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TOWNSHIP  
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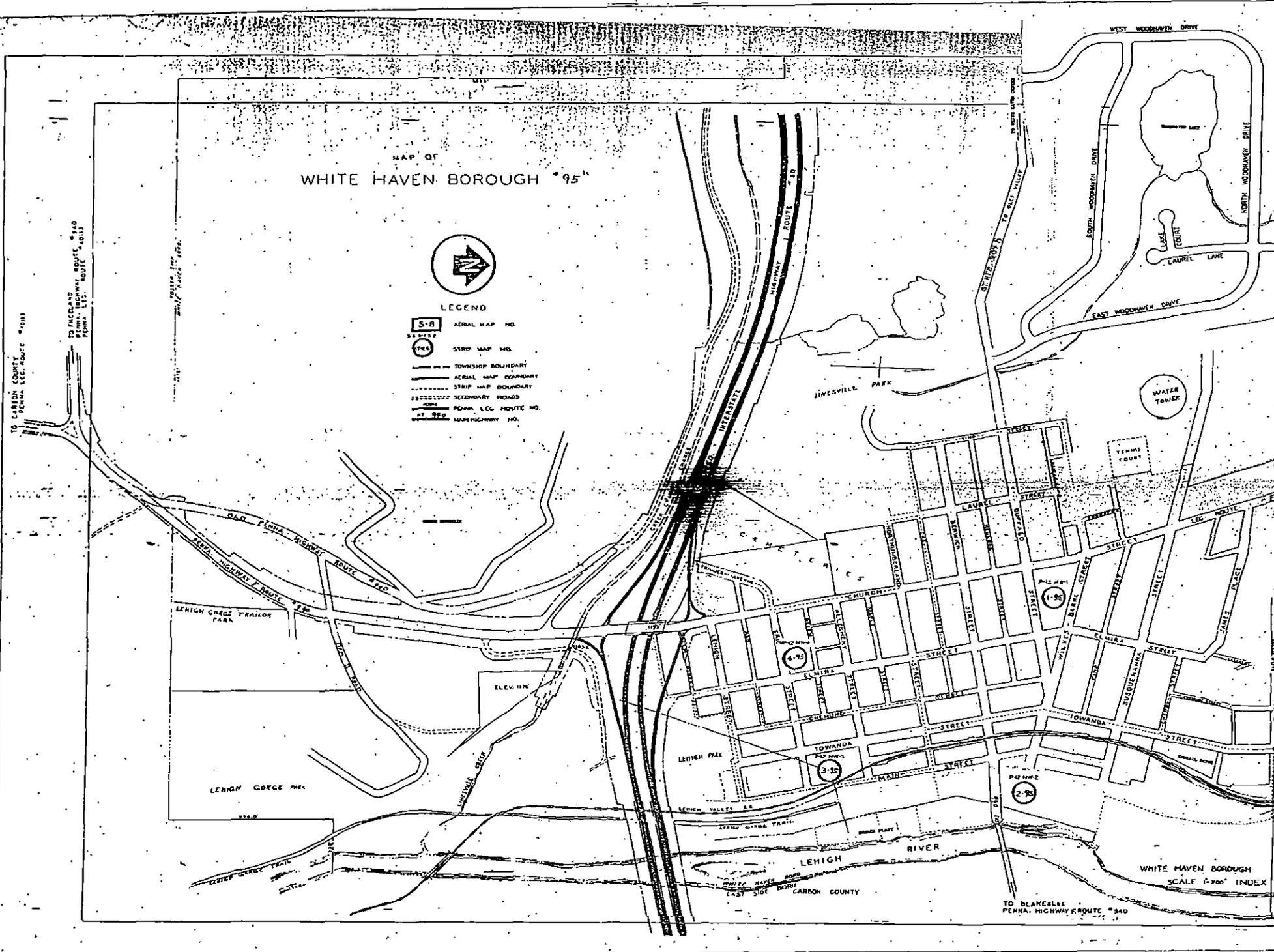
APR 03 2001

MAP OF  
WHITE HAVEN BOROUGH "95"



LEGEND

-  AERIAL MAP NO.
-  STRIP MAP NO.
-  TOWNSHIP BOUNDARY
-  AERIAL MAP BOUNDARY
-  STRIP MAP BOUNDARY
-  SECONDARY ROAD
-  PENNA. LEG. ROUTE NO.
-  MAIN HIGHWAY NO.



TO CARBON COUNTY  
PENNA. LEG. ROUTE #340

TO BLAKESLEE  
PENNA. HIGHWAY ROUTE #340

WHITE HAVEN BOROUGH  
SCALE 1"=200' INDEX

**Pennoni**

PENNONI ASSOCIATES INC.

CONSULTING ENGINEERS

May 24, 2000

P.O. Box 651  
Wilkes-Barre, PA 18703  
Tel: 570-824-2200  
Fax: 570-824-0800

Michael Cormier  
Reading Blue Mountain and Northern  
Railroad Company  
PO Box 218  
Port Clinton, PA 19549

**RE: Track and Appurtenances Traversing  
Borough of White Haven  
Pennoni Project No. WHHB 2001/01**

Gentlemen:

Our correspondence is in reference to your facilities that transverse through the Borough of White Haven, Luzerne County. Our firm represents the Borough as its engineering consultant.

Recently, a retaining wall collapse adjacent to the Berwick Street crossing occurred. We understand that you have made contact with the property owner next to your wall. To date, no repair activities have been implemented. I previously spoke with Mr. Cormier on this matter as well. He referred me to Mr. Walaitis. Please advise our firm or the Borough as to the repair schedule.

