

CONSOLIDATED RAIL CORPORATION

ORIGINAL

BRIDGE INSPECTION REPORT

DIV. Lehigh
LOCATION Hallstead

BRANCH (Sec) Main Line (D+H RR) BRIDGE NO. 176.25

TYPE OF BRIDGE THRU GIRDER O.H. U.G.

NO. SPANS 1 SPAN NO. _____ LENGTH 88'
NO. TRACKS 2 TRACK NO. _____

WATERWAY ROADWAY TRACK ALIGNMENT (TANGENT (CURVE _____)

DATE LAST INSPECTION 4/12/82 DATE THIS INSPECTION 5/12/82 JUN 30 1982

DOCKETED
JUN 30 1982

NOTE: USE SEPARATE SHEET FOR EACH SPAN FOR SPECIAL CONDITIONS.

GENERAL	A B R			ITEM NO.	MASONRY (CONT.)	A B R			ITEM NO.	FLOOR SYSTEM (CONT.)	A B R		
	A	B	R			A	B	R			A	B	R
Paint () yr			✓	25	Previous Gunite				53	Fir Bm Top Flg			✓
Clearance Signs				26	Slab				54	Fir Bm Bot Flg			✓
Highway minimum clearance ()				27	Cleanliness				55	Fir Bm Conn			✓
PC Insignia					GIRDERS, BEAMS OR TRUSSES	A	B	R	56	Str web			
Load Limit Signs () Tons									57	Str Top Flg			
Fire Protection				28	Top Flg or Chord	✓			58	Str Bot Flg			
Action under trains				29	Bot Flg or Chord	✓			59	Str Conn			
Approach track				30	Bearing Stiffs	✓			60	Steel Floor			
Track on bridge				31	Web or Diagnls				61	Conc Floor			
				32	Hangers				62	Wood Floor			
				33	Counters				63	Waterproofing			
STREAM CONDITIONS	A	B	R	34	Rivets*			✓	64	Ties			
Paving through bridges				35	Pins			✓	65	Tie Sealing			
Sheet piling protection				36	Cols or bents				66	Timber or Spacers			
Scour (Distance top of rail to bed of stream _____)				37	Sole plates			✓	67	Guard rails			
Rip rap				38	Masonry plates			✓	68	Deck hardware			
Fender System				39	Shoes				69	Footwalks			
				40	Rollers				70	Handrails			
MASONRY	A	B	R	41	Shims				71	Drainage			
Abutment N or E		✓		42	Anchor bolts			✓	72	Cleanliness			
Abutment S or W		✓		43	Wood blocking								
Backwalls		✓		44	Cleanliness					TRESTLES	A	B	R
Wingwalls		✓			STEEL BRACING	A	B	R	73	Bulkheads			
Timber back walls				45	Top Lat				74	Piles			
Piers				46	Top Lat Pls				75	Sills			
Pedestals				47	Bot Lat				76	Posts			
Arches				48	Bot Lat Pls				77	Caps			
Parapet Walls				49	Sway Frames				78	Corbels			
Pointing				50	Portals				79	Stringers			
				51	Towers				80	Cross Brace			
					FLOOR SYSTEM	A	B	R	81	Long Brace			
				52	Fir Bm Web				82	Foundations			
									83	Welds			

RECEIVED
SECRETARIAT'S OFFICE
PUBLIC SAFETY
JUN 30 6 20 AM '82

DOCUMENT FOLDER

IMMEDIATE ATTENTION: Southeast wingwall cracked nearly entire length 9' down from top. portion of wing wall leaning out toward track - crack is opening 10 3/4". If this portion of the wing wall falls in it may block east track. Also wingwall serves as retaining wall for the shoulder of the road. concrete falling off bottom of floor beams and stringers. concrete spalling at stringers, head, and wingwalls.

REMARKS: *DESCRIBE UNDER REMARKS LOCATION OF LOOSE RIVETS. USE BACK OF THIS FORM FOR SKETCHES OR NOTES.

A - GOOD CONDITION
B - NOT HAZARDOUS - NOTE ANY CHANGE NEXT INSPECTION.
R - PUT ON REPAIR PROGRAM

SIGNED [Signature] INSPECTOR
REVIEWED [Signature] SUPVR. B. & B.
NOTED [Signature] DIVN. ENGR.

ORIGINAL

JUN 30 8 20 AM '82
RECEIVED OFFICE
SECRETARY'S OFFICE
PUBLIC UTILITY
COMMISSION

June 25, 1982

SUBJECT: Great Bend Township, Susquehanna County,
Pennsylvania - O.H. Bridge 176.25, Eastern
Region, Lehigh Division, PUC No. C-79081404,
LC 63-6201, WO #46568 (File: Br. 176.25 - JAS)

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
Post Office Box 3265
Harrisburg, PA 17120

Dear Mr. Rich:

In the Commission Order of Docket No. C-79081404, Conrail was ordered to monitor the condition of the subject structure.

