



COMMONWEALTH OF PENNSYLVANIA  
 PENNSYLVANIA PUBLIC UTILITY COMMISSION  
 P. O. BOX 3265, HARRISBURG, Pa. 17120

November 1, 1985

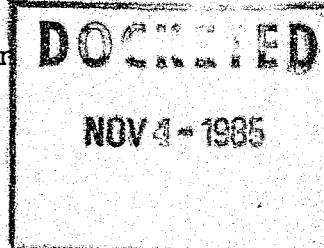
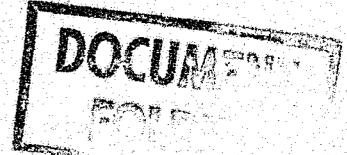
IN REPLY PLEASE  
 REFER TO OUR FILE

C-00020235

James Ward  
 Recorder of Deeds  
 County Seat  
 Media, PA 19063

Borough of Folcroft  
 v.

Penn Central Transportation Company, Department of  
 Transportation of the Commonwealth of Pennsylvania,  
 County of Delaware, Southeastern Pennsylvania  
 Transportation Authority, Consolidated Rail Corporation  
 and National Railroad Passenger Corporation.



Dear Sir:

Enclosed, herewith, is a certified copy of an excerpt  
 of the Commission order of October 24, 1985, in the  
 above case, appropriating certain lands in the County of  
 Delaware, said lands being described  
 by metes and bounds, together with a copy of plans.

The provisions of Section 409 (d) of the Public Utility  
 Law of 1937, P. L. 1053, as amended by Act No. 388, approved  
 on May 25, 1945 require that:

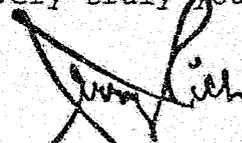
" The Commission shall file with the recorder of deeds  
 of the proper county, a copy of that portion of the  
 order of the Commission which appropriates such property  
 and such plans and other detailed information as the  
 Commission may deem necessary. Such portion of the  
 Commission's order dealing with the specific property  
 appropriated shall be recorded and indexed under the  
 name or names of the record owners of such specific  
 property at the expenses of the utility or utilities,  
 political subdivisions, municipality or municipalities  
 governmental agency, including the Department of Trans-  
 portation and Public Utility Commission, corporation  
 or persons upon whose instigation, petition or complaint  
 the said crossing was constructed, reconstructed, re-  
 located, altered or abolished, as may be ordered to bear  
 such expense of recording by the commission; Provided  
 that when such appropriation

of real property has been recorded under the provisions of any other statute, such recording shall not be duplicated under the terms of this section."

You will note that the enclosed excerpt of the Commission order designated the Department of Transportation of the Commonwealth of Pennsylvania as the party responsible for the costs of recording. Consequently, your bill or statement billed in the name of and for the recording fee should be directed to the Department of Transportation of the Commonwealth of Pennsylvania so that payment may be made promptly.

Kindly advise at your earliest convenience the date of recording and the volume and page at which this order is recorded in your records, and return to the Commission.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jerry Rich", written over a large, stylized scribble or flourish.

Jerry Rich  
Secretary

lg  
Encls.  
Cert. Mail

C-20150

LAW OFFICES  
**SILVER & SILVER**

SUITE 702  
1015 CHESTNUT STREET  
PHILADELPHIA, PA. 19107

MEYER SILVER\*  
CYNTHIA SILVER  
\*MEMBER PA. & N.J. BARS

AREA CODE 215  
592-1200

November 7, 1985

**RECEIVED**

NOV 14 1985

**SECRETARY'S OFFICE  
Public Utility Commission**

Bureau of Rail Transportation  
Pennsylvania Public Utilities Commission  
P.O. Box 3265  
Harrisburg, PA 17120

Re: Our Clients: Richard Carnevale and Patricia Kwiatkowski  
Date of Accident: 9/29/84  
Scene of Accident: Primos Ave. Bridge in Folcroft, PA

Dear Sir or Madam:

Please be advised that this office represents Richard Carnevale and his passenger, Patricia Kwiatkowski, in connection with injuries they received in a car accident on September 29, 1984. At approximately 2:30 a.m. on that date, the two were in Mr. Carnevale's car, northbound, approaching the narrow Primos Avenue Bridge in Folcroft, Pennsylvania which we believe you own. A second vehicle, driven by Stephen Marinari, southbound, crossed the bridge and struck our clients' vehicle which was stopped and waiting at the other side.

Our investigation reveals that the bridge was negligently designed and maintained. Not only is the bridge too narrow for safe passage, but the signs warning motorists of the hazard are on a faded orange, non-reflectorized background, twisted sideways, and are inappropriate for this dangerous thoroughfare. The lighting is especially poor, and the speed limit signs are contradictory. Fortunately, my clients did not heed the 35 m.p.h. speed limit sign posted for northbound traffic, slowing instead almost to a stop as they approached the bridge. Unfortunately, the other driver did not heed the 15 m.p.h. sign posted for southbound traffic.