At last week's public meeting, a resident raised a concern not only about the above referenced deficiency, but also about your retaining wall/abutment which parallels the G&A Hardware Store off Susquehanna Street. We had the opportunity to view the situation as well today, and we are all of the opinion that the following should be inspected and repaired in addition to the repair of the wall at Berwick Street:

- The trestle on Susquehanna Street, though apparently parged and pointed with a non-shrink grout within the last several years, shows signs of cracked stone structural blocks, rusting and corrosion of the main steel structure and lost support on hand railings. We could not determine the bridge reference number on this structure.
- The wall next to G&A Hardware has several trees growing out of and on top of the wall. There are several bulges along the wall, one of which has apparent voids extending into or under your embankment. A portion of the wall has an older repair consisting of welded railroad irons anchored to cross ties. There are erosion concerns resulting from rotting timbers used in this repair as well.

The concerned residents that live immediately next to your trackage within the Borough questioned the liability of these concerns and if the PUC can be contacted. We ask that perhaps your group do a complete review and inspection of the facilities

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B #2

which transverse White Haven and share your report of findings and implementation of repairs with the Borough Council as soon as possible.

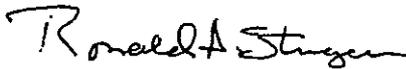
Additionally, Council is most interested in your inspection routine and requirements. These concerns have been growing yearly with no apparent maintenance being performed other than to keep the tracks operational. Your supporting facilities appear to be left unmanaged until there is a possibility of actual train stoppage.

Our engineers can meet with your personnel anytime. Also, you are invited to the Borough public meetings which are held on the first and third Thursday of each month.

We anticipate hearing from you or your representative.

Sincerely,

**PENNONI ASSOCIATES INC.**



Ronald A. Sturgeon, P.E.  
Regional Manager, Borough Engineer

RAS:kg

cc: ✓ White Haven Borough  
✓ Jill Moran, Solicitor

**Pennoni**

PENNONI ASSOCIATES INC.

CONSULTING ENGINEERS May 24, 2000

P.O. Box 651

Wilkes-Barre, PA 18703

Tel: 570-824-2200

Fax: 570-824-0800

John Walaitis  
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Borough Eth. 3

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Senator

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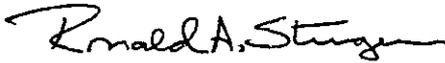
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Sincerely,

