



a Genesee & Wyoming Company

York Railway Company

204 N. George Street

Suite 220

York, PA 17401

Telephone: 717-771-1700

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FAX TRANSMITTAL COVER SHEET

DATE 1/27/05

TO: BILL NOVAK

TELEPHONE # _____

DALLAS RICHARDS

FACSIMILE # 703-518-8578

FROM: T. LANNI

TELEPHONE # (717) 771-1726

TOTAL NUMBER OF PAGES (INCLUDING THIS COVER SHEET): 13

MESSAGE: BRIDGES AS FOLLOWS:

AGMARK - (OLDER BRIDGE) 143'-0" 263 CAP.

OHIO BLENDERS (NEWER BRIDGE) 108'-10" 315 CAP.

NORTH WEST TRIANGLE BRIDGES

If you do not receive the total number of pages indicated above, or if transmission quality is poor, please call our office immediately at 717-771-1700. Thank you.



STEEL BRIDGE INSPECTION REPORT

		IDENTIFICATION				CLASSIFICATION		
RAILROAD	Maryland & Pennsylvania	BRIDGE NO.	13.52	SPAN	1	A - GOOD		
DIVISION	Main Line	CROSSING	Codorus Creek			B - PREVENTATIVE MTC.		
TOWN	York	TYPE	Through Plate Girder, Open Deck			C - 1-2-3-4-5 PRIORITY		
COUNTY	York	LENGTH	108'-10"	NO. TRKS.	(1)	D - SLOW ORDER		
STATE	Pennsylvania	ALIGNMENT - TANGENT	(x)	CURVE/DEG		HOW INSPECTED		
MILEPOST	13.52	ENDS	YR BLT.	SPEED		VISUAL	(x) UNDER LOAD	
OWNER	Yorkrail					INSPECT. TRUCK	DIVING	
		ITEMS INSPECTED	LN	CLASS	REMARKS			
GENERAL	Drainage Opening		1	B	Some debris in stream bed against pier, remove, B.			
	Channel Scouring, Silting, Etc.		2	A				
	Slopes, Rip Rap		3	A	Some pavement stones missing, OK now.			
	General Cleanliness		4	B	Bearings dirty			
	Utilities	Type (MC)	5	A	Fiber Optics on the north side, outside of girders. Gas lines outside on the south, OK.			
	Paint, Type	Date	6	A	Fair.			
TRACK	Approach, Surface, Alignment		7	A	Varies 56" to 56 1/2" gauge. Line and surface OK.			
	Rail Anchors	Br. Appr.	8		None.			
	Bridge, Surface, Alignment		9	A	56 3/8" gauge, uniform.			
	Ties	Date Installed	11	A	0 poor of (83) 10" x 10" x 10'. One tie is skewed, reset and secure.			
Tie Spacer	Timber Strap	(x) 12	A					
Guard Rail	Wt	13		None.				
Deck Anchors	Hooks Clips	14		None.				
Rail, CWR	JT (x) WT (130#)	15	A					
FOUNDATION	Foundation, Piers	Stone (x) Conc (x)	16	A	Pier OK, Concrete skirt OK			
	Abutments, Bridge Seats	Stone (x) Conc	17	A				
	Backwall	Stone (x) Conc	18	A				
FLOOR SYSTEM	Floor Beam Connections		20	A				
	Floor Beam Flange Angles, Webs		21	A	Top and bottom flanges corroded some at connection to south girder and at some other spots, OK now.			
	Stringer Connections		22	A				
	Stringer Flanges, Webs		23	B	Top flanges thinning in places under ties. Some pitting, OK now.			
				B	The south stringer in panel 1 top flange is pitted heavily and the flange is to a knife edge at the east end, OK now.			
				B	The north stringer in panel 3, top flange is to KE at the east end, 4" long, OK now.			
				B	The north stringer in panel 8, top flange is to KE at the east end, 8" long, OK now.			
	Walkways, LS	RS Railing	27		None.			
	Sole Plates, Anchor Bolts		28	A	Expansion side plates at east end OK.			
				C4	The stringer pedestals at the east end are slack 3/16", shim, C4.			
			C4	The stringer pedestal at the SW corner is 1/4" slack, shim, C4.				
Upper Flanges, Chords		29	A					
Lower Flanges, Chords		30	C5	Pitted 1/8" on inside flanges at northeast bearing and around FBMS, 3/16" in places, at P3S, P4S, P7S, P8S, and P2N. Also corroded heavy at SW bottom brace conn in P9S, and some at other three corners. Clean and paint to stop corrosion, C5.				
			A	Outside bottom flanges OK.				
GIRDERS, TRUSSES	Cover Plates, Top	(x) Bot (x)	31	B	Bottom two cover plates to KE at FBM 8 south side and pack rust between plates, OK now, Some rivets replaced with bolts, OK now. Other cover plates pitted on top and sides some at FBMs, OK.			
	Webs, Splices		34	A	1/4" corrosion in web above reinforced area on bottom flange in panel 1 south, OK.			
	End, Intermediate Stiffs		35	B	1/2" pack rust at back-to-back inside bearing stiffs, OK.			
	Knee Braces			B	Some corrosion at bottom connection to FB, OK now.			
	Bottom Lateral System		37	A	Pinned connections, OK. Some corrosion in places, OK.			
	Remarks		No trespassing sign OK, E.					