We understand that so many accidents have occurred at this site that the P.U.C. ordered the bridge replaced in 1975, calling it a hazard.

**DOCUMENT  
FOLDER**

**DOCKETED**  
NOV 18 1985

As a result of the negligent design and maintenance of the Primos Avenue Bridge by Penn Central Railroad, our clients suffered injuries requiring extensive medical treatment, the details of which are set out in the following reports and bills.

Richard Carnevale

|                                      |                   |
|--------------------------------------|-------------------|
| Dr. Warren Mark Cohen                | \$1,523.00        |
| Memorial Hospital - Roxborough       | 465.43            |
| Mercy Catholic Medical Center (MCMC) | 132.00            |
| Summerdale Pharmacy                  | 29.90             |
| MCMC Radiology Assoc.                | 28.00             |
| Northwest Radiology Assoc.           | 106.00            |
| Dr. Alan Berger                      | 100.00            |
| Dr. Herbert Kean                     | 275.00            |
| Dr. Sanford Davne                    | 350.00            |
| MCMC - Emergency Room                | 21.00             |
| Oxford Circle Medical                | 120.00            |
| Total Medicals                       | <u>\$3,150.33</u> |

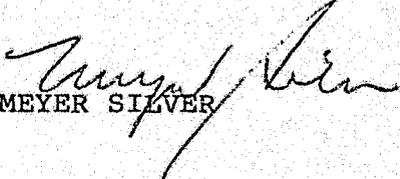
Patricia Kwiatkowski

|                           |                   |
|---------------------------|-------------------|
| Dr. Leonard Harman        | \$ 965.00         |
| MCMC Radiology Assoc.     | 46.00             |
| Oxford Circle Medical     | 400.00            |
| Dr. Louis Pearlstein      | 175.00            |
| Summerdale Pharmacy       | 104.80            |
| Dr. John McPhilemy        | 250.00            |
| MCMC                      | 139.00            |
| MCMC - Emergency Room     | 21.00             |
| K&A X-Ray Assoc.          | 95.00             |
| Psycho-Educational Assoc. | <u>1,200.00</u>   |
| Total Medicals            | <u>\$2,295.80</u> |

As a further result of this accident, Mr. Carnevale's car was totalled.

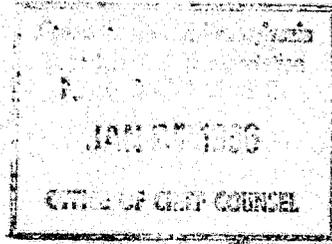
Please contact me upon receipt of these materials so that we may discuss an amicable resolution to this matter. I look forward to hearing from you soon.

Very truly yours,

  
MEYER SILVER

MS/as  
Enclosures

171190



RECEIVED

JAN 31 1986

PENNSYLVANIA PUBLIC UTILITY COMMISSION SECRETARY'S OFFICE

RECORDED TELETYPE  
DEC 2 9 15 AM '85

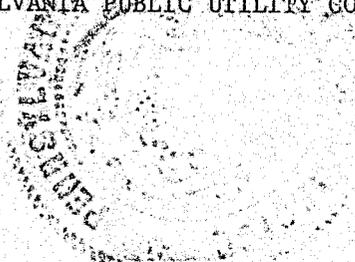
COMMONWEALTH OF PENNSYLVANIA, SS:

I, Joanne Rossi, Assistant Secretary of the Pennsylvania Public Utility Commission, do hereby certify that the attached is a full, true and correct copy of an excerpt of the Commission Order dated October 24, 1985, in the matter of the Borough of Folcroft versus Penn Central Transportation Company, Department of Transportation of the Commonwealth of Pennsylvania, County of Delaware, Southeastern Pennsylvania Transportation Authority, Consolidated Rail Corporation and National Railroad Passenger Corporation (Docket No. C-00020235); as same remains of record and on file in this office.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the seal of Pennsylvania Public Utility Commission to be affixed this FIRST day of NOVEMBER, 1985.

*Joanne Rossi*  
Assistant Secretary

PENNSYLVANIA PUBLIC UTILITY COMMISSION



3. That in accordance with the provisions of Section 2702 of the Public Utility Code, 66 Pa. C.S. §2702, the following described property be and is hereby taken and appropriated for the purpose of the improvement in accordance with the right-of-way plan approved in Paragraph No. 1 of this order, and that Paragraph No. 3 of this order shall be recorded by the Recorder of Deeds in Delaware County, and shall be indexed under the name of the record owner of said property, grantor, and the Commonwealth of Pennsylvania, grantee, at the sole cost and expense of the Department of Transportation of the Commonwealth of Pennsylvania:

National Railroad Passenger Corporation - Record Owner  
400 North Capitol Street, N.W.  
Washington, D.C. 20001