**PENNONI ASSOCIATES INC.**



Ronald A. Sturgeon, P.E.  
Regional Manager, Borough Engineer

RAS:kg

cc: White Haven Borough  
✓ Jill Moran, Solicitor



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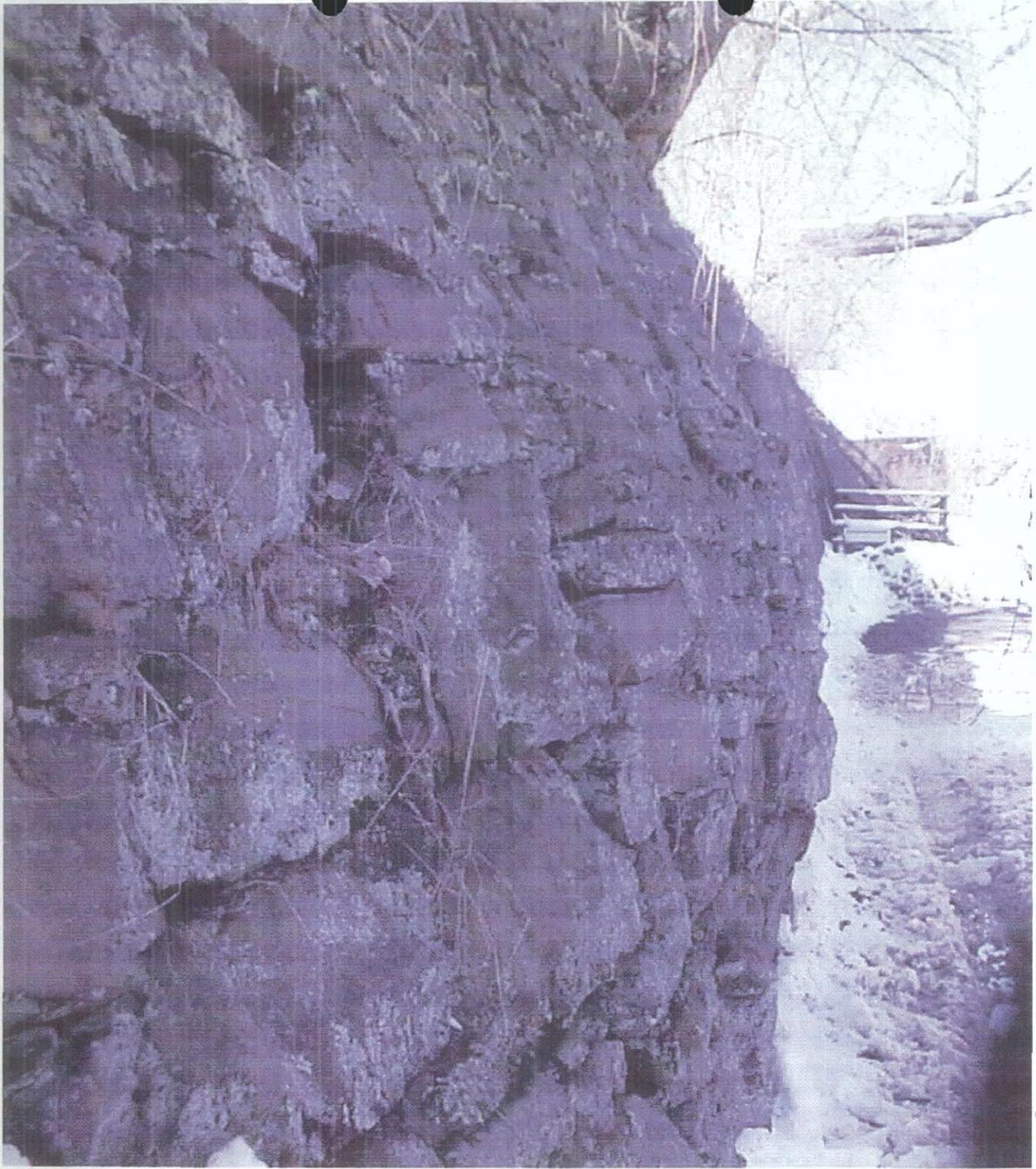
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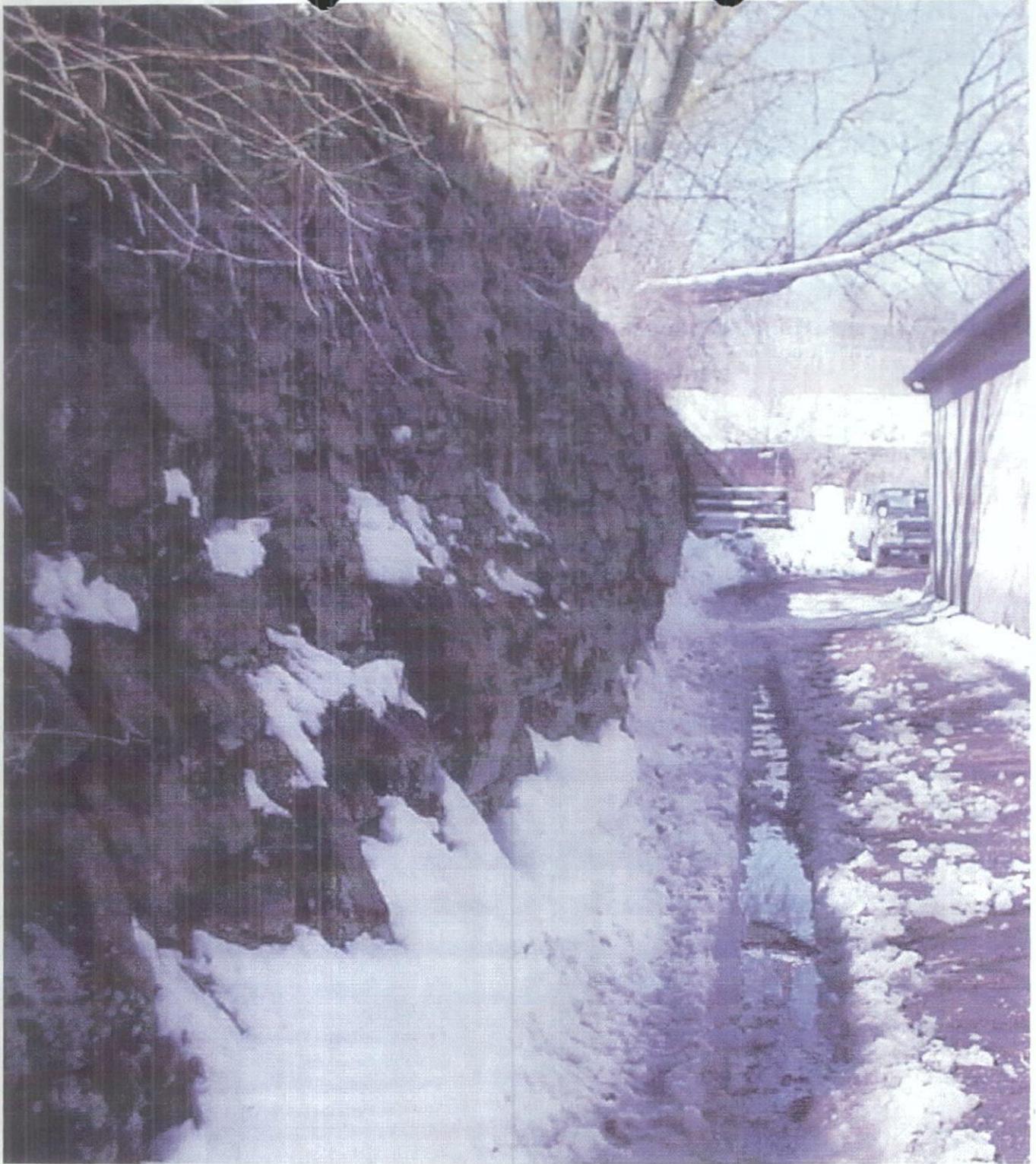
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Susquehanna St.  
Bridge  
MP 145.7  
Lehigh Line  
2-3-01

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APR 03 2001



**Susquehanna St. Bridge  
White Haven, Pa.**

**Lehigh Line M.P. 145.7  
Inspection  
2/11/01**

**BRIDGE**

Susquehanna St. Bridge is a single span structure consisting of a double track steel floor beam design. Set upon a masonry foundation abutment on the East and West with masonry support walls running parallel to the track structure on the North side. Construction date estimated around 1920-1930.