DATE INSPECTED 8/20/03

INSPECTOR (S) L G Perkins



STEEL BRIDGE INSPECTION REPORT

IDENTIFICATION			CLASSIFICATION			
RAILROAD	<i>Maryland & Pennsylvania</i>	BRIDGE NO.	13.52	SPAN	2	A - GOOD
DIVISION	<i>Main Line</i>	CROSSING	<i>Codorus Creek</i>			B - PREVENTATIVE MTC.
TOWN	<i>York</i>	TYPE	<i>Through Plate Girder, Open Deck</i>			C - 1-2-3-4-5 PRIORITY
COUNTY	<i>York</i>	LENGTH	<i>108'-10"</i>	NO TRKS	<i>(1)</i>	D - SLOW ORDER
STATE	<i>Pennsylvania</i>	ALIGNMENT - TANGENT	<i>(x)</i>	CURVE/DEG		HOW INSPECTED
MILEPOST	<i>13.52</i>	ENDS	<i>Square</i>	YR. BLT.		VISUAL <i>(x)</i> UNDER LOAD
OWNER	<i>Yorkrail</i>			SPEED		INSPECT. TRUCK DIVING

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Drainage Opening	1	A	
	Channel Scouring, Silting, Etc.	2	A	
	Slopes, Rip Rap	3	A	
	General Cleanliness	4	B	<i>Ballast on bridge seat and inside flanges and floorbeam flanges, clean, B.</i>
	Utilities Type <i>(MC)</i>	5	A	<i>Fiber Optics outside N girder, OK. Gas outside south girder. Attached to stiffeners, OK.</i>
	Paint, Type Date	6	A	<i>Fair.</i>
TRACK	Approach, Surface, Alignment	7	B	<i>56 5/8" gauge. Line and surface OK.</i>
	Rail Anchors Br. Appr.	8		<i>None.</i>
	Bridge, Surface, Alignment	9	A	<i>Gauge varies 56 1/4" to 56 1/2".</i>
	Ballast	10	A	<i>Somewhat slack on north side, OK. Ballast OK.</i>
	Ties Date Installed	11	B	<i>0 poor of (84) 10" x 10" x 10'. Two ties skewed, reset and secure, B.</i>
	Tie Spacer Timber Strap <i>(x)</i>	12	A	
	Guard Rail Wt	13		<i>None.</i>
	Deck Anchors Hooks Clips	14		<i>None.</i>
	Rail, CWR JT <i>(x)</i> WT <i>(130PS)</i>	15	A	
FOUNDATION	Abutments, Bridge Seats Stone <i>(x)</i> Conc	17	A	
	Backwall Stone <i>(x)</i> Conc	18	A	
FLOOR SYSTEM	Floor Beam Connections	20	A	<i>Some corrosion at bottom, OK now.</i>
	Floor Beam Flange Angles, Webs	21	A	<i>Top and bottom flanges corroded some at connection to south girder, few other places, OK.</i>
	Stringer Connections	22	A	<i>Some corrosion at bottom, OK now.</i>
	Stringer Flanges, Webs	23	B	<i>Top flanges thinning in places under ties, mostly adjacent to floorbeams.</i>
	Stringer Lateral System	24		
GIRDERS, TRUSSES	Walkways, LS RS Railing	27		<i>None.</i>
	Sole Plates, Anchor Bolts	28	A	<i>Expansion slide plates at east end OK. W end girder bearings OK. Anchor bolts OK.</i>
			C4	<i>SE stringer bearing is slack 1/4", shim, C4. Other stringer bearings OK.</i>
	Upper Flanges, Chords	29	A	
	Lower Flanges, Chords	30	C5	<i>Pitted 1/8" inside flanges at northeast bearing and corroded 1/8" around FBM's, especially at P1S, P3S, P4S, P6S into upstanding leg, P7S, P8S, P8N. Also corr at bottom braces at each end, OK now, has sacrificial plate, OK now.</i>
			A	<i>Inside flanges OK.</i>
	Cover Plates, Top Bot <i>(x)</i>	31	B	<i>Bottom two cover plates to KE at FBM8 on the south side and pack rust between plates. Other cover plates pitted on top and sides some at FBM's, OK. Single bottom plate to KE inside at P1S, OK now.</i>
	Webs, Splices	34	A	<i>Web corroded 1/4" above reinforcement, P9 south.</i>
	End, Intermediate Stiffs	35	A	<i>1/2" peck rust at back-to-back inside bearing stiff, OK.</i>
	Bottom Lateral System	37	A	<i>Pinned, OK. Some corrosion in places, OK.</i>
	Knee Braces		B	<i>Some corrosion at bottom connection to floor beam, OK now, clean and paint. Otherwise OK.</i>

