

Before
THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Borough of Homewood and Borough of
Big Beaver v. Penn Central Transportation
Company, et al. Initial hearing.

Complaint Docket No. 18925

Thursday, October 8, 1970, Beaver, Pennsylvania

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Before
THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

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In re: Borough of Homewood and Borough of Big Beaver
v. Penn Central Transportation Company, Department of
Highways of the Commonwealth of Pennsylvania, Pennsyl-
vania Turnpike Commission and County of Beaver -
Alleging dangerous conditions existing at crossing where
State Highway Route No. 77 (Legislative Route No. 04057)
crosses, above grade, the tracks and right-of-way of
Penn Central Transportation Company and the right-of-
way of the Pennsylvania Turnpike in the Boroughs of
Homewood and Big Beaver, Beaver County, Pennsylvania.

Initial hearing.

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Complaint Docket No. 18925

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Stenographic report of hearing
held in Courthouse, Beaver, Beaver
County, Pennsylvania, Thursday,

October 8, 1970
at 10:00 o'clock a.m.

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THOMAS C. MANNIX, ESQ., EXAMINER

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APPEARANCES:

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Beaver, Pennsylvania
For - County of Beaver.

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For - Penn Central Transportation
Company.

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Beaver Trust Bldg.
Beaver, Pennsylvania
For - Boroughs of Homewood and
Big Beaver.

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1 THE EXAMINER: This is a hearing on a
2 complaint filed by the Borough of Homewood and the Borough of
3 Big Beaver at Complaint Docket No. 18925 against Penn Central
4 Transportation Company, Department of Highways of the Common-
5 wealth of Pennsylvania, Pennsylvania Turnpike Commission and
6 County of Beaver, alleging dangerous conditions exist at cross-
7 ing where State Highway Route 77, also known as Legislative
8 Route 04057, crosses, above grade, the tracks and right-of-way
9 of Penn Central Transportation Company and the Pennsylvania
10 Turnpike. This is an initial hearing on the complaint.

11 On behalf of the Complainants, Mr. Gropp,
12 you may make an opening statement or simply proceed by calling
13 your first witness.

14 MR. GROPP: I desire to make an opening
15 statement. First of all, this complaint was filed by the
16 Borough of Homewood and Borough of Big Beaver to require the
17 Respondents Penn Central Transportation Company and Pennsylvania
18 Department of Transportation to comply with the order of the
19 Public Service Commission predecessor of the Public Utility
20 Commission, dated April 17, 1922, and if necessary, for the
21 Penn Central Company to cause this bridge to be stronger than
22 it was originally to carry modern day traffic. At this time
23 I should like to give you proof of publication of this hearing.

24 THE EXAMINER: Has it been forwarded to
25 the Commission?

1 MR. GROPP: No.

2 THE EXAMINER: It will be received at this
3 hearing. Proof of publication of notice of this hearing as
4 advertised in the News-Tribune on September 23 and September
5 30 will be received.

6 MR. GROPP: Also the history of this
7 bridge before us now and also I think it will help us on the
8 factual basis of this, I am going to request certain opinions,
9 orders and findings of the Public Utility Commission be incorpo-
10 rated by reference in these proceedings, these being the
11 opinion and order of the Public Service Commission, dated
12 January 20, 1919, Complaint Docket No. 1971; another opinion
13 and order of the Public Service Commission, dated May 10, 1921,
14 and an order, dated April 17, 1922, also filed at Complaint
15 Docket No. 1971; in addition to that, there's another order of
16 the Public Utility Commission, dated October 16, 1950, which
17 is filed at Application Docket No. 76051. The first two records
18 deal with the original construction of that portion of the
19 bridge that is responsible to be maintained by the Penn Central
20 Transportation Company. The last order deals with the involve-
21 ment of the addition made to this bridge by the Pennsylvania
22 Turnpike Commission.