Site inspection was completed on 2-3-01, with the following conditions noted:

**Track Structure and Surface-** Rail and rail gage in very good condition. Deck timbers in good condition. Approaches (East & West) track surface is good

**Abutments-** Masonry stone abutments are in very good condition, with new tuck-pointing been done within the last few years, some cracks are evident on the North East abutment due to how wet the mortar was placed in the joints.

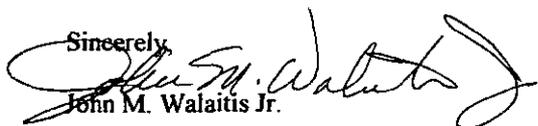
**Steel Floor Beams and Bearings-** Steel floor beams and connections are in good condition with some minor rust through areas evident. Sole Plate and bearing anchors are in good condition.

During my inspection an East bound D&H train crossed the bridge with normal deflection of the span noticed, also soon after the train passed 2 snowmobiles crossed the bridge between the 2 tracks throwing stones onto Susquehanna St. below.

**Wall**

Support walls are generally in good condition with the exceptions of the following two areas:

Ally way by Hardware Store, there is a 30-40 Ft. maple tree growing on top of wall with the root system pushing on wall area beneath. Some of the stones have moved laterally about 1 ft. at its furthest point. With a total affected area of 18 feet long by 9 feet high, mostly all the stones are tight in this area and I do not feel that wall will collapse any time soon. The second spot is the very back of ally where a steel prop type retaining wall was constructed some time ago. It does not appear to be moving or loosing any wall material.

Sincerely,  
  
John M. Walaitis Jr.