ALL THOSE CERTAIN tracts of land, situated in the Boroughs of Folcroft and Glenolden, Delaware County, bounded and described as follows, to wit:

TRACT NO. 1

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right-of-way line of Legislative Route 420 and the northerly legal right-of-way line of Elmwood Avenue distant twenty-five (25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 81+81 thereof; thence in a northwesterly direction along the said legal right-of-way line of Legislative Route 420 to a point on the southerly right-of-way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07.5 thereof; thence in a northeasterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point on the easterly required right-of-way line for Legislative Route 420 distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a southerly direction along the said required right-of-way line for Legislative Route 420 to a point distant forty-one (41) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+75 thereof; thence in a southeasterly direction along the said required right-of-way line for Legislative Route 420 to a point distant forty-one (41) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+00 thereof; thence in a southeasterly direction along the said required right-of-way line for Legislative Route 420 to a point on the northerly legal right-of-way line of Elmwood Avenue distant thirty-one (31) feet northeasterly and measured at right angles from the right-of-way and

construction centerline of Legislative Route 420 at or about Station 81+82 thereof; thence in a southwesterly direction along the said legal right-of-way line of Elmwood Avenue to a point and place of beginning and containing four-thousand nine-hundred and eighty-eight (4,988) square feet of land more or less.

TRACT NO. 2

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right-of-way line of Legislative Route 420 and the northerly legal right-of-way line of Rice Avenue (unimproved) distant thirty-five (35) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a northwesterly direction along the said legal right-of-way line of Legislative Route 420 to a point distant thirty-four (34) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+77 thereof; thence in a southwesterly direction along the said legal right-of-way line of Legislative Route 420 to a point distant twenty-four (24) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+77 thereof; thence in a northwesterly direction along the said legal right-of-way line of Legislative Route 420 to a point on the southerly legal right-of-way line of Woodland Avenue distant twenty-four and five-tenths (24.5) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a northeasterly direction along the said legal right-of-way line of Woodland Avenue to a point on the easterly required right-of-way line for Legislative Route 420 distant thirty-five and five-tenths (35.5) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a southeasterly direction along the said required right-of-way line for Legislative Route 420 to a point distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 87+50 thereof; thence in a southeasterly direction along the required right-of-way line for Legislative Route 420 to a point on the northerly legal right-of-way line of Rice Avenue (unimproved) distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a southwesterly direction along the said legal right-of-way line of Rice Avenue (unimproved) to a point and place of beginning and containing two thousand five hundred and six (2,506) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as required

right-of-way and designated and delineated as parts of Parcel No. 17 on Sheet Nos. 5 and 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

TRACT NO. 3

Beginning at a point on the westerly side of Legislative Route 420, said point being at the intersection of the westerly legal right-of-way line of Legislative Route 420 and the southerly right-of-way line of National Railroad Passenger Corporation distant twenty-seven (27) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+08 thereof; thence in a southwesterly direction along the said legal right-of-way line of National Railroad Passenger Corporation to a point on the westerly required right-of-way line for Legislative Route 420 distant fifty-seven (57) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+08.5 thereof; thence in a northeasterly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+20 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+93 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point on the northerly right-of-way line of National Railroad Passenger Corporation distant fifty-seven (57) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+08.5 thereof; thence in a northeasterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point on the westerly legal right-of-way line of Legislative Route 420 distant twenty-seven (27) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+08 thereof; thence in a southeasterly direction along the said legal right-of-way line of Legislative Route 420 to a point and place of beginning and containing one thousand three hundred and four (1,304) square feet of land more or less.

TRACT NO. 4

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right-of-way line of Legislative Route 420 and the southerly right-of-way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07.5 thereof; thence in a northwesterly direction along the said legal right-of-way line of Legislative Route 420 to a point on the northerly right-of-way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a northeasterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point on the easterly required right-of-way line for Legislative Route 420 distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a southerly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+88 thereof; thence in a southeasterly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+20 thereof; thence in a southeasterly direction along the said required right-of-way line for Legislative Route 420 to a point on the southerly right-of-way line of National Railroad Passenger Corporation distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a southwesterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point and place of beginning and containing one thousand five hundred fourteen and seventy-five hundredths (1,514.75) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as areas required for aerial easement and designated and delineated as parts of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

TRACT NO. 5

Beginning at a point on the southerly side of Woodland Avenue, said point being at the intersection of the southerly legal right-of-way line of Woodland Avenue and the easterly required right-of-way line for Legislative Route 420 distant twenty-five (25) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+26.5 thereof; thence in a northeasterly direction along the said legal right-of-way line of Woodland Avenue to a point on the easterly right-of-way line of National Railroad Passenger Corporation distant twenty-five (25) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a southeasterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point on the southerly required right-of-way line for Woodland Avenue distant forty-four (44) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a general northwesterly direction along the said required right-of-way line for Woodland Avenue on an arc of radius fifty (50) feet to a point and place of beginning and containing one hundred eighty-seven and twenty-five hundredths (187.25) square feet of land more or less.