23 THE EXAMINER: What about the order of
24 April 17, 1922? I thought you said the first two orders dealt
25 with the original construction and the fourth order dealt with

1 the addition to the bridge by reason of the Turnpike. What
2 about that order of April 17, 1922?

3 MR. GROPP: I'll give you a brief detail
4 on each order. The first order at Complaint Docket No. 1971,
5 which is dated January 20, 1919, came about because Homewood
6 Borough filed a complaint against a bad grade crossing. In
7 that proceedings the Penn Central Company apparently admitted
8 the only way to eliminate a bad crossing was to put an over-
9 head structure, and the Commission ordered at that time that
10 the Penn Central file a plan to eliminate that grade structure
11 by an overhead structure.

12 The next order was May 10, 1921 at the
13 same complaint docket number. This is when the Penn Central
14 Transportation Company or its predecessor came back in with
15 alternative plans to eliminate the ground grade crossing, and
16 it was as a result of that proceeding when this bridge was
17 determined by the Public Utility Commission to be constructed.
18 The routing of the roadway was westward of where the original
19 grade crossing was requiring relocation of state highways and
20 the building of this bridge. The order of April 17, 1922
21 states that the Highway Department now the Department of Trans-
22 portation shall maintain the paving over and across the via-
23 duct and that the Penn Central is responsible for maintaining
24 the viaduct for its entire length. That would be as to the
25 original bridge built about 1922.

1 The next order is one when the Pennsyl-
2 vania Turnpike Commission came in and added an addition onto
3 this bridge. This one is very appropriate because it gives
4 a lot of dimensions of the original structure and the structure
5 added on by the Pennsylvania Turnpike Commission. This order
6 was dated October 16, 1950 and is filed at Application Docket
7 No. 76051. The Pennsylvania Turnpike Commission petitioned
8 the P.U.C. to add on to the original viaduct. At that hearing,
9 the Public Utility Commission determined that the original
10 bridge built by the Penn Central Transportation Company or
11 its predecessor consisted of twelve spans of steel and re-
12 inforced concrete structure approximately 567 feet in length;
13 that the bridge provided a vehicular roadway of 23 feet in
14 width and one sidewalk 5 feet in width along the westerly side
15 of the roadway; that a ramp 18 feet in width extended from
16 the eastern side of the viaduct to the portion of the borough
17 located between what they call wide tracks -- these are the
18 main tracks of Penn Central. Pursuant to this proceeding, the
19 Pennsylvania Turnpike Commission was allowed to build a new
20 three-span steel reinforced concrete structure approximately
21 132 feet in length, so the present bridge we're dealing with
22 would be 567 feet of the original structure built by the rail-
23 road company and 132 feet added on by the Pennsylvania Turn-
24 pike Commission.

25

THE EXAMINER: These are the four opinions

1 and orders you wish to be incorporated by reference into this
2 record?

3 MR. GROPP: Right.

4 THE EXAMINER: Is there any objection?

5 MR. ANDERSON: I have no objection.

6 MR. BETHARDS: This is agreeable to the
7 Department of Transportation, Mr. Examiner, provided it is
8 understood that this incorporation includes all prior proceed-
9 ings of record before the Commission regarding this bridge.

10 THE EXAMINER: I think all prior proceed-
11 ings of record are those four that led to these four orders
12 that were mentioned, are we in agreement on that?

13 MR. BETHARDS: I think that's right, Mr.
14 Examiner.

15 THE EXAMINER: The opinions and orders
16 issued by the Public Utility Commission on January 20, 1919,
17 May 10, 1921, April 17, 1922 and October 16, 1950 will be
18 incorporated into this record by reference. With that state-
19 ment are you ready to proceed?