# BRIDGE



North Side



BRIDGE



← EAST ABUTMENT  
FLOOR BEAMS IN SERVICE  
TRACK

MIDDLE SECTION →  
FLOOR BEAMS  
IN SERVICE TRACK



← WEST ABUTMENT  
FLOOR BEAMS  
IN SERVICE TRACK

EAST ABUTMENT



EAST ABUTMENT  
South

EAST ABUTMENT  
North Side



EAST ABUTMENT  
MIDDLE SECTION

WEST ABUTMENT



West Abutment  
South Side



West Abutment  
North Side



West Abutment

MIDDLE

2-3-01

# WALL



West Apartment  
North Side To Wall

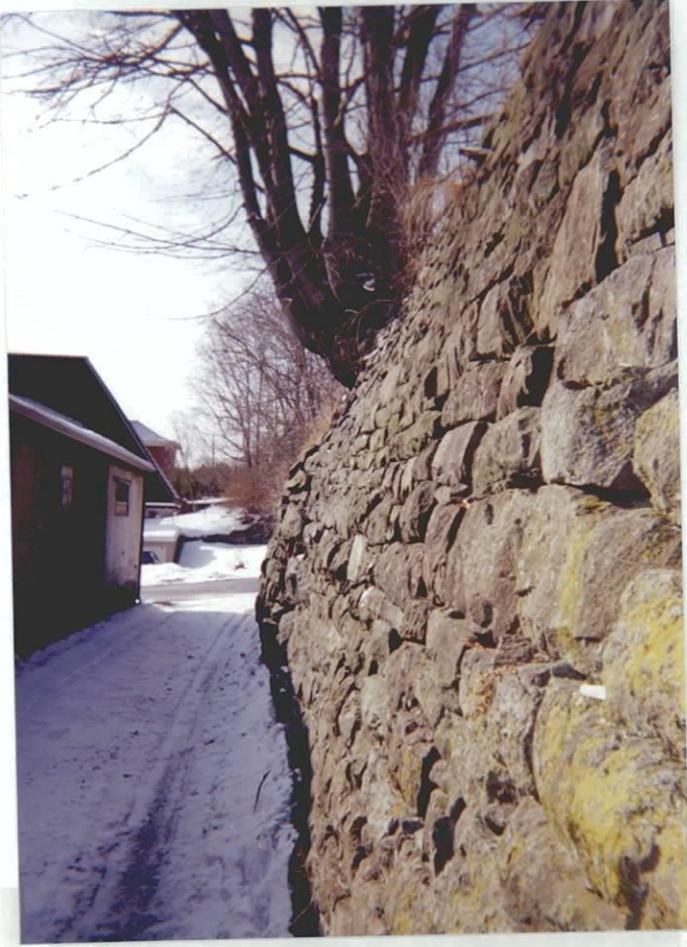


West Apartment  
Wall In Alleyway



Wall Below Tree  
Looking West

WALL



WALL Below TREE  
LOOKING EAST



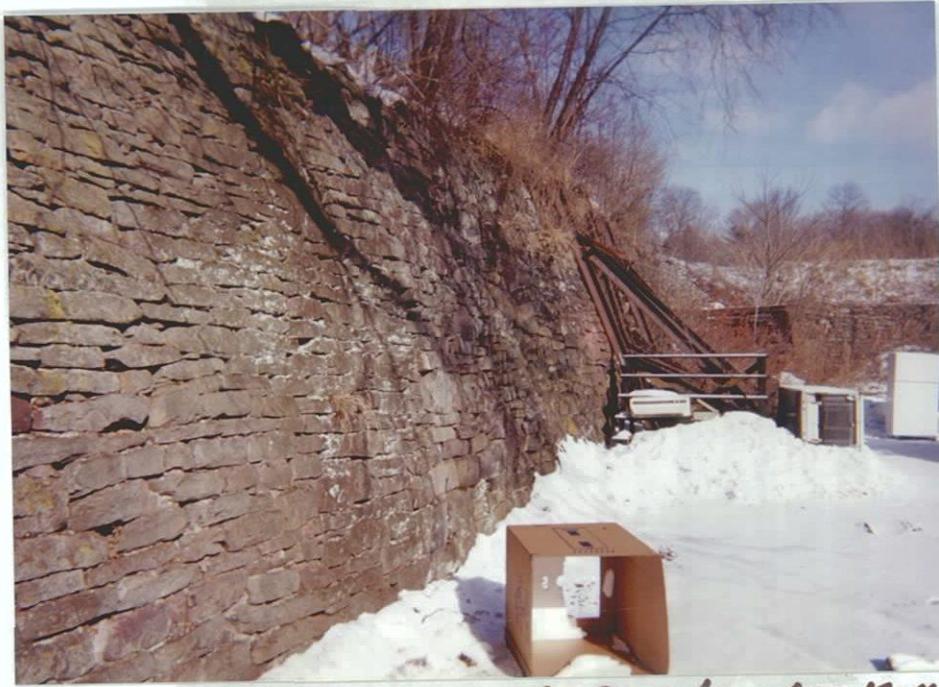
WALL Below TREE



WALL Below TREE

2-9-01

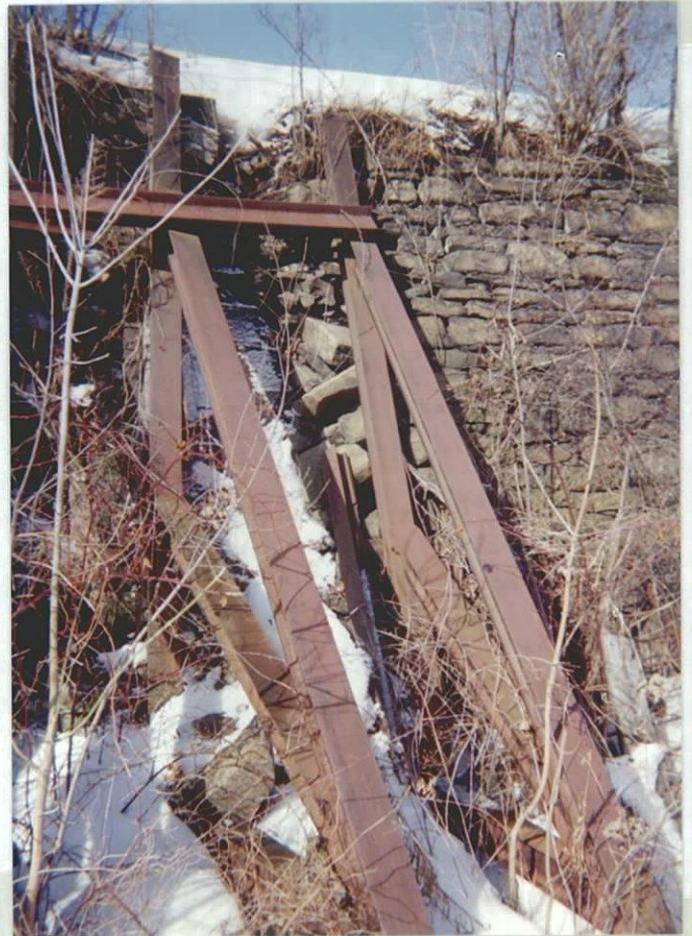
WALL - REAR OF ALLY



STEEL WALL SUPPORTS LOOKING WEST



STEEL WALL  
SUPPORTS



STEEL WALL  
SUPPORTS

LUZERNE COUNTY COMMISSIONERS  
THOMAS A. MAKOWSKI, ESQ., CHAIRMAN  
THOMAS P. PIZANO  
STEPHEN A. URBAN

EUGENE R. KLEIN  
Chief Clerk / Administrator



County Exhibit 1  
C-0000420  
3/8/01  
Scratch  
mfH

JAMES J. BROZENA, P.E.  
County Engineer

JOHN J. GLUSHEFSKI, P.E.  
Assistant County Engineer

JAMES P. BLAUM, ESQ.  
County Solicitor

JACQUELINE S. ORKISZ  
Executive Administrative Assistant

LUZERNE COUNTY ENGINEER'S OFFICE  
LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PA 18711  
(570) 825-1600  
FAX (570) 825-1606  
TDD (570) 825-1860  
www.courthouse.luzerne.pa.us.

February 2, 2001

DOCKETED

APR 03 2001

James Blaum, Esq.  
Luzerne County Solicitor  
Luzerne County Courthouse

Re: White Haven Borough v. Reading, Blue Mountain  
Northern Railroad Company

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Dear Jim:

On January 29, 2001, Mr. Greg Parrs of my staff conducted a site inspection of the area in the vicinity of the railroad bridge over Susquehanna Street in White Haven Borough. Photos of the inspection are included.

In response to questions 25 and 26, I offer the following:

25). The proper authority should insure the placement of appropriate height restriction signing, width restriction signing and all necessary advance warning signing. Signs should be installed in accordance with current Penn DOT criteria.

26). Luzerne County does not own or operate any facilities in the vicinity of the structure and should not be held responsible for any costs associated with any safety improvements.

If you should have any questions, please do not hesitate to call me.