The above tract of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as required right-of-way for Woodland Avenue and designated and delineated as part of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

4. That in accordance with the provisions of Section 2702 of the Public Utility Code, 66 Pa. C.S. §2702, the following described property be and is hereby taken and appropriated temporarily for use during the construction period only, in accordance with the right-of-way plan approved in Paragraph No. 1 of this order, and that Paragraph No. 4 of this order shall be recorded by the Recorder of Deeds of Delaware County, and shall be indexed under the name of the record owner of said property, grantor, and the Commonwealth of Pennsylvania, grantee, at the sole cost and expense of the Department of Transportation of the Commonwealth of Pennsylvania; said temporary appropriation shall terminate upon the completion of the improvement and its opening to public use:

National Railroad Passenger Corporation - Record Owner  
400 North Capitol Street, N.W.  
Washington, D.C. 20001

ALL THOSE CERTAIN tracts of land, situate in the Borough of Folcroft, Delaware County, bounded and described as follows, to wit:

TRACT NO. 1

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly required right-of-way line for Legislative Route 420 and the southeasterly boundary of temporary area for construction distant forty-one (41) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+75 thereof; thence in a northerly direction along the said required right-of-way line for Legislative Route 420 to a point on the southerly right-of-way line of National Railroad Passenger Corporation distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+20 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+88 thereof; thence in a northerly direction along the said required right-of-way line for Legislative Route 420 to a point on the northerly right-of-way line of National Railroad Passenger Corporation distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a northeasterly direction along the

said right-of-way line of National Railroad Passenger Corporation to a point on the easterly boundary of temporary area for construction distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+98 thereof; thence in a southeasterly direction along the said boundary to a point distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+71.5 thereof; thence in a southwesterly direction to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+80 thereof; thence in a southeasterly direction to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+35 thereof; thence in a northeasterly direction to a point on the easterly boundary of temporary area for construction distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+25.5 thereof; thence in a southeasterly direction along the said boundary to a point on the southerly right-of-way line of National Railroad Passenger Corporation distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+01 thereof; thence in a southwesterly direction along the said right-of-way line of National Railroad Passenger Corporation to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+06.5 thereof; thence in a southeasterly direction to a point on the southeasterly boundary of temporary area for construction distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+86 thereof; thence in a southwesterly direction along the said boundary to a point and place of beginning and containing eighteen thousand eight hundred and seventy-five (18,875) square feet of land more or less.

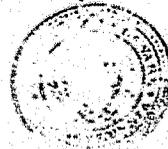
TRACT NO. 2

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly required right-of-way line for Legislative Route 420 and the northerly legal right-of-way line of Rice Avenue (unimproved) distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point distant

forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 87+50 thereof; thence in a northwesterly direction along the said required right-of-way line for Legislative Route 420 to a point on the southerly required right-of-way line for Woodland Avenue distant thirty-five and five-tenths (35.5) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a general southeasterly direction along the said required right-of-way line for Woodland Avenue on an arc of radius fifty (50) feet to a point on the easterly boundary of temporary easement for construction distant forty-four (44) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a southeasterly direction along the said boundary to a point on the northerly legal right-of-way line of Rice Avenue (unimproved) distant fifty-eight (58) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Rote 420 at or about Station 86+46.5 thereof; thence in a southwesterly direction along the said legal right-of-way line of Rice Avenue (unimproved) to a point and place of beginning and containing two thousand nine hundred fifty-six and twenty-five hundredths (2,956.25) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as temporary easement for construction and designated and delineated as parts of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

*James J. Hall*





COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

February 3, 1986

IN REPLY PLEASE  
REFER TO OUR FILE  
C-00020235

Recorder of Deeds  
Delaware County  
Media, PA 19063

Borough of Folcroft

v.

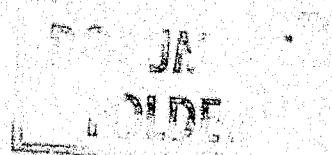
Penn Central Transportation Company, Department of Transportation  
of the Commonwealth of Pennsylvania, County of Delaware, South-  
eastern Pennsylvania Transportation Authority, Consolidated Rail  
Corporation and National Railroad Passenger Corporation.

Dear Sir:

Receipt is acknowledged of the certified copy of the excerpt  
of the Commission's Order of October 24, 1985, issued in the above entitled  
proceeding with a notation thereon that it has been recorded in Vol. 290,  
Page 286, in the Office of the Recorder of Deeds of Delaware County  
on December 2, 1985.

