

# Hoosier Cupboard

Train Car Site

This site plan is for the location, and placement of a historic railway car at the Hoosier Cupboard / Franklin Depot Property. The proposed location is 30 feet east of the existing railway, and 30 feet south of the north property line. The rail car will not be on a permanent foundation, but rather a traditional Rail Track Ballast, similar to the existing caboose.

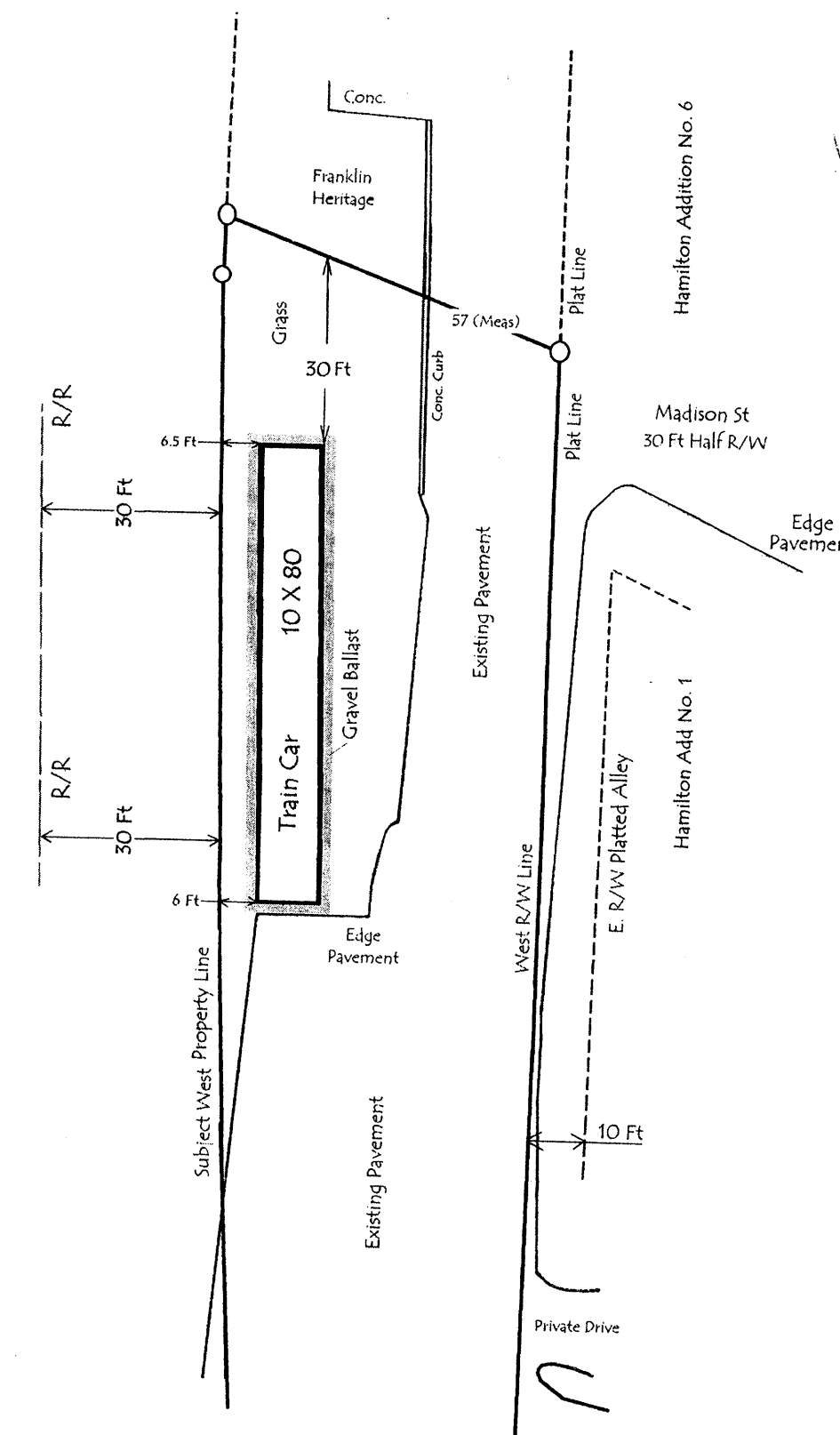
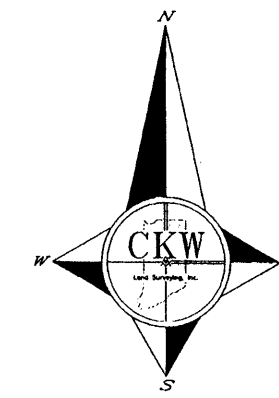
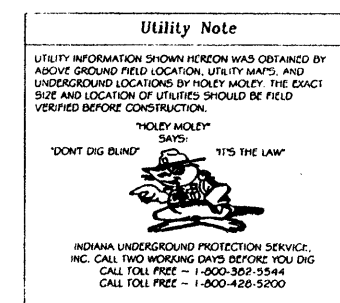
A part of the Southeast quarter of Section 14, Township 12 North, Range 4 East of the Second Principal Meridian in the City of Franklin, Johnson County, Indiana described as follows:

Beginning at a point on the South right of way line of King Street extended westerly to a point that is 30 feet northeasterly from and measured perpendicular to the centerline of the main line track of railroad formerly of The Philadelphia, Baltimore and Washington Railroad Company, as it existed on May 20, 1977; thence South 87 degrees 09 minutes East (assumed bearing), on and along the South line of King Street extended, a distance of 42.60 feet to a point that is 21.72 feet, North 87 degrees 09 minutes West from the Northwest corner of Lot No. 21 in the Franklin Addition No. 6 by Robert Hamilton, measured along an extension to the West of the North line of said Lot No. 21; thence South 21 degrees 25 minutes East, on and along the Easterly right of way line of said Railroad Company, a distance of 540.30 feet to a point that is located North 87 degrees 12 minutes West a distance of 10.00 feet from the Northwest corner of Lot No. 5 in said Franklin Addition No. 6 by Robert Hamilton, measured along an extension to the West of the North line of said Lot No. 5; thence South 87 degrees 12 minutes East, 10.00 feet to the Northwesterly corner of Lot No. 5; thence South 21 degrees 16 minutes East, on and along the Westerly line of Lots Numbered 1 thru 5 in said Franklin Addition No. 6, a distance of 136.90 feet to the Southwest corner of Lot No. 1 in said addition; thence South 90 degrees 00 minutes West, on and along an extension of the South line of last said Lot No. 1, a distance of 49.00 feet to a point that is 30 feet from the measured perpendicular to the centerline of the main track of railroad formerly of The Philadelphia, Baltimore and Washington Railroad Company as it existed on May 20, 1977; thence Northwardly by a curve to the right that is parallel and concentric with the centerline of said main track of railroad, said curve being defined by the following seven chord bearings and distances: North 25 degrees 49 minutes West, a distance of 100.00 feet to a point; thence North 24 degrees 44 minutes West, a distance of 100 feet to a point; thence North 23 degrees 12 minutes West, a distance of 100.00 feet to a point; thence North 21 degrees 23 minutes West, a distance of 100.00 feet to a point; thence North 19 degrees 51 minutes West, a distance of 100.00 feet to a point; thence North 18 degrees 16 minutes West, a distance of 100.00 feet to a point; thence North 16 degrees 58 minutes West, a distance of 81.90 feet to the place of beginning. Containing 0.78 of an acre, more or less.

Excepting There from 0.407 acres as defined in Deed Instrument No. 2015-018361, leaving 0.37 acres, plus or minus.

### Description

Deed Inst. No. 2015-019687



### Detail

## Notes

Subject property is zoned both, MXD and RTN.

Subject property is not platted (no R/W dedication).

The train car will set on a track ballast. A ballast is typically 17 foot wide, or 6 foot on each side of the 4 Ft 8 Inch rail (17 x 92).

Track ballast forms the track-bed upon which railroad ties (sleepers) are laid. It is packed between, below, and around the ties. It is used to bear the load from the railroad ties, to facilitate drainage of water, and also to keep down vegetation that might interfere with the track structure. This also serves to hold the track in place. It is typically made of crushed stone.