Remarks *West no trespassing signs defaced, replace, B.*

DATE INSPECTED 8/20/03

INSPECTOR (S) L G Perkins



Looking south.



STEEL BRIDGE INSPECTION REPORT

		IDENTIFICATION				CLASSIFICATION	
RAILROAD DIVISION	York Railway Company	BRIDGE NO.	15.60	SPAN	1	A - GOOD	
TOWN	Main Line	CROSSING	Codorus Creek			B - PREVENTATIVE MTC.	
COUNTY	York	TYPE	Through Pinned Truss, Open Deck			C - 1-2-3-4-5 PRIORITY	
STATE	Pennsylvania	LENGTH	143'-0"	NO TRKS	1	D - SLOW ORDER	
MILEPOST	15.60	ALIGNMENT - TANGENT		CURVE DEG (2 deg.)		HOW INSPECTED	
OWNER	York Railway Company	ENDS	Skewed	YR BLT.		VISUAL (x)	UNDER LOAD
						INSPECT. TRUCK	DIVING
ITEMS INSPECTED		LN	CLASS	REMARKS			
GENERAL	Drainage Opening	1	B	Debris against south side of pier, remove.			
	Channel Scouring, Silting, Etc.	2	A				
	Slopes, Rip Rap	3	C1	There is some scour in the ditch on the northwest side, caused by riprap placed during recent building of parking lot. The outfall from the parking lot drainage system is in this ditch. All this water drains around the end of the NW wingwall and down over a stone lined apron. The apron is now being undermined. The city, or the builders of this parking lot should repair, redesign drainage.			
	General Cleanliness	4	B	Bridge seat filled with ballast. Flood debris (approx 75 CY) at pier, remove, B.			
	Utilities Type	5		None.			
	Paint, Type Date	6	B	North truss partially repainted, OK, rest of north truss and south truss paint poor.			
	Approach, Surface, Alignment	7	B	56 7/8" gauge. South rail 1/2" low. North rail 1" low. Track ties OK. Line OK			
TRACK	Rail Anchors Br. Appr. (x)	8	A	On every third tie.			
	Bridge, Surface, Alignment	9	A	57 1/4" gauge at west end, rest varies 56 5/8" to 58 3/4" gauge. Parapet ties 1/2" low, north rail at abutment, OK now.			
	Ballast	10	B	NW shoulder somewhat slack, will worsen as ditch scours, need 2 CY.			
			C2	NW 4' high timber ballast wall is rotted and tipped over, fallen into scoured ditch, rebuild or replace with B T riprap and 10 CY fill, some ballast.			
			C5	SW 2' high timber wall rotted badly, replace, B. 10' long.			
	Ties Date Installed (1999)	11	A	8 poor of (141) 8" x 10" x 10', top open, rotted, OK now.			
	Tie Spacer Timber Strap (x)	12	A				
	Guard Rail	13		None.			
	Deck Anchors Hooks (X) Clips (x)	14	A	90% effective. On every fourth tie			
	Rail, CWR JT (x) WT (90%)	15	B	ASCE Head worn some, OK.			
FOUNDATION	Foundation, Piers Stone (x) Conc	16	B	See supplemental page.			
	Abutments, Bridge Seats Stone (x) Conc	17	A	Very minor pointing out in abutment, stones fitted well.			
	Backwall Stone (x) Conc	18	A				
	Wingwall Stone (x) Conc	19	A				
FLOOR SYSTEM	Floor Beam Connections	20	A				
	Floor Beam Flange Angles, Webs	21	A	Minor pitting in places on flanges, OK now.			
	Stringer Connections	22	A				
	Stringer Flanges, Webs	23	A	Minor pitting in places on flanges, heavier on north side in panel 1, OK now.			
	Stringer Lateral System	24	A	Some corrosion in a few places, OK.			
	Walkways, LS (x) RS (x) Railing (x)	27	C4	See supplemental page.			
GIRDERS, TRUSSES	Sole Plates, Anchor Bolts	28	C5	See supplemental page.			
	Upper Chords	29	A				
	Lower Chords	30	C5	See supplemental page.			
	Diagonal, Counters	32	B	Loose counters in panel 5 south and in panel 3 south. OK now.			
			B	Heavy corrosion in bottom eye of diagonal L1S-U2S, OK now.			
	Hangers, Posts	33	A				
	Webs, Splices	34	A				
	Top Lateral System	36	A				
	Bottom Lateral System	37	A				
	Portals	38	A				
Pins	40	A					