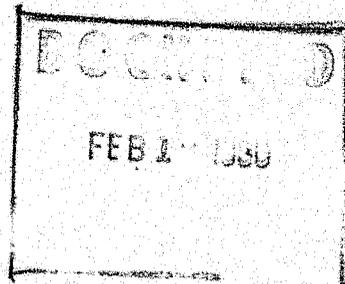
Very truly yours,

for Jerry Rich  
Secretary



cc: Herbert G. Zahn, Asst. Attorney General  
Pennsylvania Department of Transp.  
522 Transportation & Safety Bldg.  
Harrisburg, PA 17120

JEP:bjc



JUN 11 1986

Amtrak

EWIII/bc

Mr. Robert L. Rowland, P. E.  
 District Engineer  
 Pennsylvania Department of Transportation  
 200 Radnor-Chester Road  
 St. Davids, PA 19087

Subject: Folcroft, Pennsylvania, Delaware Company LR 420-02A  
 OH. Bridge No. 7.75, Primos Avenue

Dear Mr. Rowland:

Amtrak's labor unions are now claiming certain items of work which, in the past, were performed by the State's contractors; therefore, various labor clearances will no longer be granted. The following Division of Work and Material Supply identifies the revisions to the Primos Avenue bridge reconstruction project:

| <u>Item</u> | <u>Description</u>   | <u>Material</u> | <u>Labor</u> |
|-------------|--|-----------------|--------------|
| 1.          | Install new structures W-95A, W-96A and W-96B                          | C               | A            |
| 2.          | Install new structure foundations                                      | A               | A            |
| 3.          | Relocate signal cross arm W-97 and transmission, signal & ground wires | C               | A            |
| 4.          | Remove top portion of pole W-96R                                       | C               | A            |
| 5.          | Passenger platform demolition  | -               | A            |
| 6.          | Install three (3) manholes for C&S ductline                            | C               | A            |
| 7.          | Install new C&S ductline   | A               | A            |
| 8.          | Passenger platform extensions  | A               | A            |

Legend: A - Amtrak forces  
 C - Contractor

Items No. 6, 7 and 8 will require coordination with the State's contractor for construction details and scheduling.

Please provide Amtrak with a notice to proceed at your earliest convenience.

DOCUMENT  
 FOLDER

POCKETED  
 FEB 17 1987

Mr. Robert L. Rowland, P. E.  
Page 2

If you have any questions regarding this matter, please contact Mr. Earl Watson III, Engineer I & C Projects, at 215-557-1393.

Very truly yours,

(Signed) K.P. Felsburg, Jr.

K. P. Felsburg, Jr.  
Senior Director  
Engineering Construction

FORCE ACCOUNT ESTIMATE

REVISION NO. 1

PAGE 1 of 4

PROJECT TITLE: FOLCROFT, PENNSYLVANIA  
O.H. BRIDGE NO. 7.75, PRIMOS AVENUE  
BRIDGE RECONSTRUCTION OVER AMTRAK'S MAIN LINE  
DELAWARE COUNTY LR 420, SECTION 02A,  
PA PUC C-00020235

**RECEIVED**

NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF THE CHIEF ENGINEER

DATE: February 9, 1987

BY: Earl Watson III

**FEB 12 1987**

SECRET... S OFFICE

Public Utility Commission

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | ESTIMATED AMOUNT |
|----------|-------------|--------------------|------|------------------|
|----------|-------------|--------------------|------|------------------|

1. CONSTRUCTION

|                     |    |     |        |
|---------------------|----|-----|--------|
| Field Engineer      | 60 | M/D | 18,000 |
| Shop Drawing Review | 12 | M/D | 3,600  |

2. PROTECTION

|                    |     |      |        |
|--------------------|-----|------|--------|
| Flagman            | 220 | M/D  | 60,500 |
| Class 'A' men (2)  | 200 | M/D  | 60,000 |
| Track Foreman      | 90  | M/D  | 27,000 |
| Signal Maintainer  | 30  | M/D  | 9,000  |
| B&B Inspector      | 15  | M/D  | 4,500  |
| Pick-up Trucks (4) | 235 | Days | 8,225  |

3. ELECTRIC TRACTION

a. Remove Attachments and Reprofile Catenaries for Tracks No. 1, 2, 3 and 4 Between W-96, W-96A, W-96B & W-97

|                       |    |      |        |
|-----------------------|----|------|--------|
| Asst. Supervisor E.T. | 8  | M/D  | 2,600  |
| Foreman               | 8  | M/D  | 2,600  |
| Gang Foreman          | 8  | M/D  | 2,600  |
| Linemen (5)           | 40 | M/D  | 12,000 |
| Wire Train            | 8  | Days | 40,000 |
| Pick-up Trucks (2)    | 16 | Days | 560    |

b. Bond and Ground Temporary Pedestrian Bridge and Temporary Protection Shields

|                       |    |      |       |
|-----------------------|----|------|-------|
| Asst. Supervisor E.T. | 5  | M/D  | 1,625 |
| Foreman               | 5  | M/D  | 1,625 |
| Gang Foreman          | 5  | M/D  | 1,625 |
| Linemen (5)           | 25 | M/D  | 7,500 |
| Pick-up Trucks (2)    | 10 | Days | 350   |
| Line Truck            | 5  | Days | 425   |