Sincerely,

James J. Brozena, P.E.  
Luzerne County Engineer

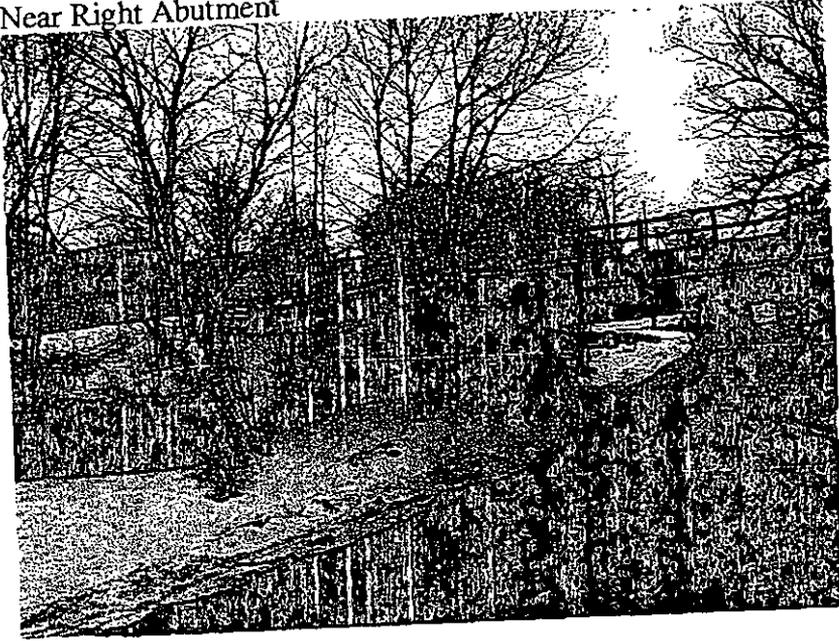
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Enclosure

Near Right Abutment

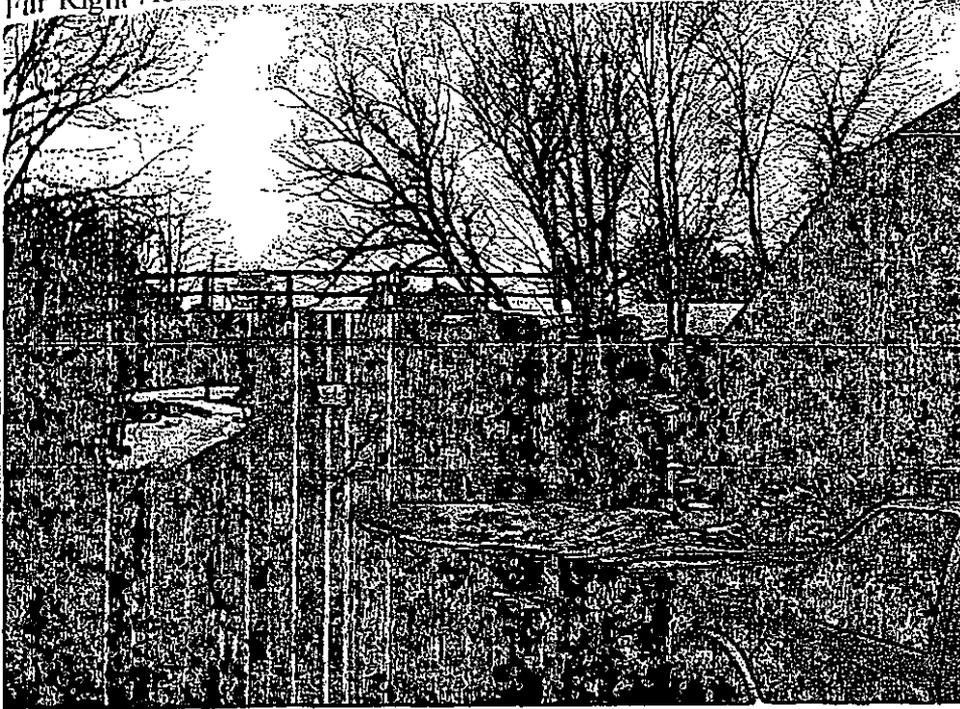


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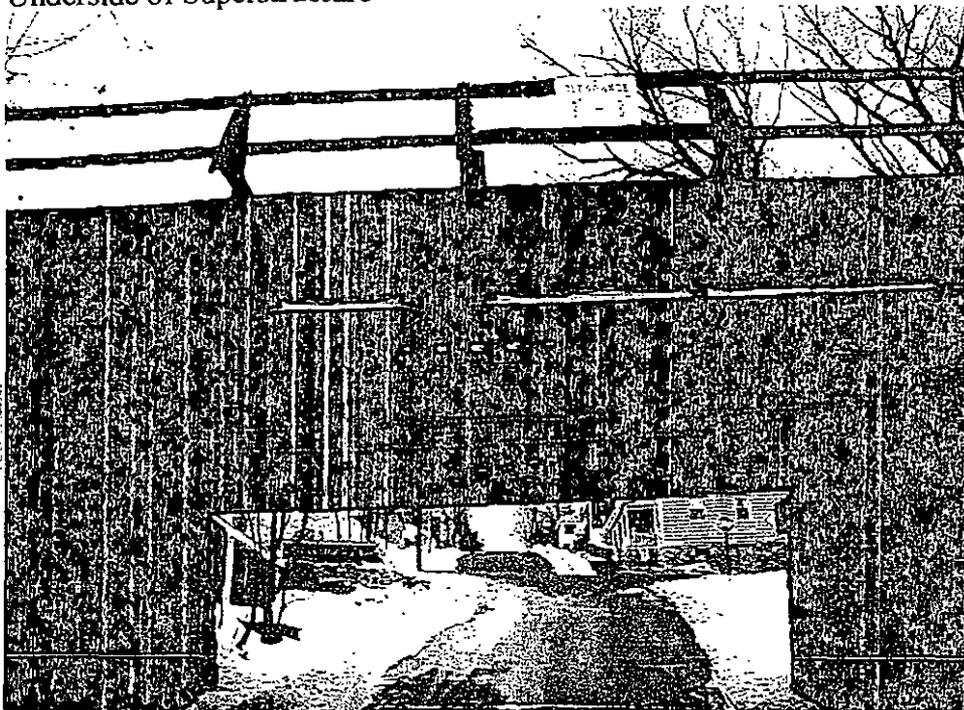
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Far Right Abutment