Remarks West no trespassing sign is OK.

DATE INSPECTED 8/20/03

INSPECTOR (S)

L G Perkins



SUPPLEMENTARY BRIDGE INSPECTION REPORT					
IDENTIFICATION					CLASSIFICATION
RAILROAD	York Railway Company	BRIDGE NO.	15.60	SPAN	1
DIVISION	Main Line	CROSSING	Codorus Creek		
TOWN	York	TYPE	Through Pinned Truss, Open Deck		
COUNTY	York	LENGTH	143'-0"	NO. TRKS.	1
STATE	Pennsylvania	ALIGNMENT	TAN	CURVE/DEG	(2 deg.)
MILEPOST	15.60	ENDS	Skewed	YR BLT.	SPEED
OWNER	York Railway Company				A - GOOD B - PREVENTATIVE MTC. C - 1-2-3-4-5 PRIORITY D - SLOW ORDER
Plans					HOW INSPECTED
<i>Minor pointing out, especially on cap stones and on the east side of the water line, OK now.</i> <i>The northeast stringer pedestal stone is cracked and open 3/4", OK now.</i> <i>Minor vegetation on the north side.</i> <i>The northwest truss bearing stone on span 2 is cracked from the edge in to an anchor bolt, no movement, OK now.</i> <i>The northwest stringer bearing stone is cracked on one side, no movement, OK now.</i>					VISUAL <input checked="" type="checkbox"/> UNDER LOAD INSPECT. TRUCK DIVING
Walkway:					
<i>Two stanchions on handrail at the SW ballast wall are broken free, repair with wall, B.</i> <i>The south railing stanchions on the bridge are attached to a 4" x 8" plank, rotted in places, railing loosening, replace, B.</i> <i>The north railing is also attached to 4" x 8" planks, two pieces are missing and five pieces are rotted badly, railing loose, repair, C4.</i> <i>Railings are otherwise OK.</i> <i>Wooden deck planks are twisted some, some ends lifting, respike ends, B.</i> <i>The wooden deck support planks are softening on top, OK now. 3" x 10" planks.</i>					
Sole Plates, Anchor Bolts:					
<i>The inside anchor bolt is missing at the NW stringer pedestal and the outside bolt is necked down to 0. Replace, C5.</i> <i>Outside anchor bolt missing at SE stringer pedestal, OK now. Both anchor bolts missing at SW stringer pedestal, replace, C5.</i> <i>Rollers at SW corner skewed 3/4", OK now, minor corrosion on pedestals, OK. Truss anchor bolts OK.</i>					
Lower Chords:					
<i>All connections have minor corrosion between bars and posts, OK now.</i> <i>L1S-L2S: Inside bar very loose.</i> <i>L1S: 1/4" gap between outer two bars, also has a gap between the nut and outer bar, no sign of nut movement, OK now.</i> <i>3/8" corrosion between inner two bars. 1/4" corrosion between bars and post, OK now.</i> <i>L1N-L2N: South inside bar slack some, OK</i> <i>L2N: 1/4" peck rust between outside flange of post and adjacent inside bar, OK</i> <i>L2S: 3/16" peck rust between both flanges of post and adjacent inside bars. Middle bar corroded 1/2" top corner at diagonal, OK now.</i> <i>L2S-L3S inside bar slack some, OK now.</i> <i>L3S: 3/8" peck rust between outside flange of post and adjacent inside bar.</i> <i>L4N: 1/4" peck rust between both flanges of post and adjacent inside bar.</i> <i>L4S: 1/4" peck rust between inside two bars. Also corroded at diagonal L4S-U3S, causing corrosion in inner bars L3S-L4S, 3/8" top corner, OK now.</i> <i>L4S-L5S: inside bar slack, OK now.</i> <i>L5N: 1/8" peck rust between bars, and between bars and post, diagonals corroded some at ends, OK now.</i> <i>L5S-L6S: inside bar slack some, OK</i> <i>L6N: 1/4" peck rust between outer bars.</i> <i>L6S: 1/4" space between outside two bars, OK, nuts OK.</i> <i>L6N-L7N: Outside bar bent up 2", inside bar OK, OK now.</i>					