Attached for your consideration are three copies of the Conrail Bridge Inspection Report dated May 12, 1982.

Very truly yours,

J. T. Sullivan
J. T. Sullivan, P.E.
Chief Engineer
Design & Construction

12th Floor

(215) 596-3608

DOCUMENT
FOLDER

RAIL

ORIGINAL

July 1, 1982

JUL 6 9 26 AM '82
RECEIVED
SECRETARY'S OFFICE
PUBLIC UTILITY
COMMISSION

Jerry Rich, Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120

Re: Complaint Docket 79081404
Susquehanna County

Dear Sir:

I enclose for filing on behalf of Consolidated Rail Corporation an original and two copies of an Application for Extension of Time in the captioned matter.

I hereby certify I have served copies on each party of record.

Very truly yours,

Joel E. Mazor
Joel E. Mazor
General Attorney

ICW

DOCUMENT
FOLDER

ORIGINAL
BEFORE THE

PENNSYLVANIA PUBLIC UTILITY COMMISSION

JUL 6 9 26 AM '82
RECEIVED
SECRETARY'S OFFICE
PUBLIC UTILITY
COMMISSION

Great Bend Township :
v. : Complaint Docket
Consolidated Rail Corporation, :
Pennsylvania Department of : No. C-79081404
Transportation, County of :
Susquehanna, Pennsylvania Electric :
Company, and Commonwealth Telephone:

PETITION FOR
EXTENSION OF TIME

TO THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

The petition of Consolidated Rail Corporation, one of the respondents herein, respectfully represents:

1. The name and address of petitioner are Consolidated Rail Corporation, Six Penn Center Plaza, Philadelphia, PA 19104.

2. The name and address of attorney for the petitioner are Joel E. Mazor, 1138 Six Penn Center Plaza, Philadelphia, PA 19104

3. Consolidated Rail Corporation had previously requested an extension of time within which to complete work mandated by the Commission in its order entered August 14, 1980 to October 31, 1982. The Commission, however, by order entered April 9, 1982, granted the extension requested only to July 31, 1982.

DOCUMENT
FOLDER

DOCKETED
JUL 7 1982

COMMONWEALTH OF PENNSYLVANIA :

:

COUNTY OF PHILADELPHIA :

JOEL E. MAZOR, being duly sworn according to law,
deposes and say that he is General Attorney for Consolidated
Rail Corporation and that he is 21 years of age; that the
facts set forth are true and correct to the best of his
knowlege, information and belief.

Joel E. Mazor

JOEL E. MAZOR

Sworn to and Subscribed
before me this *first* day
of July, 1982


Rosemary C. Williams

NOTARY PUBLIC
ROSEMARY C. WILLIAMS
Notary Public, Phila., Phila. Co.
My Commission Expires May 2, 1983

4. Because of the fact that the involved section of railroad is no longer operated by Consolidated Rail Corporation and its forces are fully engaged with track rehabilitation work in other areas, it will be necessary for Conrail to contract the work for the subject project. Arrangements are now being processed for letting of the contract and work should be fully completed by the end of August, 1982. It is therefore requested that the Commission approve an additional extension to October 31, 1982 as originally requested by Conrail.

WHEREFORE, Consolidated Rail Corporation respectfully requests your Commission initial an order extending the time for completion of the work to October 31, 1982.

CONSOLIDATED RAIL CORPORATION



Joel E. Mazor
General Attorney
1138 Six Penn Center Plaza
Philadelphia, PA 19104

ORIGINAL

RECEIVED

AUG 5 1982

SECRETARY'S OFFICE
Public Utility Commission

August 2, 1982

SUBJECT: Great Bend Township, Susquehanna County,
Pennsylvania - O.H. Bridge 176.25, Eastern
Region, Lehigh Division, PUC No. C-79081404,
LC 63-6201, WO #46568
(File: Br. 176.25 - JAS)

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
Post Office Box 3265
Harrisburg, PA 17120

Dear Mr. Rich:

In the Commission Order of Docket No. C-79081404,
Conrail was ordered to monitor the condition of the
subject structure.

Attached for your consideration are three copies of
the Conrail Bridge Inspection Report dated
June 14, 1982.

Very truly yours,

J. T. Sullivan
J. T. Sullivan, P.E.
Chief Engineer
Design & Construction

Room 1200

(215) 596-3608

Attachments

DOCUMENT
INDEX

CONSOLIDATED RAIL CORPORATION

BRIDGE INSPECTION REPORT

DIV. Lehigh BRANCH Scr. Main Line (D+HRR) BRIDGE NO. 176.25
 LOCATION Hallstead O.H. U.G. _____
 TYPE OF BRIDGE Truss Girder NO. SPANS 1 SPAN NO. _____ LENGTH 88'
 NO. TRACKS 2 TRACK NO. _____
 WATERWAY _____ (TANGENT
 ROADWAY TRACK ALIGNMENT (CURVE _____
 OTHER _____
 DATE LAST INSPECTION 5/12/82 DATE THIS INSPECTION 6/14/82

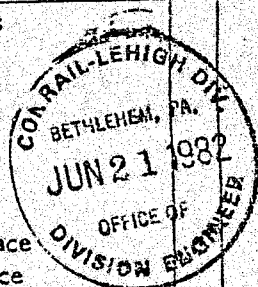
NOTE: USE SEPARATE SHEET FOR EACH SPAN FOR SPECIAL CONDITIONS.

