



IRON HORSE PRESERVATION SOCIETY, INC.

January 6, 2014

REFERENCE: PROJECT #: 01/08/14 – 938

SUBMISSION REQUIREMENTS-

Submitted by: Joe Hattrup, COO

(A.): Bidder Information

Address:

Iron Horse Preservation Society, Inc. (IHPS)
P.O. Box 7075
Nashua, NH 03060

Contact Person & Numbers:

Joe Hattrup, President
(775)742-2149 – Direct Phone Line
(775)337-0505 – Fax
joe@ironhorsepreservation.org – Email Address

(B.): Brief Description of IHPS' qualifications:

IHPS' view of this project is similar to the other dozen projects performed in Massachusetts. Each one of these projects ranged from 1 mile to 4.5 miles and several of them connected to each other. This project is lined with volunteer trees and will inhibit easy movement of the small excavator required to do the job. The machine required in this specific project will be a CAT 307 and an "all-terrain" Tellehandler Forklift with an 8,000 lb. capacity.

The scope of this project will require all operations to be contained within the existing railroad track corridor. This means all dismantlement of the track and tree removal will have to be within a 14' width the length of the corridor with exceptions being made at 6 points to remove the materials and cut trees. The trees will be cut, controlled laid down parallel to the track, and removed after the railroad materials have been taken out. The steel rail will be lifted from the ties in small grabs (with rail tongs) until the section of rail to be removed is free from its fixed location. The rails are then torched at the angle bars from the continuous string of rail into 8 rail section lengths, and then yarded into the 6 locations for final preparation and removal. These six designed locations are used to separate the entire rail into single pieces and then shipped off the project site. The two pieces of equipment are staged at these six load out points when not in action on the corridor.

After the rail is removed, the OTM (other (steel) track material) is gathered up and loaded into scrap boxes for shipment off the job site. These boxes are located at one of the six "load out" points.

The last part of this project is to prepare the cut trees into pieces suitable for their removal.

The process described above has worked successfully in the recent past and there's no reason to assume that it won't in this particular project. IHPS has taken out over 32 miles of railroad track in Massachusetts successfully. This project will take about two months to accomplish with weather considerations.



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(C.): Statement Declaring IHPS understands and agrees with the terms in Section VI of this RFB.

IHPS has read, fully understands, and agrees with the all of the requirements set forth in section VI of this RFB. All terms and conditions are understood and will be adhered to in this RFB.

(D.): Estimated quality of rail material-

IHPS' inspection of this material will yield approximately **80% scrap** and **20% reusable**, so the total gross revenue from this project will be better than just scrap. IHPS can protect the revenue with this steel material if it can begin operations in January. It's safe to believe the weight of rail can be based on 80 lb. per yard due to ware of the rail and some rail not measuring up to this increment.

(E.): Rail tonnage between Acton & Maynard-

IHPS' inspection shows the following steel tonnage due Acton & Maynard in gross tons (this increment equals 2240 lbs. per ton and is the measuring standard in the scrap business).

Acton: 127.71 gross tons

Maynard: 169.29 gross tons

(F.) Time line for removal-

IHPS can begin this project within 10 days from the notice to proceed and will be finished before March 31, 2014. Weather will be the "X" factor to those exact dates for beginning and finishing but, we feel that this project can be accomplished within the desired time frame set forth in the contract.

(G.) Location for staging, stacking, and removal of rail material and trees-

IHPS has not specifically located the 6 locations necessary to accomplish this project but, this isn't particularly difficult and can be worked out once the contract can be awarded to IHPS. Weather causing snow to be plowed over certain areas that may be ideal for load out sites will dictate where we can or cannot work. Generally speaking however, these sites are located where traffic and the general public won't be interfacing with our operations.

(H.) References:

Danvers, MA- Kate Day, City Planner, (978)777-0001 ext. 3029

Project length 4.3 miles

This project was one that evolved into many phases and was the most challenging but, had great results.

IHPS removed all of the vegetation, railroad materials, and ultimately installed a stone dust surface.

This project was started in 2010 and in several phases was finished in the summer of 2013.