DATE INSPECTED 8/20/03

INSPECTOR (S) L G Perkins



STEEL BRIDGE INSPECTION REPORT

		IDENTIFICATION				CLASSIFICATION	
RAILROAD	York Railway Company	BRIDGE NO.	15.60	SPAN	2	A - GOOD	
DIVISION	Main Line	CROSSING	Codorus Creek			B - PREVENTATIVE MTC.	
TOWN	York	TYPE	Through Finned Truss, Open Deck			C - 1-2-3-4-5 PRIORITY	
COUNTY	York	LENGTH	143-0"	NO. TRKS.	1	D - SLOW ORDER	
STATE	Pennsylvania	ALIGNMENT - TANGENT	CURVE/DEG (2 deg.)		HOW INSPECTED		
MILEPOST	15.60	ENDS	Skewed	YR BLT.	SPEED	VISUAL (x)	UNDER LOAD
OWNER	York Railway Company					INSPECT. TRUCK	DIVING
ITEMS INSPECTED		LN	CLASS	REMARKS			
GENERAL	Drainage Opening	1	A				
	Channel Scouring, Siltling, Etc.	2	A				
	Slopes, Rip Rap	3	A	Stone lined, OK.			
	General Cleanliness	4	B	Ballast on bridge seat. Few bushes growing underneath, remove, B.			
	Utilities Type	5		None			
	Paint, Type Date	6	C5	Poor.			
TRACK	Approach, Surface, Alignment	7	B	57" gauge, both rails 1 1/2" low. Approach ties OK. Cars sitting on bridge during insp.			
	Rail Anchors Br. Appr. (x)	8	A	On every third tie.			
	Bridge, Surface, Alignment	9	B	Varies 56 3/8" to 56 7/8", 57" at east end. Hump in both rails at east end. Remove tie pads and lift approach.			
	Ballast	10	A	Some vegetation, OK now.			
			B	NE ballast wall is softening, OK now. WW railing attached to top, loosening but OK now.			
	Ties Date Installed -1999	11	A	7 poor of (138) 8" x 10" x 16", split, top rotted some.			
	Tie Spacer Timber Strap (x)	12	A				
	Guard Rail Wt	13		None			
FOUNDATION	Deck Anchors Hooks (x) Clips (x)	14	A	90% effective, on every fourth tie.			
	Rail, CWR JT (x) WT (90#)	15	B	ASCE Head worn some, OK. One bolt missing south rail, one north. 6 hole bars.			
	Abutmts, Bridge Seats Stone (x) Conc	17	A	Very minor pointing out, stones fitted well.			
Backwall Stone (x) Conc	18	A	Against steel, OK now.				
Wingwall Stone (x) Conc	19	A	NW corner only, OK.				
FLOOR SYSTEM	Floor Beam Connections	20	A				
	Floor Beam Flange Angles, Webs	21	B	Minor pitting on flanges, heavier on bottom flanges in panels 5 and 6, OK now.			
	Stringer Connections	22	A				
	Stringer Flanges, Webs	23	B	Minor pitting on top of top flanges, heavier on the north side in panels 5 and 6, OK now.			
	Stringer Lateral System	24	A	Some localized corrosion in a few spots, OK.			
	Walkways, LS (x) RS (x) (x)	27	C5	The plank under the north railing is rotting, two pieces poor, replace, C5, OK now.			
GIRDERS, TRUSSES			B	Three pieces of these railing support planks on the south side are softening, OK now.			
			B	Deck planks are OK, minor twisting and ends loosening, respke, B.			
	Sole Plates, Anchor Bolts	28	B	Inside anchor bolt missing on southwest stringer pedestal.			
			B	Outside bolt missing at NW and SE stringer pedestals, OK now.			
			C5	Rollers at NW skewed 1 3/4", corroded some. Rollers at SE skewed 1". Reset, clean and paint.			
			B	NE and SE pedestals corroded some, OK. Truss anchor bolts OK.			
	Upper Flanges, Chords	29	A				
	Lower Flanges, Chords	30	B	See next page.			
	Diagonal, Counters	32	A				
	Hangers, Posts	33	A				
	Webs, Splices	34	A				
	Top Lateral System	36	A				
	Bottom Lateral System	37	A				
	Portals	39	A				
Pins, Nuts, Bolts, Rivets, Welds	40	A					

