Track construction, inspection, and maintenance.
Safety Commitment:

Industrial Railroad Services is committed to safety at all times and our safety journey doesn’t end when leaving the job site, we believe our safety commitment goes far beyond just at the work place.

Our managers and employees understand that flawless execution of services is paramount when planning to return home safely.

Industrial Railroad Services practices safety 100% of the time because we understand that business depends on safety excellence.

Safety is good business and safety is all of our responsibility.
SERVICES OFFERED:

TRACK MAINTENANCE

TRACK CONSTRUCTION

EXCAVATION AND DRAINAGE

FEDERAL RAILROAD ADMINISTRATION QUALIFIED INSPECTIONS

INDUSTRIAL SIDE TRACK DESIGN

RAILROAD LAYOUT, SURVEYING, AND CONSULTATION

RAILROAD WELDING

VEGETATION CONTROL

24 HOUR EMERGENCY SERVICE

6930 BERKEY-SOUTHERN RD. WHITEHOUSE OHIO 43571
PHONE: 419-877-5000 FAX 419-877-5041
24 EMERGENCY SERVICE: 419-460-0649
Industrial Railroad Services applies the standards set forth by the mainline railroad carriers to our private industrial clients. We strive for excellence in our commitment to safety, quality, and service.

Industrial Railroad Services has the capability and the experience to undertake contracts of all sizes and levels of complexity. We bring the same level of expertise to every project, whether the contract is valued at several hundred dollars or is in the multi million dollar range.

Our Client base includes industrial, mainline railroad carriers, and government clients. Due to the competitive nature of our business, it is a testament to Industrial Railroad Services expertise and ability to build and maintain excellent client relationships.

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INDUSTRIAL RAILROAD SERVICES, INC. OFFERS RAILROAD SERVICE IN THE AREAS OF:

- TRACK MAINTENANCE
- TRACK CONSTRUCTION
- EXCAVATION AND DRAINAGE
- FEDERAL RAILROAD ADMINISTRATION QUALIFIED INSPECTIONS
- INDUSTRIAL SIDE TRACK DESIGN
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EXPERIENCE

Consumers Energy: Erie, Mi.

Consumers Energy, JR Whiting Plant is located in Erie, Michigan on Lake Erie in the heart of a wetland preserve area. The plant brings in eastern and western coal by railcar to produce electricity for the State of Michigan’s residences. Industrial Railroad Services, Inc. acted as the general contractor and primary railroad contractor to complete the following:

- Construction of more than 4000 feet of track
- Construction of 8 turnouts and 2 crossovers
- Rehabilitation and reconfiguration of more than 1000 feet of track, 6 switches, and the approaches to the dumper building
- Installation of a new railroad bridge and the rehabilitation of the existing bridge
- Completion of all excavation, drainage, and road construction necessary for the project

This project presented many challenges including:

- Completion of the project on a compressed schedule
- Allowing rail traffic to continue to serve the plant throughout the construction phase
- Sensitivity to all adjacent areas of the project being a wetland preserve
- Limited access of a one lane road to provide entry for all material, manpower, and equipment

Notable Achievements:

- **Schedule:** Project completion date met per the contract
- **Safety:** Project complete without any recordable or lost time injuries

Assistance on Project:

- **Pascal, Bihn, and Sons Excavating:** Excavation and Drainage Contractor
- **Gurtzweiler Steel Erectors:** Structural Steel and Iron Work Contractor
  - **Rudolph Libbe:** Concrete Contractor
US Corrugated / City of Lancaster: Lancaster, Ohio

US Corrugated is a cardboard box manufacturing facility located in Lancaster, Ohio. US Corrugated chose the City of Lancaster for their new manufacturing facilities. The plant brings in raw paper goods to produce corrugated boxes. Industrial Railroad Services, Inc. acted as the general contractor and primary railroad contractor to complete the following:

- Construction of more than 2500 feet of track
- Construction of 1 turnout
- Completion of all excavation and drainage
- Construction of an in plant road crossing

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This project presented many challenges including:

- Completion of the project on a compressed schedule
- Allowing rail traffic to continue to serve the adjacent facility while installing the turnout into existing track

Notable Achievements:

- **Schedule**: Project completion date met per the contract
- **Safety**: Project complete without any recordable or lost time injuries

Assistance on Project:

- **Pascal, Bihn, and Sons Excavating**: Excavation and Drainage Contractor
- **Spires Asphalt Paving**: Asphalt Paving Contractor
CSX / Midwood Elevator: North Baltimore, Ohio
A CSX train derailed in the City of North Baltimore destroying the mainline track and the adjacent siding to Midwood Elevator. The derailment was caused by the handle on the mainline switch being thrown by a chain dragging on a flat car. CSX contracted Industrial Railroad Services to complete the following:

- Construction of 400 feet of track
- Rehabilitation of (1) turnout
- Replacement of all damaged ties and rail on the industry siding
- Installation of drainage to replace damaged drainage throughout
- Reconstruction of road and road crossing damaged on the industry siding
- General clean-up and grading of material and damage to adjacent properties

This project presented many challenges including:

- Effectively and efficiently organizing manpower and material in compressed emergency situation
- Working in close proximity to a major Verizon Wireless fiber optics cable

Notable Achievements:

- Safety: Project complete without any recordable or lost time injuries

Assistance on Project:

- Pascal, Bihn, and Sons Excavating: Excavation and Drainage Contractor
- Vorst Paving: Asphalt Paving Contractor
- CSX: Signal Crew
The following is a list of items Industrial Railroad Services, Inc. checks while inspecting track structures:

- Industrial Railroad Services Inc. inspects tracks to the standards outlined in the Federal Railroad Administration’s “Track Safety Standards Part 213” which can be viewed online at: www.fra.dot.gov/us/content/1228
- All mechanisms of the track will be exercised (switches, derails, etc. will be operated)
- Alignment of tangent track and curves
- Condition of rail (cracks, base deterioration, proper size as it applies to use, torch cut rail, engine burn, etc.)
- Condition and spacing of crossties
- Condition and spacing of switch ties
- Condition of ballast (if it is dressed properly therefore preventing trip hazards)
- Condition of bolts (look for loose bolts, lock-washers in tact, proper # of bolts per joint bar)
- Condition of joint bars
- Clearance Conditions
- Drainage (for tie preservation purposes)
- Elevation of curves
- Elevation of curve runoff
- Gauge throughout the structure
- Load out area
- Rail fastening system will be evaluated (check to see that spikes and rail clips are properly installed)
- Vegetation (to maintain visibility, to maintain walkway for employees of the railroad and industry, and to prevent fire)

The following is a list of items one will receive with an inspection report:

- An organized written report of the findings
- A rough schematic diagram of the track structure with distances if one can not be provided
- Budgetary figures to address major defects in chronological order from most to least important
- Budgetary figures to maintain track in good condition
General Information Section:

Date of Inspection:
Name of Inspector: Joshua Gray (419) 460-0649
Annual/Semi-Annual Inspection: Annual
Next Suggested Inspection:
Date of Last Inspection:
Industry Information:

Industry Representative:
    Phone #: Fax #:
    Cell Phone: E-mail:

The Section of the Track Structure Covered in this Inspection Report Section:

- From the Insulated Joints To The End Of The Spur (+/-835 Track Feet)

The following defective conditions were found during this inspection and should be corrected within the next (30) days to prevent an out of service condition:

**None**

*Immediate Correction Recommendations:*

- Runoff from the adjacent service drive has buried the last +/-75 feet of track at the facility. If Interstate Cold Storage wants to use this portion of the spur:
  - The track should be excavated
  - +/-15 crossties should be replaced
  - The track should be raised and tamped 6”
- If the industry does not want to use this portion of the track, the bumper post should be relocated to block access to this section of the track.