FORCE ACCOUNT ESTIMATE

REVISION NO. 1

PAGE 2 of 4

PROJECT TITLE: FOLCROFT, PENNSYLVANIA  
O.H. BRIDGE NO. 7.75, PRIMOS AVENUE  
BRIDGE RECONSTRUCTION OVER AMTRAK'S MAIN LINE  
DELAWARE COUNTY LR 420, SECTION 02A  
PA PUC C-00020235

NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF THE CHIEF ENGINEER  
DATE: February 9, 1987  
BY: Earl Watson III

| ITEM NO.   | DESCRIPTION            | ESTIMATED QUANTITY | UNIT | ESTIMATED AMOUNT |
|--|------------------------|--------------------|------|------------------|
| c. <u>Bond &amp; Ground Permanent Protection Barrier and Fence</u> |                        |                    |      |                  |
|  | Asst. Supervisor E.T.  | 10                 | M/D  | 3,250            |
|  | Foreman                | 10                 | M/D  | 3,250            |
|  | Gang Foreman           | 10                 | M/D  | 3,250            |
|  | Linemen (5)            | 50                 | M/D  | 15,000           |
|  | Pick-up Trucks (2)     | 20                 | Days | 700              |
|  | Line Truck             | 10                 | Days | 850              |
| d. <u>Bond &amp; Ground Water Line on New Bridge</u>               |                        |                    |      |                  |
|  | Asst. Supervisor E.T.  | 2                  | M/D  | 650              |
|  | Foreman                | 2                  | M/D  | 650              |
|  | Gang Foreman           | 2                  | M/D  | 650              |
|  | Linemen (5)            | 10                 | M/D  | 3,000            |
|  | Pick-up Trucks (2)     | 4                  | Days | 140              |
|  | Line Truck             | 2                  | Days | 170              |
| e. <u>Ground Structures W-96A, W-96B and W-95A</u>                 |                        |                    |      |                  |
|  | Asst. Supervisor E.T.  | 2                  | M/D  | 650              |
|  | Foreman                | 2                  | M/D  | 650              |
|  | Gang Foreman           | 2                  | M/D  | 650              |
|  | Linemen (5)            | 10                 | M/D  | 3,000            |
|  | Pick-up Trucks (2)     | 4                  | Days | 140              |
|  | Line Truck             | 2                  | Days | 170              |
| f. <u>Install New Foundations for W-96A, W-96B and W-95A</u>       |                        |                    |      |                  |
|  | Asst. Supervisor E.T.  | 15                 | M/D  | 4,875            |
|  | Foreman                | 15                 | M/D  | 4,875            |
|  | Gang Foreman           | 15                 | M/D  | 4,875            |
|  | Linemen (5)            | 75                 | M/D  | 22,500           |
|  | Line Truck             | 75                 | Days | 6,375            |
|  | Pick-up Trucks (2)     | 150                | Days | 5,250            |
|  | Auger Truck w/Operator | 10                 | Days | 8,500            |

FORCE ACCOUNT ESTIMATE

REVISION NO. 1

PAGE 3 of 4

PROJECT TITLE: FOLCROFT, PENNSYLVANIA  
 O.H. BRIDGE NO. 7.75, PRIMOS AVENUE  
 BRIDGE RECONSTRUCTION OVER AMTRAK'S MAIN LINE  
 DELAWARE COUNTY LR 420, SECTION 02A  
 PA PUC C-00020235

NATIONAL RAILROAD PASSENGER CORPORATION  
 OFFICE OF THE CHIEF ENGINEER  
 DATE: February 9, 1987  
 BY: Earl Watson III

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | ESTIMATED AMOUNT |
|----------|-------------|--------------------|------|------------------|
|----------|-------------|--------------------|------|------------------|

g. Install New Poles, Cross Beams and Sag Braces for Structures W-96A, W-96B and W-95A

|                       |    |      |        |
|-----------------------|----|------|--------|
| Asst. Supervisor E.T. | 10 | M/D  | 3,250  |
| Foreman               | 10 | M/D  | 3,250  |
| Gang Foreman          | 10 | M/D  | 3,250  |
| Linemen (5)           | 50 | M/D  | 4,500  |
| Line Truck            | 10 | Days | 850    |
| Pick-up Trucks (2)    | 20 | Days | 700    |
| Crane w/Operator      | 10 | Days | 10,000 |

h. Relocate Signal Arm, Transmission, Signal & Ground Wires (Far Side)

|                       |    |      |       |
|-----------------------|----|------|-------|
| Asst. Supervisor E.T. | 5  | M/D  | 1,625 |
| Foreman               | 5  | M/D  | 1,625 |
| Gang Foreman          | 5  | M/D  | 1,625 |
| Linemen (5)           | 25 | M/D  | 7,500 |
| Line Truck            | 5  | Days | 425   |
| Pick-up Trucks (2)    | 10 | Days | 350   |
| Crane w/Operator      | 3  | Days | 3,000 |