ITEM NO.	GENERAL	A B R			ITEM NO.	MASONRY (CONT.)	A B R			ITEM NO.	FLOOR SYSTEM (CONT.)	A B R		
		A	B	R			A	B	R			A	B	R
1	Paint () yr			✓	25	Previous Gunite				53	Fir Bm Top Flg			✓
2	Clearance Signs				26	Slab				54	Fir Bm Bot Flg			✓
3	Highway minimum clearance ()				27	Cleanliness				55	Fir Bm Conn			✓
4	PC Insignia					GIRDERS, BEAMS OR TRUSSES	A	B	R	56	Str web			✓
5	Load Limit Signs () Tons				28		Top Flg or Chord	✓			57	Str Top Flg		
6	Fire Protection				29	Bot Flg or Chord	✓			58	Str Bot Flg			
7	Action under trains				30	Bearing Stiffs	✓			59	Str Conn			
8	Approach track				31	Web or Diagnls				60	Steel Floor			
9	Track on bridge				32	Hangers				61	Conc Floor			
					33	Counters				62	Wood Floor			
	STREAM CONDITIONS	A	B	R	34	Rivets *		✓		63	Waterproofing			
10	Paving through bridges				35	Pins				64	Ties			
11	Sheet piling protection				36	Cols or bents				65	Tie Sealing			
12	Scour (Distance top of rail to bed of stream)				37	Sole plates			✓	66	Timber or bar Spacer			
13	Rip rap				38	Masonry plates			✓	67	Guard rails			
14	Fender System				39	Shoes				68	Deck hardware			
	MASONRY	A	B	R	40	Rollers				69	Footwalks			
15	Abutment N or E			✓	41	Shims				70	Handrails			
16	Abutment S or W			✓	42	Anchor bolts			✓	71	Drainage			
17	Backwalls			✓	43	Wood blocking			✓	72	Cleanliness			
18	Wingwalls				44	Cleanliness					TRESTLES	A	B	R
19	Timber back walls					STEEL BRACING	A	B	R	73	Bulkheads			
20	Piers				45	Top Lat				74	Piles			
21	Pedestals				46	Top Lat Pls				75	Sills			
22	Arches				47	Bot Lat				76	Posts			
23	Parapet Walls				48	Bot Lat Pls				77	Caps			
24	Pointing				49	Sway Frames				78	Corbels			
					50	Portals				79	Stringers			
					51	Towers				80	Cross Brace			
						FLOOR SYSTEM	A	B	R	81	Long Brace			
					52	Fir Bm Web				82	Foundations			
										83	Welds			

ENCLOSED

DOCKETED

AUG 6 1982



OF IMMEDIATE ATTENTION: Southeast wingwall cracked nearly entire length 9' down from top. Top portion of wing wall is leaning out toward track. Crack opening is 15" 10 7/8" to this side.
 REMARKS: In this portion of the wing wall falls in, it may block east track. Also wing wall serves as a retaining wall for the shoulder of the road. Conc. spalling on headwalls, wing walls, and abutments. Conc. falling off bottom of floor beams and stringers.

NOTE: * DESCRIBE UNDER REMARKS LOCATION OF LOOSE RIVETS. USE BACK OF THIS FORM FOR SKETCHES OR NOTES.

A - GOOD CONDITION
 B - NOT HAZARDOUS - NOTE ANY CHANGE NEXT INSPECTION.
 R - PUT ON REPAIR PROGRAM

SIGNED [Signature] INSPECTOR
 REVIEWED _____ SUPVR. B. & B.
 NOTED _____ DIVN. ENGR.

ORIGINAL

REC

SEP 4 1982

SECRET
Public Utility Commission

September 30, 1982

SUBJECT: Great Bend Township, Susquehanna County,
Pennsylvania - O.H. Bridge 176.25, Eastern
Region, New Jersey Division, PUC No. C-79081404,
LC 63-6201, WO #46568. (File: Br. 176.25 -JAS)

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
Post Office Box 3265
Harrisburg PA 17120

Dear Mr. Rich:

In the Commission Order of Docket No. C-79081404,
Conrail was ordered to monitor the condition of the
subject structure.

Attached for your consideration are three copies of
the Conrail Bridge Inspection Report dated August 13,
1982.

