIANA) TO MILE 28.0 (CICERO, INDIANA). THIS RAILROAD RUNS FROM MILE 3.0 IN INDIANAPOLIS TO MILE 39.2 (TIPTON, INDIANA). THIS RAILROAD IS A NON-PROFIT TOURIST RAILROAD. IT IS OPERATED SOLELY BY VOLUNTEERS OF THE ITMZ. IT IS NOT CONNECTED TO THE GENERAL RAILROAD POPULATION ON EITHER END. THE TRACK IS NOT OPERATED ON SOUTH OF MILE 5.1 (38TH STREET). IT IS OPERATED ON FROM MILE 5.1 TO MILE 16.3 FOR 17 DAYS IN AUGUST EVERY YEAR AND MAY BE OPERATED ON FOR INDIVIDUAL SCHEDULED TOURS. THE ITMZ STARTS OPERATING IN APRIL AND CONTINUES OPERATING TO THE END OF THE YEAR FOR IT'S TOURIST SEASON. THE NORMAL DAYS OF OPERATIONS ARE ON THE WEEKENDS. SPECIAL TOURS MAY BE SCHEDULED DURING THE WEEK SUCH AS FOR SCHOOL TRIPS. THE TRACK FROM MILE 16.3 TO 39.2 IS THE SECTION NORMALLY USED FOR TOURS. ITMZ IS THE OPERATOR ON THIS TRACK. THE OWNER IS THE HOOSIER HERITAGE PORT AUTHORITY.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

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(Continuation)

Inspector's ID No. 11291	Report No. 84	Report Date 4/28/2016
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Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	YTW

Description - [** Comment to Railroad/Company **]
 THE INSPECTION STARTED WITH WALKING THE YARD IN NOBLESVILLE. THE YARD TRACKS ARE NOT OPERATED ON WITH PASSENGERS. THEY ARE USED FOR STORAGE OF CARS AND MAINTENANCE EQUIPMENT. THE TRACKS DO HAVE SOME MAINTENANCE ISSUES. TIE CONDITION IS WEAK THROUGHOUT. TIE DISTRIBUTION AND JOINT TIE CONDITION COULD BE IMPROVED. HEAD BLOCK TIES COULD STAND TO BE REPLACED. ONE GAGE MEASUREMENT OF 58 1/4-INCHES WAS MEASURED. GAGE BETWEEN 57 1/2 TO 58-INCHES WAS MEASURED IN A FEW LOCATIONS. SWITCH POINT FIT COULD BE IMPROVED. SOME RAIL BRACES WERE LOOSE AND OFF. ONE STRIPPED JOINT WAS OBSERVED. TRACK SURFACING COULD ALSO HELP ESPECIALLY IN THE SWITCHES. NO OPERATIONS OCCUR AT MORE THAN 10 MILES PER HOUR, AND MOSTLY LESS THAN THAT.

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3										N	N	0	MTH

Description - [** Comment to Railroad/Company **]
 THE CONCERN ON THE MAIN TRACK IS TIE CONDITION WHICH IS WEAK THROUGHOUT. VARIOUS LOCATIONS THROUGHOUT THERE ARE AREAS WITH SEVERAL CONSECUTIVE DEFECTIVE TIES, AS WELL AS JOINTS WITH POOR TIE CONDITIONS. ONE SWITCH ON THE TURNOUT SIDE AND PART OF THE SIDING HAS BEEN REMOVED FROM SERVICE DUE TO TIE CONDITION. SEVERAL AREAS ON THE MAIN TRACK HAVE 10 MILE PER HOUR SPEED RESTRICTIONS DUE TO TIE CONDITION. THE NORMAL TIMETABLE SPEED IS 20 OR 25 MILES PER HOUR. THERE ARE NEW TIES ALONG THE RIGHT OF WAY AND STOCKPILED IN THE YARD. THEY WERE INTENDED TO BE INSTALLED BUT THE WORK HAD BEEN STOPPED. THERE ARE SOME SURFACE ISSUES THAT ALSO NEED MAINTENANCE AT ROAD CROSSINGS, BRIDGE APPROACHES, AND IN WEAK TIE AREAS. THERE ARE A FEW LOOSE JOINTS WITH GAGE MISMATCHES. ONE JOINT WITH LOOSE BOLTS HAD A GAGE MEASUREMENT OF 57 7/8-INCHES. OVERALL TRACK CONDITIONS ON THE MAIN TRACK ARE FAIR BUT MAINTENANCE IS NEEDED TO KEEP THEM FROM DETERIORATING TO POOR. 10 MPH SPEED IS ON MANY WEAK AREAS.