Remarks No trespassing sign at east end OK

DATE INSPECTED 8/20/03

INSPECTOR (S)

L G Perkins



SUPPLEMENTARY BRIDGE INSPECTION REPORT

IDENTIFICATION			CLASSIFICATION			
RAILROAD	<i>York Railway Company</i>	BRIDGE NO.	<i>15.60</i>	SPAN	<i>2</i>	A - GOOD
DIVISION	<i>Main Line</i>	CROSSING	<i>Codorus Creek</i>			B - PREVENTATIVE MTC.
TOWN	<i>York</i>	TYPE	<i>Through Pinned Truss</i>			C - 1-2-3-4-5 PRIORITY
COUNTY	<i>York</i>	LENGTH	<i>143'-0"</i>	NO TRKS.	<i>1</i>	D - SLOW ORDER
STATE	<i>Pennsylvania</i>	ALIGNMENT	<i>TAN</i>	CURVE/DEG	<i>(2 deg.)</i>	HOW INSPECTED
MILEPOST	<i>15.60</i>	ENDS	<i>Skewed</i>	YR BLT.	<i>SPEED</i>	VISUAL <input checked="" type="checkbox"/> UNDER LOAD
OWNER	<i>York Railway Company</i>					INSPECT. TRUCK DIVING

Span 2 / Bottom Chord

All connections have minor corrosion between bars and posts, OK now.

L1S-L2S: Outside bar 2" out of line, slack, B.

L1S: 3/8" peck rust between inner two bars.

L2N: 1/8" peck rust between all but outside two bars and heavy rust in open area of eyebars. L2N-U3N, OK now.

L2S: 3/8" corrosion on BC bar adjacent to L2S-U3S, OK now. Diagonal corroded in eye at bottom, OK now.

L3N: Some peck rust between bars, heavy corrosion in open area of diagonal eye bar (L3N-U4N), OK now.

L4N: 1/4" peck rust between two outside bars.

L5N: 1/4" peck rust between inside flange of post and adjacent inside bar. Diagonal corroded in open area of eyebar at this conn, OK now.

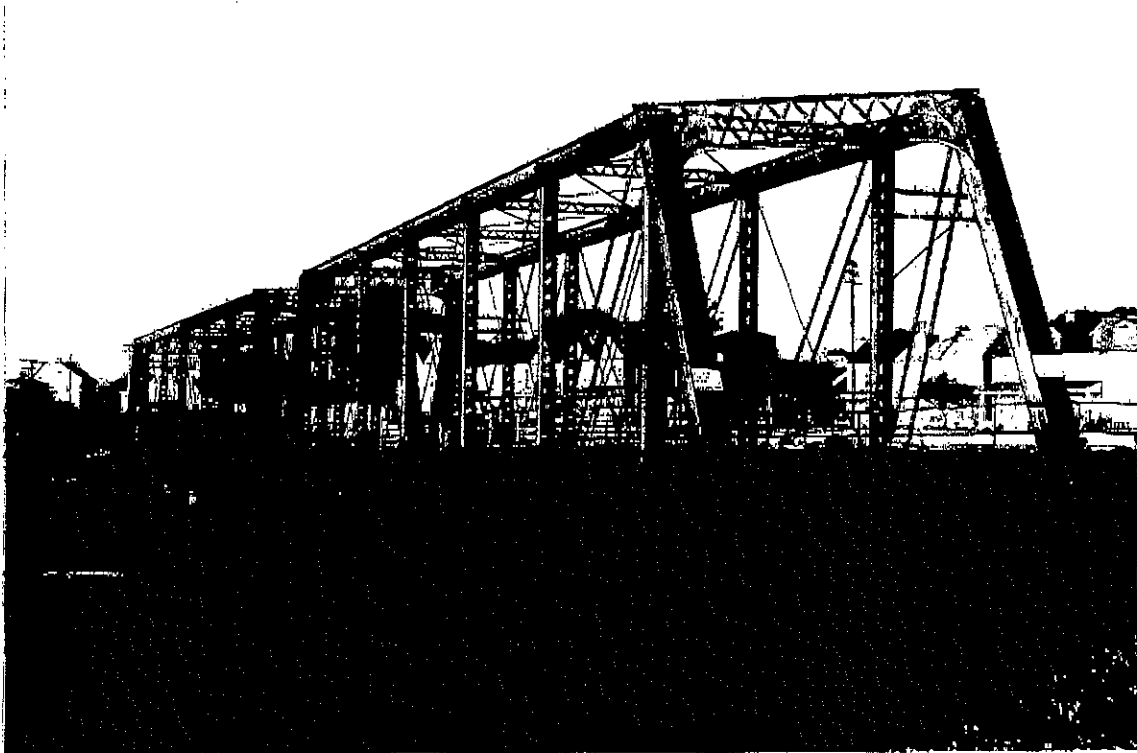
L6N: 1/4" peck rust between 2nd and 3rd outside bars. 1/4" peck rust between both flanges of post and adjacent inside bars. 3/8" peck rust between outer two inside bars. New nut installed, doesn't have full thread on pin, OK though, nut is thicker.