Underside of Superstructure

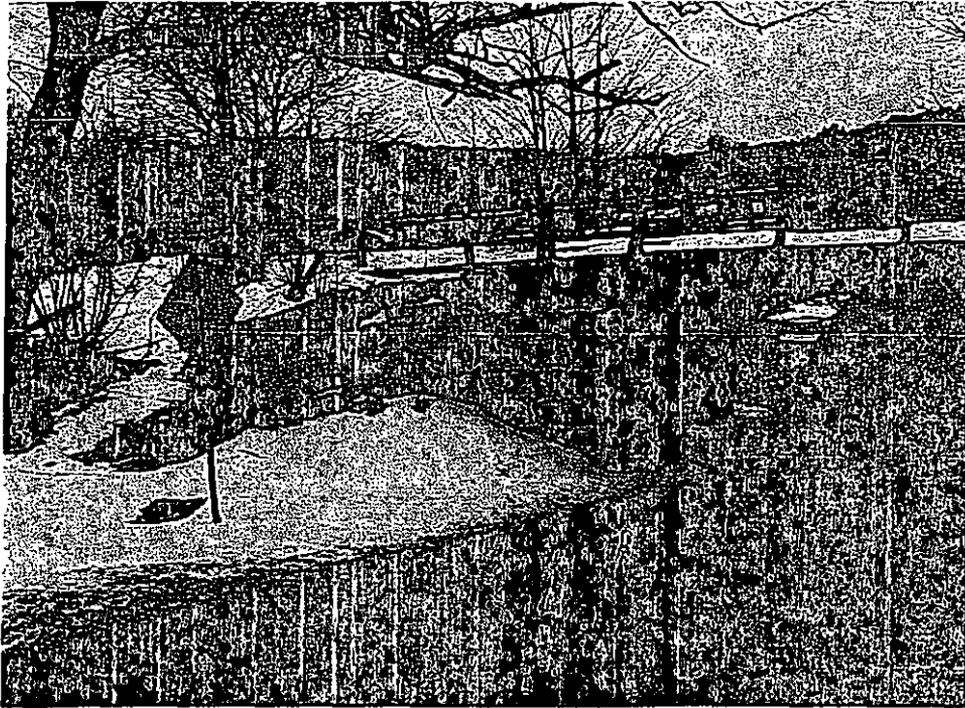


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Far Left Abutment



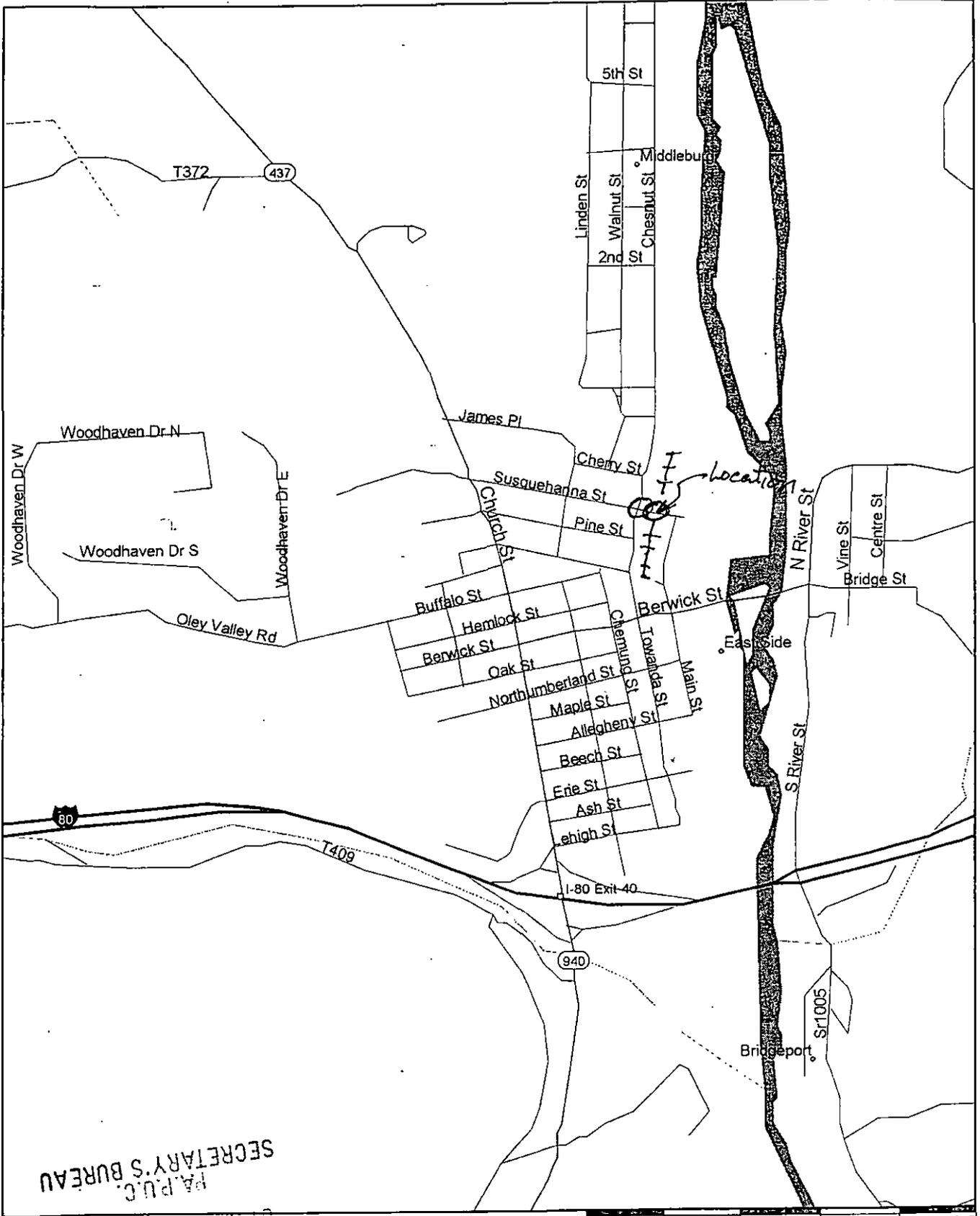
Near Left Abutment



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Scranton  
WJH

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PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU  
Harrisburg, PA 17120

APR 03 2001

Public Meeting held September 29, 1988

Commissioners Present:

Bill Shane, Chairman  
William E. Smith, Vice-Chairman  
Linda C. Taliaferro  
Joseph Rhodes, Jr.  
Frank Fischl

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DOCKETED  
OCT 18 1988

Application of Consolidated Rail Corporation  
for approval of the alteration of the crossings,  
at, and below grade, where tracks of said  
corporation cross three public highways in the  
Borough of White Haven, Luzerne County.

A-00105685

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ORDER

BY THE COMMISSION:

At a location in the Borough of White Haven, Luzerne County, two tracks of Consolidated Rail Corporation cross three public roadways, Northumberland Street and Berwick Street (T.R. 940), at grade, and Susquehanna Street, above grade.

In this application the railroad company seeks Commission approval to remove one track at the crossings. It has been determined that there is no longer any need for a two track system on applicant's Main Line (former Lehigh Valley Railroad).

Conrail's original application filed August 30, 1984, requested permission for removal of one track at five crossings. However, Conrail submitted a letter dated May 6, 1985, to the Commission, requesting that the at grade crossings at Lehigh Road (L.R. 13040), Kidder Township, Carbon County, and Bear Creek Road (L.R. 40041), Dennison Township, Luzerne County, be deleted from the original application.

Conrail also stated in its application that it is willing, at its sole cost and expense, to remove the tracks, ties, and other appurtenances and to repave the highways within the legal limits of the crossing with a suitable material at the at grade crossings. Conrail requests that the Commission, in approving the alteration of the crossing above grade, require only removal of the track as aforesaid.

A copy of the subject application has been served on the affected municipalities and utility companies. Inasmuch as there are no objections by

any party of record to the alteration of the crossings, it appears that an order can be issued altering the crossings without the need of a formal hearing.

The record having been certified to this Commission, we issue this order approving the abolition pursuant to Section 335(a) of the Public Utility Code (66 Pa. C.S. §335(a)), and find that the abolition of the crossing is necessary and proper for the service, accommodation, convenience or safety of the public; THEREFORE,

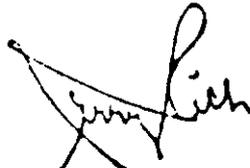