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4										N	N	0	TREC

Description - [** Comment to Railroad/Company **]
 TRACK INSPECTION RECORDS WERE NOT AVAILABLE FOR REVIEW. I WAS TOLD THAT THE TRACK INSPECTION NOTES WERE RECORDED ON THE DISPATCHER LOGS. ITMZ DOES HAVE A TRACK INSPECTION FORM THAT WAS NOT BEING USED. I INSTRUCTED THE ITMZ VOLUNTEER EMPLOYEES THAT THE TRACK INSPECTION FORM SHOULD BE COMPLETED, DATED, AND SIGNED FOR EACH DAY OF INSPECTION. THERE WAS ALSO NO RECORDS OF HI-RAIL INSPECTIONS PRODUCED. I WAS TOLD THE TWO HI-RAIL VEHICLES ITMZ HAVE ARE CURRENTLY OUT OF SERVICE. THE HI-RAIL VEHICLE USED FOR TODAY'S INSPECTION WAS PRIVATELY OWNED BY ONE OF THE VOLUNTEER EMPLOYEES. NO RWP TRAINING RECORDS WERE MADE AVAILABLE FOR REVIEW. THE TRACK SUPERVISOR HAS APPROXIMATELY 16 YEARS IN TRACK MAINTENANCE. HE STATED THE HE HAD ATTENDED A PART 213 TRAINING SEMINAR IN CHICAGO IN 2011.

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5										N	N	0	RMM

Description - [** Comment to Railroad/Company **]
 ITMZ HAS SEVERAL PIECES OF ON-TRACK EQUIPMENT. NONE ARE EQUIPPED WITH OPERABLE RADIOS. NOT ALL ARE EQUIPPED WITH FIRE EXTINGUISHERS. NOT ALL HAD AN OPERATORS MANUAL ON THEM. FIRST AID KITS WERE ALSO LACKING ON THE EQUIPMENT. I DID NOT OBSERVE ANY OF THE EQUIPMENT IN OPERATION AND DO NOT KNOW HOW MANY ARE OPERABLE OR TO WHAT REPAIRS MAY BE NEEDED TO MAKE THEM SAFE FOR ON-TRACK USE. THE ON-TRACK EQUIPMENT IS OLD, USED EQUIPMENT, FROM OTHER RAILROADS, AND WILL NEED SOME UPDATING TO BE CURRENT.

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6										N	N	0	MTH

Description - [** Comment to Railroad/Company **]
 A RE-INSPECTION WILL BE CONDUCTED TO ASSESS THE TRACK THAT WAS NOT TRAVERSED, AS WELL AS REVIEWING MORE PART 213 AND PART 214 ISSUES WITH THE ITMZ. THE RAILROAD IS CURRENTLY SHUT DOWN FROM OPERATIONS BY THE OWNER OF THE PROPERTY, THE HOOSIER HERITAGE PORT AUTHORITY. **I DO NOT SEE ANY IMPROVEMENTS BEING MADE AS LONG AS THE RAILROAD IS NOT ALLOWED TO OPERATE.** THE PROPERTY OWNER HAS HAD INSTALLED, BY AN OUTSIDE CONTRACTOR, SWITCH POINT CLAMPS AT THE TWO ENTRANCES TO THE YARD. ALL ITMZ EQUIPMENT IS LOCKED IN THE YARD.

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