DATE INSPECTED 8/20/03

INSPECTOR(S) L G Perkins

YORKRAIL
MAIN LINE

BRIDGE 15.60



Looking west.

FAX 207-767-7125

J. EMMONS LANCASTER, P.E.

CIVIL ENGINEER

866 DUTTON HILL ROAD

P.O. BOX 377

GRAY, MAINE 04039-0377

TEL / FAX (207) 867-3293

August 3, 1995

Mr. G. Robert Gotwals
 A V P Operations
 MPA-Yorkrail
 96 South George Street Suite 300
 York, PA 17401

Do we have original?

Dear Mr. Gotwals:

At your request I conducted the annual bridge inspection and reviewed your structures in light of requests to handle heavier cars on your line. I obtained substantial help from CSX and CR bridge people in appraising the bridges, and also made the necessary measurements to rate any structures that were in question or not already rated. The results of this study are presented on the attached two summary sheets. I also reviewed a WM employee timetable for 1968, which showed a restriction of 220k east of Lincoln Street, as well as a heavy wrecker prohibition on the WM Codorus Creek bridge.

Based on the inspections conducted this year, the present 263k is a safe loading. On the MPA, 286k loads may presently be carried west as far as Bridge 21.36, which requires bridge ties which I understand are on hand. Upon installation of requested ties on Bridge 23.61, 286k can be handled to Spring Grove. Installation of new bridge ties on Bridge 24.98 will permit 286k on all the MPA lines, although ties should be budgeted for Bridge 28.05 in the near future.

On YKR, all main line bridges may presently handle 286k. A restriction of 5 MPH should be placed on any 286k cars crossing Codorus Creek, Bridge 156. Insofar as the sidetrack trestles go, Beaver Street should be restricted to 250 k in its present condition. Upon completion of presently planned repairs, this trestle will handle 273k cars as far as Bent #18. One suggestion on raising the capacity of this trestle to 286k and 315k would be to change all corbels on the trestle from 8"x8" to 8"x12" flat, increasing the bearing area on the cap top and increasing the service life of the cap and corbels.

Arch Street presents a more complex problem due to the longer span length. The trestle presently should be limited to 220k cars due to defective members presently scheduled for repair. With these items repaired, loads up to 250k can be allowed. To raise this structure to 286 and 315k capacity will require the following:

1. Remove all stringer packing bolts and spacer washers from the existing stringers
2. Snuggle the outer stringers tight against the inner stringers
3. Add a fourth active stringer tight against the others for the full length of the trestle under each rail per above and install new packing bolts.
4. Replace all existing corbel blocks with 4- 8"x12" corbels under each stringer set.
5. Install one 12"x12" post under the center of each bent.
6. A large number of ties do not lie across both sets of stringers. In order to get a better distribution of stresses into the stringers and caps, all ties on the trestles that do not interfere with car discharge as the trestle is presently used should be replaced with full length ties.
7. Complete repairs to additional ties, posts and caps as requested

Where it is possible to raise the capacity of the unloading trestles to acceptable levels, the Truss bridge becomes more critical. This rating is offered as found from CSX records. The usual weakest member is the floorbeam hanger. I have no assurances that this is the case. Have you looked at serving this riverfront area from some MPA track in the area, eliminating the bridge altogether?

You asked for this rating information on an ASAP basis and it is attached. The detailed bridge inspection sheets will follow in a week or so.