Very truly yours,



J. T. Sullivan, P.E.
Chief Engineer
Design and Construction

Room 1200

(215) 596-3608

DOCUMENT
FOLDER

ORIGINAL CONSOLIDATED RAIL CORPORATION

BRIDGE INSPECTION REPORT

DIV. Lehigh BRANCH Main Line (D+H RR) BRIDGE NO. 176.25
 LOCATION Hallstead O.H. _____ U.G. _____
 TYPE OF BRIDGE Thru. Girder NO. SPANS 1 SPAN NO. _____
 NO. TRACKS 2 TRACK NO. 1 LENGTH 88'
 WATERWAY _____ (TANGENT)
 ROADWAY TRACK ALIGNMENT (CURVE OCT 4 1982)
 OTHER _____
 DATE LAST INSPECTION 7/13/82 DATE THIS INSPECTION 8/13/82 SECRETARY'S OFFICE
 NOTE: USE SEPARATE SHEET FOR EACH SPAN FOR SPECIAL CONDITIONS. **Public Utility Commission**

GENERAL	A B R			ITEM NO.	MASONRY (CONT.)	A B R			ITEM NO.	FLOOR SYSTEM (CONT.)	A B R		
	A	B	R			A	B	R			A	B	R
1 Paint () yr			✓	25	Previous Gunite				53	Fir Bm Top Flg			✓
2 Clearance Signs				26	Slab				54	Fir Bm Bot Flg			✓
3 Highway minimum clearance ()				27	Cleanliness				55	Fir Bm Conn			✓
4 PC Insignia					GIRDER'S, BEAMS OR TRUSSES	A	B	R	56	Str web			✓
5 Load Limit Signs () Tons						57				57	Str Top Flg		
6 Fire Protection				28	Top Flg or Chord	✓			58	Str Bot Flg			✓
7 Action under trains				29	Bot Flg or Chord	✓			59	Str Conn			✓
8 Approach track				30	Bearing Stiffs	✓			60	Steel Floor			✓
9 Track on bridge				31	Web or Diagnls	✓			61	Conc Floor			✓
				32	Hangers				62	Wood Floor			
				33	Counters				63	Waterproofing			
				34	Rivets *	✓			64	Ties			
0 Paving through bridges				35	Pins	✓			65	Tie Sealing			
Sheet piling protection				36	Cols or bents				66	Timber or bar Spacer			
Scour (Distance top of rail to bed of stream)				37	Sole plates				67	Guard rails			
Rip rap				38	Masonry plates				68	Deck hardware			
Fender System				39	Shoes				69	Footwalks			
				40	Rollers				70	Handrails			
				41	Shims				71	Drainage			
				42	Anchor bolts				72	Cleanliness			
				43	Wood blocking								
				44	Cleanliness								
5 Abutment N or E		✓											
6 Abutment S or W		✓											
7 Backwalls		✓		45	Top Lat				73	Bulkheads			
8 Wingwalls		✓		46	Top Lat Pls				74	Piles			
9 Timber back walls		✓		47	Bot Lat				75	Sills			
10 Piers				48	Bot Lat Pls				76	Posts			
11 Pedestals				49	Sway Frames				77	Caps			
12 Arches				50	Portals				78	Corbels			
13 Parapet Walls				51	Towers				79	Stringers			
14 Pointing									80	Cross Brace			
									81	Long Brace			
									82	Foundations			
									83	Welds			

DOCUMENT FOLDER

DOCKETED

OCT 4 1982

IMMEDIATE ATTENTION: Southeast wingwall cracked nearly entire length 9' down from top. Top portion of wingwall is leaning out toward track. Crack opening is same as inspection (10 3/4"). If this portion of wingwall falls in, it may block east track. This wingwall also serves as a retaining wall for the shoulder of the road. Conc. spalling off headwalls, and abuts - Conc. also falling on bottom of nose beams and stringers.

NOTE: DESCRIBE UNDER REMARKS LOCATION OF LOOSE RIVETS. USE BACK OF THIS FORM FOR SKETCHES OR NOTES.

A - GOOD CONDITION
 B - NOT HAZARDOUS - NOTE ANY CHANGE NEXT INSPECTION.
 R - PUT ON REPAIR PROGRAM

SIGNED _____ INSPECTOR
 REVIEWED _____ SUPVR. B. & S.
 NOTED _____ DIVN. ENGR.

ORIGINAL

OCT 22 1982
SECRETARY'S OFFICE
PUBLIC UTILITY COMMISSION

October 19, 1982

Subject: Great Bend Township, Susquehanna County,
Pennsylvania - O.H. Bridge 176.25, Eastern
Region, New Jersey Division, PUC No. C-79081404,
LC 63-6201, WO #46568. (File: Br. 176.25 - JAS)

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
Post Office Box 3265
Harrisburg, PA 17120

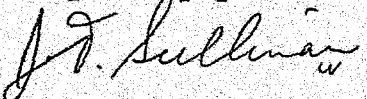
Dear Mr. Rich:

Under terms of the subject Commission Order, entered
August 18, 1980, Conrail was ordered to prepare plans
and after plan approval, proceed with the repair of the
southwest wingwall.