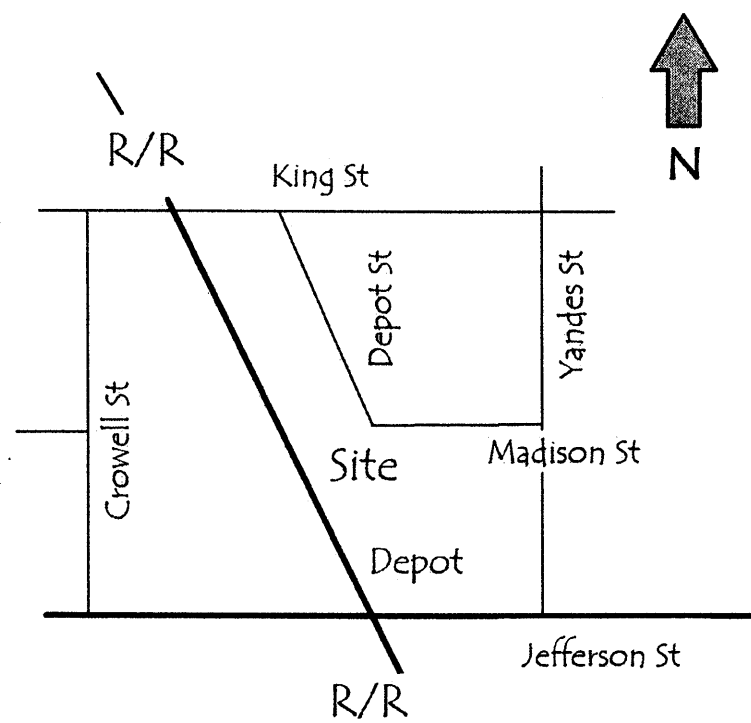
The appropriate thickness of a layer of track ballast depends on the size and spacing of the ties, the amount of traffic on the line, and various other factors. Track ballast should never be laid down less than 6 inches thick. In turn, track ballast typically rests on a layer of small crushed stones: the sub-ballast. The sub-ballast layer gives a solid support for the top ballast, and reduces the seepage of water from the underlying ground. Sometimes an erosion mat is placed on the layer of sub-ballast and beneath the ballast.

It is essential for ballast to be piled as high as the ties, and for a substantial "shoulder" to be placed at their ends. The latter being especially important, since this ballast shoulder is the main restraint of lateral movement of the track. A minimum 6 inches wide shoulder, and possibly as wide as 18 inches.

Ballast must be irregularly shaped to work properly. The shape of the ballast is also important. Stones must be irregularly cut, with sharp edges, so that they properly interlock and grip the ties in order to fully secure them against movement; spherical stones cannot do this.

All erosion control measures shall be in compliance with the Indiana storm water quality manual- planning and specification guide for effective erosion and sediment control and post construction water quality. All erosion control shall be installed prior to any construction. The City of Franklin reserves the right to require different, or additional control at any time, during, or after construction.

## Site Map



**Note**  
Plans are based on Survey by others:  
Donna Smithers- Northpointe 2015  
Gil Abplanalp- Freese & Abplanalp 1978

## Revisions

REV. PER CITY, JULY 19, 2019.....JGC

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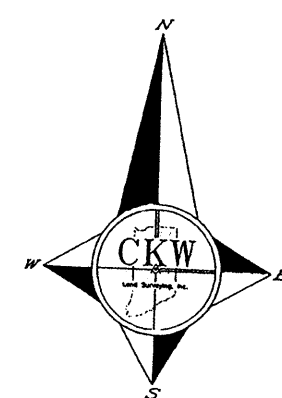
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370 E Jefferson Street  
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Project: Train Car  
Franklin Depot  
Franklin, Indiana

Title: Train Car Site

Scale 1= 30	Prepared By: JGC	Designed N/A	Checked JJK
Work / Job 190028		Sheet Number	1 of 1
Date: April 8, 2019		1	

Site

(See Detail)