Very truly yours,

J. Emmons Lancaster, P. E.

MARYLAND AND PENNSYLVANIA RAILROAD
BRIDGE LIST

MPRBRLS1-P17

07-Aug-85

MILEAGE	BRIDGE NAME	WEST BRANCH		NO SP	NO TK	DECK TYPE	MTL	SK SQ	SPAN	RATED CAR CAPY	TOTAL LENGTH	
		STATION										
YORK												
12.80	POORHOUSE RUN			1	5	BD ARCH B/S			15	315+		
13.62	CODORUS CREEK			2	1	OD TPG S	SQ		85	315+	170	
13.81	PENN STREET			1	OH	PLK STR W	SQ		13		TO CITY OF YORK PED BRIDGE	
14.85	CREEK			1	1	BD PIP RC			5	315+		
15.13	HIGHLAND STREET			1	OH	C S/C			28		PDC T	
15.80	CREEK			21	2	BD ARCH RC			6	315+		
16.25	CREEK			1	1	BD ARCH ST			6	315+		
WEST YORK												
17.24	WOODBURY AVE			1	1	GRTG IBM S			13		RR-ABUTS/TOWNSHIP-DECK	
18.04	CREEK			1	1	BD SLAB RC			19.5	315+		
18.86	CREEK			1	1	BD PIP AACOMP			7	315+		
20.71	ROAD, STREAM			2	1	OD DPG S			20	315+	65	
						OD DPG S			45	315+		
21.36	STREAM			1	1	OD IBM S			14.5	263*		
21.95	STREAM			1	1	BD PIP RC			4.5	315+		
22.87	YORKRAIL OVERHEAD			8	1	ST TPG S			50			
SPRING GROVE												
23.61	BUNCH CREEK			1	2	OD DPG S	SQ		27	263*		
						OD DPG S	SQ		27	315+	GLADFELTER PAPER CO	
24.17	CATTLEPASS			1	1	OD STR W	SQ		8.5	315+		
24.99	OIL CREEK			1	1	OD TPG S	SQ		68	263*		
27.28	CREEK			1	1	BD SLAB RC	SQ		7.5	315+		
27.85	OIL CREEK			1	1	OD DPG S	SK		39	315+		
28.05	CREEK			1	1	OD IBM S			18.6	315+*		
NORTH CENTRAL BRANCH												
YORK												
56.22	COLLEGE AVENUE			1	OH	SLAB RCS C						
56.08	CREEK			1	1	BD ARCH BRK			15	315+		
55.87	TYLER RUN			1	2	BD ARCH STN			15	315+		
						BD ARCH BRK			15	315+	STONE CONTAINER	
55.25	RICHLAND AVENUE			1	OH	SLAB TPG S			90	315+		
54.92	CREEK			1	1	BD SBC S			5	315+		

* To raise ratings of these structures see accompanying letter

YORKRAIL
BRIDGE LIST

YK0RLST

07-Aug-86

LINE: PORTERS TO YORK PA

MILEAGE	BRIDGE NAME	NUMSTATION	NO		DECK	TYPE	MTL	SK	SPAN	RATED	TOTAL LENGTH	
			SP	TK								
0 00												
			PORTERS									
0.38	CREEK	04	1	1	OD	IBM	S	SK	15	590		
0.61	CODORUS CK	05	1	1	OD	TPG	S		60	508		
1.04	CREEK	11	1	1	OD	IBM	S		12	1438		
1.40		14	1	1	BD	PIP	S		15	NR		
2.70	CREEK	27	1	1	OD	IBM	S		15	808		
3.80	CODORUS CK	38	5	1	OD	DPG	S		60	513	300	
			SPRING GROVE									
4.71	M&PA RR	47	1	1	OD	DPG	S	SK	78	435	336	
			1		OD	DPG	S	SK	28	435+		
			3		STL	TPG	S	SK	41	574		
			1		STL	TPG	S	SK	41	446		
			1		STL	TPG	S	SK	54	458		
5.40	ROAD	54	3	OH	PLK	TT	W	SQ	18		80	
6.48	LITTLE CREEK	64	1	1	OD	IBM	S		12	668		
			THOMASVILLE									
12.33	CREEK	123	1	1	BD	RCB	C		18	N/R		
12.48	CREEK	124	1	1	BD	IBM	S		27	537		
			W YORK									
13.81	HIGHLAND AVE	139	1	OH	C	COMP/S/C				NR	PDOT- 2RRS, 3 TKS	
14.20	CREEK	142	1	1	BD	RCB	C			NR		
			YORK									
15.28	PENN ST	152	1	OH	PLK	WS	W		14		TO CITY OF YORK	
15.65	CODORUS CREEK	156	2	1	OD	TPT	S	SK	188	288		
15.67	BEAVER ST		19	1	OD	TT	W	SQ	228	250*	BEAVER STREET	
16.10	ARCH STREET		10	1	OD	TT	W	SQ	120	220*	ARCH STREET	
		162	1	1	OD	IBM	S	SQ	50	537		
16.72	183	167	1	OH	C	S/C					PDOT	

To raise ratings of these structures see accompanying letter