20 MR. GROPP: Yes, I am ready to proceed.
21 First, I would like to have two maps marked as exhibits.

22 THE EXAMINER: They'll be marked as Com-
23 plainants' Exhibits 1 and 2.

24 (Complainants' Exhibit No. 1, being a map of
25 Beaver County, was produced and marked for
identification)

1 (Complainants' Exhibit No. 2, being a map of
2 Big Beaver and Homewood Boroughs, was produced
and marked for identification)

3 MR. BETHARDS: Mr. Examiner, may I interrupt,
4 please, for just one moment. It's my understanding now that
5 the proceedings incorporated by reference do not include the
6 P.U.C. complaint proceedings of July 26, 1954 pursuant to
7 which the Commission closed the ramp leading onto that bridge
8 because it was in such bad condition, and I think, sir, that
9 that proceeding should also be incorporated by reference into
10 the record.

11 THE EXAMINER: There's been no reference
12 to it. Are you familiar with that particular order?

13 MR. GROPP: I know there was such an order.
14 I do not have any information or details on it.

15 MR. BETHARDS: I have stated the order and
16 outlined what the Commission did, and I would like that incorpo-
17 rated into the record, Mr. Examiner, please.

18 THE EXAMINER: Is there any objection by
19 counsel for the other parties?

20 MR. ANDERSON: No objection.

21 THE EXAMINER: Give me the date of that
22 again.

23 MR. BETHARDS: July 26, 1954, and that was
24 a complaint proceedings.

25 THE EXAMINER: Initiated by?

1 MR. BETHARDS: That was initiated upon the
2 Commission's own motion, Mr. Examiner, and that was at Complaint
3 Docket No. 15932.

4 THE EXAMINER: And that complaint proceed-
5 ings resulted in an order of July 26, '54'

6 MR. BETHARDS: That is right.

7 THE EXAMINER: In addition to the four
8 orders and opinions previously mentioned, the opinion and order
9 of the Commission of July 26, 1954 will be incorporated by
10 reference.

11 MR. ANDERSON: Mr. Examiner, I am informed
12 there was a modifying order in that proceeding, dated February
13 28, 1955, and I think that should be incorporated also.

14 THE EXAMINER: Are there any other orders
15 floating around here that anybody is familiar with? (No
16 response) We shall incorporate by reference the opinion and
17 order of the Commission entered July 26, 1954 and on February
18 28, 1955 in addition to the four orders previously referred to.

19 MR. BETHARDS: Mr. Examiner, I understand
20 now that there was an additional proceeding, which was an appli-
21 cation brought by the Department of Highways now the Department
22 of Transportation, at Application Docket No. 76076, which re-
23 sulted in the Commission's order dated November 20, 1950 which
24 has to do with relocating State Highway Route 77.

25 THE EXAMINER: Is this an application to

1 the Public Utility Commission?

2 MR. BETHARDS: Yes, it is, Mr. Examiner.

3 THE EXAMINER: Is the purpose of that
4 application to relocate Route 77 so it does not pass across
5 the bridge in question here today?

6 MR. BETHARDS: Yes.

7 THE EXAMINER: And was an order entered on
8 that application?

9 MR. BETHARDS: Yes, it was, Mr. Examiner,
10 and the order was dated November 20, 1950, and it relocated
11 State Highway Route 77, which is the road in question here
12 today, and which road was abandoned by the Department as a
13 State Highway since 1954.

14 THE EXAMINER: I presume there's no ob-
15 jection? (No response) We will incorporate by reference the
16 opinion and order of the Commission of November 20, 1950 which
17 relates to the relocation of State Highway Route 77. You may
18 proceed, Mr. Gropp.