Rockland, MA- Alan Choicca, Town Manager, (781)871-0154 ext. 105

Project Length 2.3 miles

This project was a real challenge since it had more vegetation to remove than any other one MA.

This project didn't cost the city any funds and our collaboration to accomplish this project yielded great results.

Wenham, MA- Bill Tyack, Director of Public Works, (978)490-7036

Project Length 1.3 miles

This project connected to Danvers, MA and even though removing vegetation wasn't an issue, there were other challenges one of which required the repair of the right-of-way. Our collaboration accommodated the successful repair of the corridor and allowed over 9 miles of continuous rail trail to be finished connecting 4 adjacent communities.



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Although IHPS has finished 32 miles in Massachusetts, this set of references will give you a reasonable range of the challenges and solutions found that occur while railroad corridors are being developed. It's safe to say that even though the procedure appears to be simple to remove railroad track, the actual project requires a continued effort of trouble shooting and tenaciousness to successfully finish.

Iron Horse has never had a project that we've failed to finish regardless of the challenges we've faced.

(I.): Certificates

This form has been signed and submitted with this proposal (Exhibit F.)-

(J.): Further Information-

Attached to this proposal is a document with general information and some photos that show just what we start with before a project and how IHPS leaves a project when finished.

IHPS' personnel have railroad contract experience (with other companies) taking out railroad track as well working with Union Pacific, PanAm Railway, and BNSF railroads since 1989.

IHPS has all of the insurances necessary to do this project. Our current Liability Insurance limits are- \$3,000,000 per occurrence, \$5,000,000 upper limit.



IRON HORSE PRESERVATION SOCIETY, INC.

Iron Horse Preservation Society's (IHPS) method of “*Rails to Trails Development*”

The “Iron Horse Method”, as Massachusetts Department of Conservation & Recreation (DCR) calls it, is a low cost to no cost method of rails to trails development. The operation is funded with the donation of railroad materials located on a railroad corridor to IHPS by the local community in exchange for the developed trail. IHPS and the community collaborate together for a successful development with the following steps:

- The local community plans & enters into a lease with the MBTA to develop the corridor. (This process happens after the community has an agreed consensus from its public to engage with development.)
- The community, with the lease in hand, requests for the materials to be released and used for funding.
- The community, with the MBTA releasing the corridor's material, now donates them to IHPS.
- IHPS enters into a contract and collaboration with the community to develop the trail.
- The community's conservation department and DPW work with IHPS to establish guide lines.

The community and IHPS now have an understanding for the corridor's development and the following steps are used to develop the corridor:

1. Over grown vegetation is removed to allow at least a 14' corridor to be opened.
2. Erosion controls are placed and setup for the development.
3. The rail and other steel material are removed by excavator and forklift.
4. Railroad ties are removed by skidsteer & forklift, banded into units, and shipped off the site for disposal.
5. The corridor is rough graded and prepared for the final surface to be laid and compacted.
6. The corridor will be left with a 10' wide and 3" thick stone dust surface.
7. The equipment is mobilized off site and trail is ready for use.

The above action represent the general view on how this type of development. The funding is provided by the MBTA releasing those corridor materials for the process and only for that process. The community is funding all of the other necessary reporting, extra erosion controls, bridge materials, signage, or other extra surfacing requirements.

The following page will show photos of the most recently finished rail trail and of a future proposed development-

CERTIFICATE OF NON-COLLUSION

The undersigned hereby certifies under the penalties of perjury that this bid or proposal has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certificate, the word person shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.

[Signature]
Signature of person signing the bid or proposal

IRON HORSE PRESERVATION SOCIETY, INC
Name of business

CERTIFICATE OF TAX COMPLIANCE

Pursuant to Ch.62C, S.49A (b) of the Massachusetts General Laws, I,

[Signature], authorized signatory for
(name)

IRON HORSE PRESERVATION SOCIETY, INC, do hereby certify under the pains and penalties
(name of bidder)

of perjury that said bidder has complied with all laws of the Commonwealth of Massachusetts relating to taxes.