All work was completed on September 23, 1982 and is ready
for final certification by the Commission.

Upon receiving your authorization, we will arrange for a
final inspection of the repair work.

Very truly yours,



J. T. Sullivan, P.E.
Chief Engineer
Design and Construction

Room 1200

(215) 596-3608

DOCUMENT
FOLDER

DOCKETED

OCT 22 1982

ORIGINAL

RECEIVED

OCT 14 1982

SECRETARY'S OFFICE
Public Utility Commission

October 8, 1982

SUBJECT: Great Bend Township, Susquehanna County,
Pennsylvania - O.H. Bridge 176.25, Eastern
Region, New Jersey Division, PUC No. C-79081404,
LC 63-6201, WO #46568. (File: Br. 176.25 - JAS)

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
Post Office Box 3265
Harrisburg, PA 17120

Dear Mr. Rich:

In the Commission Order of Docket No. C-79081404,
Conrail was ordered to monitor the condition of the
subject structure.

Attached for your consideration are three copies of
the Conrail Bridge Inspection Report dated September 16,
1982.

Very truly yours,

J. T. Sullivan
J. T. Sullivan, P.E.
Chief Engineer
Design and Construction

Room 1200

(215) 596-3608

DOCUMENT
FOLDER

CONSOLIDATED RAIL CORPORATION

BRIDGE INSPECTION REPORT

D.V. New Jersey BRANCH Sec. Main Line D.H. RR BRIDGE NO. 176.25
 LOCATION Hallstead O.H. U.G.
 TYPE OF BRIDGE Thru. Girder NO. SPANS 1 SPAN NO. 1 LENGTH 88'
 NO. TRACKS 2 TRACK NO. _____
 WATERWAY (TANGENT
 ROADWAY TRACK ALIGNMENT (CURVE _____)
 OTHER _____
 DATE LAST INSPECTION 8/13/82 DATE THIS INSPECTION 9/16/82

NOTE: USE SEPARATE SHEET FOR EACH SPAN FOR SPECIAL CONDITIONS.

OCT 14 1982
 SECRETARY'S OFFICE
 PUBLIC UTILITY COMMISSION

ITEM NO.	GENERAL	MASONRY (CONT.)			ITEM NO.	FLOOR SYSTEM (CONT.)					
		A	B	R		A	B	R			
1	Paint () yr			25	Previous Gunite			53	Fir Bm Top Flg		
2	Clearance Signs			26	Slab			54	Fir Bm Bot Flg		
3	Highway minimum clearance ()			27	Cleanliness			55	Fir Bm Conn		
4	PC Insignia				GIRDERS, BEAMS OR TRUSSES	A	B	56	Str web		
5	Load Limit Signs () Tons			28	Top Flg or Chord	✓		57	Str Top Flg		
6	Fire Protection			29	Bot Flg or Chord	✓		58	Str Bot Flg		
7	Action under trains			30	Bearing Stiffs	✓		59	Str Conn		
8	Approach track			31	Web or Diagonls	✓		60	Steel Floor		
9	Track on bridge			32	Hangers			61	Conc Floor		
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10	Paving through bridges			35	Pins			64	Ties		
11	Sheet piling protection			36	Cols or bents			65	Tie Sealing		
12	Scour (Distance top of rail to bed of stream)			37	Sole plates			66	Timber or bar Spacer		
13	Rip rap			38	Masonry plates			67	Guard rails		
14	Fender System			39	Shoes			68	Deck hardware		
	MASONRY	A	B	40	Rollers			69	Footwalks		
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16	Abutment S or W		✓	42	Anchor bolts			71	Drainage		
17	Backwalls		✓	43	Wood blocking			72	Cleanliness		
18	Wingwalls		✓	44	Cleanliness				TRUSTLES	A	B
19	Timber back walls				STEEL BRACING	A	B	73	Bulkheads		
20	Piers			45	Top Lat			74	Piles		
21	Pedestals			46	Top Lat PIs			75	Sills		
22	Arches			47	Bot Lat			76	Posts		
23	Parapet Walls			48	Bot Lat PIs			77	Caps		
24	Pointing			49	Sway Frames			78	Corbels		
				50	Pertals			79	Stringers		
				51	Towers			80	Cross Brace		
					FLOOR SYSTEM	A	B	81	Long Brace		
				52	Fir Bm Web			82	Foundations		
								83	Welds		

INCREASED

DOCKETED

DOCKETED
OCT 15 1982

OR IMMEDIATE ATTENTION: Southeast wing wall cracked nearly entire length 9' down from top top portion of wing wall is leaning out toward track crack opening is same MARKS AS last inspection (10 3/4 opening) If this portion of wing wall falls in, it may block east track this wing wall also serves as a retaining wall for shoulder of the road. Conc. spalling off on head walls, wing walls and Abuts - Conc also falling off of bottom of floor beams and stringer

NOTE: *DESCRIBE UNDER REMARKS LOCATION OF LOOSE RIVETS. USE BACK OF THIS FORM FOR SKETCHES OR NOTES.