19 MR. GROPP: I call Mr. DeSanzo.

20
21 ALFRED DESANZO, called as a witness on be-
22 half of the Complainants, being first duly sworn, was examined
23 and testified as follows:

24 DIRECT EXAMINATION

25 BY MR. GROPP:

1 Q Mr. DeSanzo, you are the President of
2 Homewood Borough Council, is that correct?

3 A Yes.

4 Q You have another occupation I presume?

5 A Yes.

6 Q What is that?

7 A Maintenance superintendent Mayer China
8 Company.

9 Q How long have you been a resident of Home-
10 wood Borough?

11 A 40 years.

12 Q Would that be all your life?

13 A Yes, sir.

14 Q Can you tell us where your residence is in
15 relationship to this bridge in question today?

16 A It would be at the south end of the Home-
17 wood bridge, east side of State Street.

18 Q Does your property line abut the bridge?

19 A Yes, it does.

20 Q Will you refer to the maps on the board and
21 can you find the location of the Pennsylvania Railroad tracks
22 on there?

23 A No, they're not listed.

24 Q Will you describe where the Penn Central
25 tracks run from Beaver Falls?

1 A North.

2 Q When those tracks reach the area of Home-
3 wood Borough, what happens?

4 A They curve in a westerly direction.

5 Q Do those railroad tracks more or less bi-
6 sect Homewood Borough?

7 A Yes.

8 Q Can you tell us the location of Route 651,
9 also known as Legislative Route 04057, also known as Friend-
10 ship Road, as it travels from Big Beaver Borough down into
11 Homewood Borough?

12 MR. BETHARDS: Mr. Examiner, I object.
13 The witness has not been qualified as an expert to have knowl-
14 edge of State Highway routes.

15 THE EXAMINER: Don't you think as a 40-year
16 resident he ought to know where the roads run that go through
17 the Borough?

18 MR. BETHARDS: I would agree, Mr. Examiner,
19 that he knows where the road runs, but I wouldn't agree that
20 he knows that that road is a State Highway.

21 THE EXAMINER: We'll overrule the objection
22 and note an exception. The witness may testify as to the roads
23 that are pertinent to this hearing.

24 Q On that map do you find a road designated
25 by number as is indicated on that map -- what direction does

1 it travel -- east and west or north and south through Home-
2 wood?

3 A Friendship Road travels east into Homewood.

4 Q There's also a road on there designated as
5 T-680. I think the residents in this area would know it better
6 as old Route 18; what direction does it travel on that map
7 through Homewood?

8 A From Beaver Falls into Homewood it travels
9 north.

10 Q Do all these roadways verge onto this via-
11 duct and cause vehicular traffic to go over that viaduct?

12 A Yes, they do.

13 Q Mr. DeSanzo, in your connection with Home-
14 wood Borough, did you cause a traffic count to be made upon
15 this bridge?

16 A Yes, we did.

17 Q Could you give us the information on the
18 type of traffic count that you have?

19 A The traffic count that Homewood Borough
20 ran, the first one was on 9/22/70, and we had a count of 775
21 cars, 201 trucks, for a total of 976 vehicles.

22 Q In what hours of the day?

23 A This was between 6:00 a.m. and 8:00 p.m.

24 Q Do you have any other counts?

25 A There were 75 pedestrians that particular

1 day. The next count was 9/24, which was a Monday, and we had
2 820 cars, 159 trucks, for a total of 979, and 63 pedestrians.
3 The County ran a survey at our request, and Wednesday, which
4 was 9/23/70, there was a total of 880; Thursday there was a
5 total of 1105; Friday there was a total of 1197; Saturday there
6 was a total of 1052; Sunday a total of 1246. This count was
7 on a traffic meter.

8 Q On that first date, September 23, 1970,
9 what hour of the day did that portable traffic counter start
10 working?

11 A Between 10:00 and 11:00 a.m.

12 Q And the other days you mentioned the meter
13 was on there for 24 hours a day?

14 A Yes.

15 Q Can you tell us where the fire department
16 in Homewood Borough is located?

17 A It's located on the south end of the Home-
18 wood bridge.

19 Q Are you a fireman at this time?

20 A Yes.

21 Q Were you a fireman in the past?

22 A I'm a fireman now and I have been in the
23 past.

24 Q Do you know if the fire department answers
25 fire service calls for the Pennsylvania Turnpike Commission?

1 A Yes, we do.

2 Q What is the nearest route from that fire
3 station to the nearest exit of the Turnpike?

4 A Across the Homewood bridge.

5 Q If you could not go across the Homewood
6 bridge, how many additional miles would you have to travel to
7 get to that exit of the Turnpike?