i. Remove Top Portion of Pole W-96B

|                       |    |      |       |
|-----------------------|----|------|-------|
| Asst. Supervisor E.T. | 5  | M/D  | 1,625 |
| Foreman               | 5  | M/D  | 1,625 |
| Gang Foreman          | 5  | M/D  | 1,625 |
| Linemen (5)           | 25 | M/D  | 7,500 |
| Line Truck            | 5  | Days | 425   |
| Pick-up Trucks (2)    | 10 | Days | 350   |
| Crane w/Operator      | 2  | Days | 2,000 |

FORCE ACCOUNT ESTIMATE

REVISION NO. 1

PAGE 4 of 4

PROJECT TITLE: FOLCROFT, PENNSYLVANIA  
O.H. BRIDGE NO. 7.75, PRIMOS AVENUE  
BRIDGE RECONSTRUCTION OVER AMTRAK'S MAIN LINE  
DELAWARE COUNTY LR 420, SECTION 02A  
PA PUC C-00020235

NATIONAL RAILROAD PASSENGER CORPORATION  
OFFICE OF THE CHIEF ENGINEER  
DATE: February 9, 1987  
BY: Earl Watson III

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | ESTIMATED AMOUNT |
|----------|-------------|--------------------|------|------------------|
|----------|-------------|--------------------|------|------------------|

4. BRIDGE & BUILDING (B&B)

a. Install Two(2) 55' Passenger Platform Extensions

|                         |     |     |        |
|-------------------------|-----|-----|--------|
| B&B Labor               | 150 | M/D | 41,250 |
| Material                | 1   | LS  | 3,000  |
| Material Handling (12%) | 1   | LS  | 360    |
| Equipment Rental        | 1   | LS  | 1,500  |

b. Passenger Platform Demolition

|                  |    |     |       |
|------------------|----|-----|-------|
| B&B Labor        | 30 | M/D | 8,250 |
| Equipment Rental | 1  | LS  | 1,500 |

c. Install Three(3) C&S Manholes For New Ductline

|                            |    |     |        |
|----------------------------|----|-----|--------|
| B&B Labor                  | 40 | M/D | 11,000 |
| Equipment Rental           | 1  | LS  | 1,500  |
| Material (Contr.furnished) | -  | -   | -      |

d. Install New C&S Ductline

|                         |    |     |        |
|-------------------------|----|-----|--------|
| B&B Labor               | 50 | M/D | 13,750 |
| Material                | 1  | LS  | 2,000  |
| Material Handling (12%) | 1  | LS  | 240    |
| Equipment               | 1  | LS  | 350    |

5. ACCOUNTING 18 M/D 4,950

Subtotal \$505,155  
Contingency (10%) 50,515

TOTAL \$555,670

FEB 10 1987

EW/je



Mr. Robert L. Rowland, P.E.  
District Engineer  
Pennsylvania Department of Transportation  
200 Radnor-Chester Road  
St. Davids, PA 19087

RECEIVED

FEB 12 1987

SUBJECT: FOLCROFT, PA., DELAWARE COUNTY LR 420-02A SECRETARY'S OFFICE  
O.H. BRIDGE NO. 7.75, PRIMOS AVENUE Public Utility Commission

Dear Mr. Rowland:

✓ L - 20235

Amtrak's Force Account Estimate Revision No. 1 relative to the subject bridge replacement project is enclosed per Mr. Ottinger's request. It incorporates the revised division of work and material supply identified in my letter to you dated June 11, 1986, copy attached. The rates for labor are current and include the allowable additives. The actual number of mandays is contingent upon the contractor's construction procedure and time schedule. This is our estimated cost; final billing will be based on actual cost incurred.

Very truly yours,  
(Signed) W. J. Sponseller

K. P. Felsburg, Jr.  
Senior Director  
Engineering Construction

Attachment

cc: Mr. Jerry Rich, Secretary - with attachment  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

bc: C. C. Brown  
J. J. Cunningham  
J. A. Early  
A. C. Erickson  
R. D. Johnson  
J. N. Michel  
B. F. Mitchell  
B. J. Pattay  
M. M. Sabato  
File

- Work Orders 862401 and 862402





COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

July 15, 1988

IN REPLY PLEASE  
REFER TO OUR FILE

Mildred D. Enderle, Manager  
Sharon Hill Borough  
Borough Hall  
Sharon Hill, PA 19079

In re: C-00020235

Borough of Folcroft  
v.  
Penn Central Transportation Company, et al.

Dear Mildred Enderle:

Folcroft Avenue, which lies on the boundary between your borough and Folcroft Borough where it crosses the tracks of Amtrak, was one of two crossings which were the subject of the referenced complaint. The bridge at this location has been posted for a maximum load limit of seven (7) tons since 1974.