Consultant

By: [Signature]
(Signature of authorized representative)

CFO-THPS
(Title)

JANUARY 6, 2014
(Date)

Exhibit G

Price Proposal / Bid Form

REMOVAL COST

Labor and Other Costs	Cost Per Linear Foot Rail
Labor, equipment, material, administrative overhead, bonds, insurance premiums and other similar costs (lump sum)	\$4.73
Transportation of material to point of sale	\$0.13

ESTIMATED PROCEEDS OF SALE

Town	Total Length of Rail (feet)	Price Per Linear Foot
Acton	8,902.08	\$5.20
Maynard	11,812.42	\$5.20

PRICE PROPOSED TO TOWNS

Town	Total Length of Rail (feet)	Price Offered Per Linear Foot
Acton	8,902.08	\$0.55
Maynard	11,812.42	\$0.55

Acton net proceeds - \$4,896¹⁵
 Maynard net proceeds - \$6,496⁸³



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Danvers Rail Trail Development finished in August 2013-



Proposed Project in New Hampshire 2014





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Projects Developed in New England



Danvers, MA 4.3 Miles

- Grant money was used stone dust surface
- Donated funds for signage
- Completed summer 2013



Topsfield, MA 2 Miles

- Grant money was used stone dust & signs
- Grant money was used for crossing signals
- Completed summer 2011



Wenham, MA 1.5 Miles

- City funds were used for stone dust
- City funds were used for crossing signal
- Completed summer 2011



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Methuen, MA 2.7 Miles

- Surface is recycled asphalt
- City did not fund the project
- Completed summer 2012



Haverhill, MA 1 Mile

- Surface is recycled asphalt
- The City purchased the corridor with state grant
- City paid for signs
- Completed spring of 2011



Rockland, MA 2 Miles

- Surface is recycled asphalt
- No grant money pursued
- No City funds used
- Completed summer 2012



IRON HORSE PRESERVATION SOCIETY, INC.

Iron Horse Preservation Society, Inc. Experience

Iron Horse Preservation Society, (IHPS) is a not-for-profit corporation with the mission to collaborate with communities to develop “*Rails to Trails Projects*” and support the historic railroad “*Virginia & Truckee Railroad (V & T RR)*” in Virginia City, Nevada. IHPS was established in 2005, has removed over 200 miles of railroad track, and developed over 55 miles of railroad track into recreational trails. IHPS is registered as a foreign corporation doing business in the State of Massachusetts and New Hampshire since 2012. IHPS was nationally recognized in 2007 with a “*Certificate of Appreciation*” from the California National Guard for supplying over 13 miles of steel rail for anti-vehicle barricade at the El Centro, California southwest border at “*no cost*” to the government. This effort was unique and has never been done before by any non-government entity to assist with the nation’s drug enforcement effort and border security. The federal government allowed IHPS to remove abandoned railroad track on their Department of Defense bases and use those materials to fund the entire project.

IHPS has finished over 32 miles of trail development in New England alone with many more pending. The development is reliant on the corridor’s railroad track materials donation to IHPS in exchange for a finished trail. The steel material funds the whole operation but, on occasion, the community or trail advocates will cover additional materials for bridges, extra erosion controls, or an aggregate surface if the funding is inadequate. These costs are limited to materials and IHPS covers the additional labor or equipment necessary for those items to be installed.

“IHPS’ believes that through collaboration with the community, all developments can be successful and meet most if not all of the local citizen’s specifications.”

IHPS’ has completed over a dozen individual development projects in Massachusetts, and in a couple cases, these projects equaled over 8 continuous miles of trail connecting those communities without a break in the corridor. Each community dealt with IHPS individually for those successful results.

The projects in Massachusetts have been done in the following communities and total over 32 miles of trail:

Danvers Topsfield Chicopee Everett Revere Salisbury Methuen
Wenham Rockland Haverhill Newton Saugus Peabody

The last goal IHPS works for are to hire veterans and support the V & T RR. These goals can only be reached by establishing a back log of work so that cash flow and job security can be projected. This has been a problem since 2008 when the economy tanked and keeping veterans employed properly has been a challenge. There’s nothing more frustrating than hiring a veteran just to lay him off in two months.

The following pages will show you a snap shot of some of these finished developments.