IT IS ORDERED:

1. That the application be and is hereby approved.
2. That Consolidated Rail Corporation, at its sole cost and expense, furnish all material and do all work necessary to alter the at grade crossings of Northumberland Street and Berwick Street, in the Borough of White Haven, Luzerne County, by removal of the rails, ties and other railroad facilities of the subject track and restore the area of the highway disturbed by the track removal with a suitable material conforming with the abutting highway pavement.
3. That Consolidated Rail Corporation, at its sole cost and expense, remove the rails of the subject track above the grade of the highway at the Susquehanna Street crossing in the Borough of White Haven, Luzerne County.
4. That any relocation of, changes in or removal of any adjacent structures, equipment or the facilities of any public utility, other than Consolidated Rail Corporation, which may be required as incidental to the alteration of the crossings be made by said public utility at its sole cost and expense, and in such manner as will not interfere with the alteration of the crossings; and such relocated or altered facilities hereinafter be maintained by said public utility.
5. That all work necessary to complete the alteration of the crossings be done in a manner satisfactory to this Commission or or before December 31, 1988 and that on or before said date Consolidated Rail Corporation report to this Commission the date of actual completion of the work.
6. That Consolidated Rail Corporation pay all compensation for damages, if any, due to owners of property taken, injured or destroyed by reason of the alteration of the crossings, in accordance with this order.
7. That upon completion of the alteration of the Northumberland Street crossing, the Borough of White Haven, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the roadway at the site of the altered crossing at Northumberland Street, including the portion of the highway formerly occupied by the railroad facility and, in addition, to maintain the advance railroad-highway crossing warning signs on the approaches thereto, all in accordance with this order.

8. That upon completion of the alteration of Berwick Street crossing, Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the roadway at the site of the altered crossing at Berwick Street, including the portion of the highway formerly occupied by the railroad facility and, in addition, to maintain the advance railroad-highway crossing warning signs on the approaches thereto, all in accordance with this order.

9. That upon completion of the alterations, Consolidated Rail Corporation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its remaining facilities at the crossings altered in accordance with this order.

BY THE COMMISSION,



Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: September 29, 1988

ORDER ENTERED: OCT 06 1988