Are Close Clearance Signs Required: **Yes**

Are They Up: **No: A Close Clearance Sign Should Be Purchased And Installed On The Side Of The Building Facing The Switch From The Main Line**

Is There Brush Contacting the Side of the Cars/Engine: **Yes: The Last +/-225 Track Feet Should Be Cleared Of Weeds**

Is the Walkway/Track Clear of Slipping/Tripping Hazards: **NO: Care Should Be Taken To Clean The Area Between The Track And Unloading Docks. There Is Trash And Debris In These Areas.**
Tie Conditions: Good to Fair

- The first 213 feet of your track has high degree curves. The gauge throughout the area varies from 56 3/8” to 57 3/8”. The gauge consistently gets wider at each joint on the high rail. Cross-ties should be added (25 cross-ties) at the joints on the high rail to maintain gauge and provide additional support needed in high degree curves. **While on site, I spiked in a joint where the gauge was 57 3/8”. The gauge in the area now is 57”. Due to the fair condition of the ties in this area, The industry should consider adding a gauge rod at each outside joint in the curve. This is a cost effective way to add lateral support in the joint postponing a tie replacement by holding gauge which alleviates stress on the adjacent ties.**
- The last 75 feet of track in this area is covered with mud runoff from the adjacent road. Ties should be replaced (15 cross-ties) in this area only if rail cars get spotted in this area. If rail cars do not get spotted in this area, the bumping post at the end of the track should be relocated 75 feet toward the building to ensure train crews do not push cars into the area. If cars are pushed in this section of track, they will most likely derail costing the industry.

Surface Condition: Good

- From 02+13 to 03+69, the track is out of cross level +/-1” toward the building. This area should be surfaced to bring the cross level even.
- Runoff from the adjacent service drive has buried the last +/-75 feet of track at the facility. If the industry wants to use this portion of the spur, the track should be excavated and raised +/-6”.

Rail Condition: Good

- Listed From The Main To The End Of The Spur:
  - 78 track feet: 132# RE
  - 441 track feet: 127 Dudley
  - 316 track feet: 105# Dudley

Bolt Conditions: Good

- Bolts should be tightened throughout the curves on the track (00+00 to 02+23)

Road Crossing/ Clearance Conditions: Good

Miscellaneous Conditions & Notes:

- The last +/-225 track feet should be cleared of shrubs
- The last 75 feet of track in this area is covered with mud runoff from the adjacent road. A decision should be made by the industry if this section of track should be repaired or if the bumping post should be moved to eliminate the chance of a derailment in the area.
The last +/- 225 track feet should be cleared of vegetation.

The last 75 feet of track in this area is covered with mud runoff from the adjacent road. A decision should be made by the industry if this section of track should be repaired or if the bumping post should be moved to eliminate the chance of a derailment in the area.
From 02+13 to 03+69, the track is out of cross level +/- 1” toward the building. This area should be surfaced to bring the cross level even.
Dear Industry Representative,

Here is a prioritized list of track work that is needed at your facility. This is a list that Industrial Railroad Services, Inc. advises the industry to complete as soon as possible. Industrial Contracting Services, Inc. realizes that your maintenance will always be restricted by a budget; therefore we try to put efforts toward the area of the track we deem most likely for a problem to occur. The list that follows is in descending order of the work that should be addressed immediately to prevent problems to items that should be corrected because they do not comply with standard railroad maintenance procedures. The dollar amounts are budgetary figures, although accurate, they are not quotes for work to be completed.

Prioritized List:

1. Furnish and install a close clearance sign on the side of the building facing the switch from the main line
   - Close Clearance signs can be purchased online from the Aldon Company for $70.00 per sign. The sign can be shipped directly to your facility and your maintenance department can install the sign.

2. Remove and Reinstall the bumping post at +/-80 feet toward the building:
   - Budgetary Price: $1,100.00

3. Raise, tamp, and dress 156 track feet (from 02+13 to 03+69), the track is out of cross level +/-1” toward the building.
   - Budgetary Price: $1,950.00

4. Add gauge rods at each outside joint throughout the curved portion of the track (00+00 to 02+23) and tighten all bolts throughout the area:
   - Budgetary Price: $1,100.00

5. Area: Last 80 feet of track; Excavate the mud from the track, furnish and install 15 crossties, and raise the area +/-6”. (IF ITEM 5 IS COMPLETED, INTERSTATE COLD STORAGE WILL NOT NEED TO COMPLETE ITEM #2)
   - Budgetary Price: $5,300.00

6. Furnish and install 25 crossties throughout the incoming curves:
   - Budgetary Price: $2,500.00

7. Clear weeds and debris from the crossing to the bumping post
   - Budgetary Price: $750.00