A - GOOD CONDITION
 B - NOT HAZARDOUS - NOTE ANY CHANGE NEXT INSPECTION.
 R - PUT ON REPAIR PROGRAM

SIGNED: [Signature] INSPECTOR
 REVIEWED: _____ SUPVR. B. & B.
 NOTED: _____ DIVN. ENGR.

ORIGINAL

RECEIVED

JAN 21 1983

SECRETARY'S OFFICE
Public Utility Commission

January 17, 1983

Jerry Rich, Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120

Re: Complaint Docket 79081404
Susquehanna County

Dear Mr. Rich:

I enclose for filing with the Commission the original and two copies of the petition of Consolidated Rail Corporation for Modification of the Commission's Order entered August 14, 1980 in the captioned matter.

I hereby certify I have served copies on each party of record.

Very truly yours,

Joel E. Mazor
Joel E. Mazor
General Attorney

rcw

DOCUMENT
FOLDER

C-79081404

RECEIVED

Before the
Pennsylvania Public Utility Commission

JAN 21 1983

Great Bend Township :
v :
Consolidated Rail Corporation, :
Pennsylvania Department of Transportation, :
County of Susquehanna, Delaware and :
Hudson Railway Company, Pennsylvania :
Electric Company and Commonwealth :
Telephone Company :

SECRETARY'S OFFICE
Public Utility Commission

PETITION OF
CONSOLIDATED RAIL CORPORATION
FOR MODIFICATION OF THE
COMMISSION'S ORDER OF
AUGUST 14, 1980

COMES NOW, Consolidated Rail Corporation by its attorney, Joel E. Mazor and petitions your Honorable Commission for modification of the order entered August 14, 1980 in the captioned matter as follows:

1. By order adopted March 28, 1980 and entered August 14, 1980, your Petitioner was ordered to prepare plans for and reconstruct a portion of the Southwest wing wall in the involved bridge. The order also required Consolidated Rail Corporation to monitor the condition of the bridge and make periodic reports to the Commission. The order further required Consolidated Rail Corporation to thereafter maintain the sub-structure and superstructure of the bridge exclusive of the highway paving.

DOCKETED
JAN 21 1983

UNRECORDED
INDEXED

2. Consolidated Rail Corporation subsequently filed a petition for modification of that order in light of the agreement of sale of the involved line of railroad to the Delaware and Hudson Railway Company, but the Commission denied the request for modification although it did hold that the Delaware and Hudson Railway Company was a concerned party in view of the fact that it was the only railroad operating over the involved line.

3. On December 29, 1982, title to the involved line of railroad was transferred from Consolidated Rail Corporation to Delaware and Hudson Railway Company in accordance with the agreement of sale introduced as an exhibit in this matter. Consolidated Rail Corporation therefore no longer either owns or operates over the line of railroad involved in this proceeding.


WHEREFORE, petitioner respectfully requests the Commission modify its order entered August 14, 1980 in the captioned matter so as to substitute the Delaware and Hudson Railway Company for all obligations of maintenance and reporting previously assigned to it.

CONSOLIDATED RAIL CORPORATION

BY: Joel E. Mázor
Joel E. Mázor
General Attorney
1138 Six Penn Center Plaza
Philadelphia, PA 19103

COMMONWEALTH OF PENNSYLVANIA :
COUNTY OF PHILADELPHIA : SS

J. T. Sullivan, being duly sworn according to law, deposes and says that he is Chief Engineer-Design & Construction for Consolidated Rail Corporation; that he is authorized to and does make this affidavit for it; that the facts set forth in the foregoing Petition are true and correct to the best of his knowledge, information and belief.



J. T. Sullivan

Sworn to and subscribed before me

this 12 day of January,
19 73.



Notary Public

WILLIAM R. GOODWORTH
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires November 3, 1974



File: 410

August 17, 1983

RECEIVED

AUG 22 1983

Great Bend Township, Pa.
c/o Francis X. O'Connor, Attorney at Law,
P.O. Box 591
Main Street
Great Bend, Pa. 18821

SECRETARY'S OFFICE
Public Utility Commission

Gentlemen:

C-79081404

I have attached our Bill No. C4/083053 dated August 11, 1983 in the amount of \$14,922.01 for costs incurred at: Great Bend Township, Susquehanna County, Pa. - Repair Southwest Wing wall to O.H. Bridge #176.25, M.P. 176.25, L/C 6201, Northeastern Region.