Replacement of the Folcroft Avenue bridge over Amtrak was contained in Act 235-1982 (Bridge Bill). It is our understanding that the borough has entered into a reimbursement agreement with the Department of Transportation so that the funds available from the Bridge Bill can be obtained for use in designing and constructing the replacement structure.

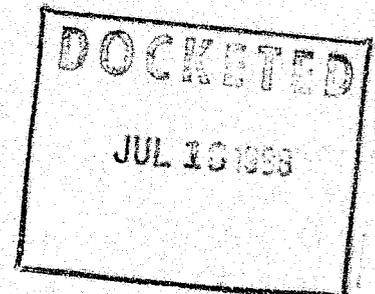
The Commission is concerned that this substandard rail-highway crossing structure has not been improved since 1974. Please inform as to the status of the project to replace this structure under the Bridge Bill program.

Very truly yours,

David C. Hart, P.E., Manager  
Rail Safety Division  
Bureau of Safety and Compliance

cc: Helen M. D'Angelo, President  
Folcroft Borough Council  
793 Bennington Road  
Folcroft, PA 19032

DCH:DRF:11



# Borough of Sharon Hill

Sharon Avenue & Spring Street  
Sharon Hill, PA 19079

DELAWARE COUNTY  
PENNSYLVANIA 19079

PHONE: 586-8200

ANTHONY RAFFAELE, Mayor  
MILDRED D. ENDERLE, Borough Manager  
WILLIAM SCOTT, Borough Supt.  
RICHARD C. TINUCCI, Esq.,  
Borough Solicitor

BUREAU OF  
S & C  
SEP 26 1988

RAIL SAFETY  
DIVISION



COUNCIL MEMBERS  
BERNARD C. FOSTER, Pres.  
RALPH S. BROWER, V. P.  
CARMEN A. CAVACINI  
JOSEPH J. KELLY  
FRANCIS J. McCOURT  
MARY M. SCHRAEPFER  
JOHN J. SCULLY

September 21, 1988

David C. Hart, P.E., Manager  
Bureau of Safety and Compliance  
Commonwealth of Pennsylvania  
Penna. Public Utility Commission  
P. O. Box 3265  
Harrisburg, Pa. 17120

RE: C-00020235  
Borough of Folcroft  
v.  
Penn Central Transportation  
Company, et al.

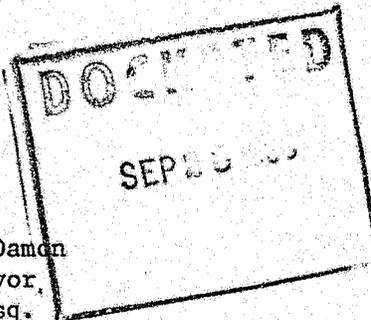
Dear Mr. Hart:

I wish to thank you for the cordial manner afforded me during our recent three-way telephone conversation with you and Mr. Flasher concerning the above captioned matter.

Pursuant to your letter dated July 15, 1988, be advised that officials of Sharon Hill and Folcroft boroughs met to discuss the bridge project and a consensus was reached to proceed with the replacement of it. The delay in our decision was caused by the substantial increase in the engineering services, 20% of which the two municipalities will have to pay, due to the increased cost of electrification requirements of Amtrak.

As noted in your letter, the project to replace this structure will be under the Bridge Bill program.

Be advised that all documents will be formally passed at the regular meeting of borough council on October 13, 1988.

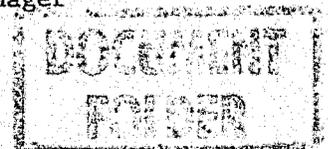


Very truly yours,

*Mildred D. Enderle*

Mildred D. Enderle  
Borough Manager

mde  
cc: H. Gilroy Damon  
Council-Mayor,  
Tinucci, Esq.  
Folcroft Borough  
Rep. Raymond



**ORIGINAL**

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

September 27, 1988



IN REPLY REFER TO

Delaware County  
L. R. 420, Section 02A  
Boroughs of Folcraft and Glenolden  
PUC C-00020235

**RECEIVED**

**SEP 28 1988**

**SECRETARYS OFFICE**  
Public Utility Commission

Mr. Jerry Rich, Secretary  
Public Utility Commission  
Harrisburg, PA 17120

Dear Mr. Rich:

As directed by Paragraph 12 of the Commission's Order of October 24, 1985, please be advised that all work directed to be performed by the Department of Transportation in the proceeding docketed at C-00020235 was completed on August 1, 1988.

This is also to certify that the work has been completed satisfactorily in accordance with the plans approved by the Commission and in accordance with the Commission's Order of October 24, 1985.

Very truly yours,

*W. R. Moyer*

For: William R. Moyer, P.E.  
Chief Engineer  
Highway Administration

**DOCKETED**  
SEP 28 1988

**DOCUMENT**  
FOR FILE