A copy of this bill, with detail, has been sent to the Pennsylvania PUC Utility Commission for certification of costs. The Commission has requested me to inform you that if there are any inconsistencies in this bill, you must advise the Commission within twenty (20) days of the receipt of this letter, or such bill will be considered approved by you; and then it will be certified by PUC for payment.

Very truly yours,

A. Critelli

A. Critelli
State Participation Billing Manager

Bethlehem Plaza Two
Marketplace
Guetter & Walnut Streets
Bethlehem, Pa. 18018



PFB:bcj

Attachments

cc: Mr. R. A. Peteritas, Director (Attn: Mr. Duane Dunkle)
Pa. Public Utility Commission
Bureau of Rail Transportation
Post Office Box #3265
Harrisburg, Pa. 17120

D. S. Taylor
F. J. Burns

Accounts receivable

CONSOLIDATED RAIL CORPORATION

CONRAIL

Fed. I.D.

23-1989084

Clerk T.R.C.	Date Made 8-11-83	Amount \$14922.01	Bill Number CV/083053	Mo's Acct. 8/83
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CUSTOMER NUMBER: 190866	CC 46568	WO	DEPT.	DIVISION	AGREEMENT/ CONTRACT NO. C-79081404
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GREAT BEND TOWNSHIP, PA.
 c/o FRANCIS X. O'CONNOR, ATTORNEY AT LAW
 P.O. Box 591
 MAIN ST.
 GREAT BEND, PA. 18821

MAKE CHECKS PAYABLE TO
CONSOLIDATED RAIL CORPORATION

AND MAIL TO
P.O. BOX 8500 5-2350
PHILADELPHIA, PA. 19178

Include Bill No. & Customer No. on the Face of your Remittance
TO THE CONSOLIDATED RAIL CORPORATION,

BILL NO. CV/083053
FACILITY NO. _____

RECEIVED

Service Months 11/80 Thru 8/83

COPY

AUG 22 1983

PROJECT DESCRIPTION: GREAT BEND TOWNSHIP, SUSQUEHANNA
REPAIR SOUTHWEST WING WALL TO O.H. BRIDGE *176.25
M.P. 176.25 MAIN LINE 40 6201.
NORTHEASTERN REGION.

SECRETARY'S OFFICE
Public Utility Commission

CRC- PROGRESSIVE BILL #1
AND FINAL

DISTRIBUTION:

W/O	M/C	P/A	L/A	AMOUNT
99000			6471 14	14703 03
03397	952		4522 86	15 82
50010	952		2013 00	77 70
98000	952		5520 31	6 04
03397	952		5520 31	6 71
50010	952		5520 31	31 96
50010	952		5580 03	80 75
				14922 01

DOCKETED
AUG 22 1983

DOCKETED
FORWARDED

CONSOLIDATED RAIL CORPORATION

CC	WO
46568	

Bill No. CY/083053
 Fac. No. _____

Page 2 of 12

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>NOTE: ALL CHARGES LISTED BELOW ARE FROM BILLING SUPPORTING</u>				
<u>DETAIL UNLESS MARKED OMITTED. OMITTED CHARGES ARE ON</u>				
<u>ATTACHED WORK SHEETS.</u>				
<u>NOVEMBER 1980</u>				
<u>LABOR</u>				
ENGR. DEPT.	51	05		
ADDITIVE	24	16	75	21
TOTAL NOVEMBER 1980				75 21
<u>DECEMBER 1980</u>				
<u>LABOR</u>				
ENGR. DEPT.	836	58		
ADDITIVE	397	79	1234	37
TOTAL DECEMBER 1980				1234 37
<u>JANUARY 1981</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	10	16		
ADDITIVE	4	84	15	00
ENGR. DEPT.	602	56		
ADDITIVE	286	32	888	88

CONSOLIDATED RAIL CORPORATION

CC	WO
46568	

Bill No. CV/083053

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Fac. No. _____

Customer GREAT BEND TOWNSHIP PA.

	\$	\$	\$	\$
TOTAL JANUARY 1981				903 88
FEBRUARY 1981				
<u>LABOR</u>				
ENGR. DEPT.	88 61			
ADDITIVE	42 07	130 68		
ENGR. DEPT. (OMITTED)	88 61			
ADDITIVE	42 07	130 68		
TOTAL FEBRUARY 1981				261 36
MARCH 1981				
<u>LABOR</u>				
CONTROLLER DEPT.	10 16			
ADDITIVE	4 86	15 02		
ENGR. DEPT.	316 86			
ADDITIVE	150 94	467 80		
TOTAL MARCH 1981				482 82

CONSOLIDATED RAIL CORPORATION

CC	WO
46568	

Bill No. CV/082053

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>SEPTEMBER 1981</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	10 16			
ADDITIVE	4 86	15 02		
<u>TOTAL SEPTEMBER 1981</u>				15 02
<u>OCTOBER 1981</u>				
<u>LABOR</u>				
CONTROLLER DEPT. (omitted)	10 16			
ADDITIVE	4 86	15 02		
ENGR. DEPT.	59 89			
ADDITIVE	28 34	88 23		
<u>TOTAL OCTOBER 1981</u>				103 25
<u>DECEMBER 1981</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	14 58			
ADDITIVE	6 98	21 56		
<u>TOTAL DECEMBER 1981</u>				21 56

CONSOLIDATED RAIL CORPORATION

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46568	

Bill No. CV/083053

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>FEBRUARY 1982</u>				
<u>LABOR</u>				
ENGR. DEPT.	59 89			
ADDITIVE	28 44	88 33		
<u>TOTAL FEBRUARY 1982</u>				88 33
<u>JUNE 1982</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	10 16			
ADDITIVE	4 88	15 04		
ENGR. DEPT.	40 07			
ADDITIVE	19 08	59 15		
<u>TOTAL LABOR</u>			74 19	
<u>EQUIPMENT</u>				
ENGR. DEPT. (OMITTED)			9 30	
<u>TOTAL JUNE 1982</u>				83 49

CC	WO
46568	

Bill No. C4/083053

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>July 1982</u>				
<u>Labor</u>				
ENGR. DEPT.	40 08			
ADDITIVE	19 09	59 17		
ENGR. DEPT. (OMITTED)	66 80			
ADDITIVE	31 82	98 62		
<u>TOTAL Labor</u>			157 79	
<u>Equipment</u>				
ENGR. DEPT. (OMITTED)			24 80	
<u>TOTAL July 1982</u>				182 59
<u>August 1982</u>				
<u>Labor</u>				
ENGR. DEPT.	50 73			
ADDITIVE	24 20	74 93		
<u>TOTAL August 1982</u>				74 93

CC	WO
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Bill No. C4/083053

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>SEPTEMBER 1982</u>				
<u>LABOR</u>				
ENGR. DEPT.	626 02			
ADDITIVE	297 50	923 52		
<u>TOTAL LABOR</u>			923 52	
<u>TRAVEL + BUSINESS EXP.</u>				
ENGR. DEPT.			8 05	
<u>EQUIPMENT</u>				
ENGR. DEPT. (OMITTED)			105 70	
<u>TOTAL SEPTEMBER 1982</u>				1037 27
<u>OCTOBER 1982</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	22 20			
ADDITIVE	11 01	33 21		
ENGR. DEPT.	100 04			
ADDITIVE	49 26	149 30		
<u>TOTAL LABOR</u>			182 51	

CONSOLIDATED RAIL CORPORATION

46568

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Fac. No. _____

GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>TRAVEL + BUSINESS Exp.</u>				
ENGR. DEPT.			29 33	
<u>EQUIPMENT</u>				
ENGR. DEPT. (omitted)			21 70	
TOTAL OCTOBER 1982				233 54
<u>NOVEMBER 1982</u>				
<u>LABOR</u>				
CONTROLLER DEPT.	21 19			
ADDITIVE	10 52	31 71		
TOTAL LABOR			31 71	
<u>TRAVEL + BUSINESS Exp.</u>				
ENGR. DEPT.			1 55	
<u>PAYMENTS TO OTHERS</u>				
ENGR. DEPT.			23816 00	
TOTAL NOVEMBER 1982				23849 26

CONSOLIDATED RAIL CORPORATION

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46	568

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>JANUARY 1983</u>				
<u>Labor</u>				
ENGR. DEPT.	23	77		
ADDITIVE	11	76	35	53
<u>TOTAL JANUARY 1983</u>				35 53
<u>MARCH 1983</u>				
<u>Labor</u>				
CONTROLLER DEPT.	10	46		
ADDITIVE	5	20	15	66
<u>TOTAL MARCH 1983</u>				15 66
<u>APRIL 1983</u>				
<u>Labor</u>				
CONTROLLER DEPT.	17	19		
ADDITIVE	8	58	25	77
<u>TOTAL APRIL 1983</u>				25 77

CONSOLIDATED RAIL CORPORATION

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Fac. No. _____

Customer GREAT BEND TOWNSHIP, PA.

	\$	\$	\$	\$
<u>AUGUST 1983</u>				
<u>LABOR</u>				
CONTROLLER DEPT. (OMITTED)	21	48		
ADDITIVE	10	66	32	14
<u>TOTAL AUGUST 1983</u>				32 14
<u>TOTAL</u>				29844 01
<u>TOTAL AMOUNT DUE</u> (GREAT BEND TOWNSHIP - 50%)				14922 01
<u>SUMMARY OF CHARGES</u>				
	LABOR	T.B	A/P	EQUIP.
CONTROLLER DEPT.	250 17			
ENGINEERING DEPT.	5402 08	214 26	23816 00	161 50
	5652 25	214 26	23816 00	161 50
<u>DEPARTMENT TOTALS</u>				
CONTROLLER DEPT.	250 17			
ENGINEERING DEPT.	29593 84			
	29844 01			