8 A About five extra miles.

9 Q Also how many miles would you have to
10 travel extra to get to other portions of Homewood Borough?

11 A Five miles.

12 Q I believe you have some blueprints?

13 A Yes, I do.

14 Q Can you tell us what those blueprints are?

15 A They're the original bridge blueprints.

16 Q In your job at Mayer China Company do you
17 have to know how to read blueprints?

18 A Yes, I do.

19 Q I think you'll find on the lower right-
20 hand corner some information as to the date those plans were
21 made and who made them; can you read that to us?

22 A It's not very clear but it's March 24, 1922.

23 Q Read the squares in the lower-right-hand
24 corner as to what the purpose of those blueprints are.

25 A Pennsylvania System, Central Region, Eastern

1 Division, Homewood Junction, Pa. Beaver Falls-New Castle Road
2 proposed viaduct. Location and block plans. Profiles and
3 list of drawings. Scale as indicated. September 6, 1921.
4 Office Assistant Chief Engineer, Pittsburgh, Pa. No. 19862,
5 Sheet No. 1.

6 Q On that page does it show the spans of the
7 bridge as originally built by Penn Central Transportation
8 Company, or supposed to be built according to those plans?

9 A Yes, it does.

10 Q Beginning at the south end of that plan
11 and going across it in a northerly direction, would you read
12 to us the distance of the first span?

13 A From the first embankment to the first
14 pier would be 42 feet 6 inches.

15 Q From that first pier to the second pier,
16 what is the distance on these blueprints for that bridge?

17 A 42 feet 6 inches.

18 Q Between the next span?

19 A 42 feet 6 inches.

20 Q And the next span?

21 A 42 feet 6 inches.

22 Q Read them right down.

23 A 42 feet 6 inches, the next span is 41 feet,
24 the next one is 41, the next one is 40, and then you come to a
25 steel girder span over top of the tracks which is 86 feet, the

1 next span is 45 feet, the next one is 40 feet 6 inches, the
2 last span is 33 feet 6 inches.

3 Q Does that indicate that there is a ramp
4 heading in an easterly direction and that it is part of the
5 viaduct?

6 A Yes.

7 Q What is the length of that ramp as far as
8 the superstructure of the viaduct?

9 A The length of the ramp would be 40 feet
10 for the first span, 39 feet 4-1/2 inches for the second span,
11 for a total of 79 feet 4-1/2 inches.

12 Q I believe on that print you will find down
13 here towards the bottom information as to what the concrete
14 was supposed to be in this matter. Can you tell us what the
15 concrete mixture was supposed to be as far as concrete, sand
16 and aggregate?

17 A The mixture was to be 1-2-4, so that would
18 be one of cement, two of sand and four of gravel.

19 Q And there's some weight information on
20 there of what that bridge is capable of holding in weight
21 according to the plans. Will you read those to us?

22 A Pennsylvania State Highway specifications.
23 All parts of structure designed for deadloads plus live loads
24 as follows: Slab maximum wheel load of 20-ton truck; stringers,
25 train of 20-ton trucks; beams, maximum axle load of two 15-ton

1 trucks; girders and piers, two trains of 15-ton trucks; impact,
2 25 per cent.

3 Q Do you remember when this bridge was built?

4 A No, I don't. It was built before my time.

5 Q During the time that you can remember, do
6 you remember any major substantial changes in that bridge as
7 far as the basic structure of that bridge -- is it still
8 essentially the same -- it has not changed its location, it
9 has not been replaced or anything like that -- this is the
10 original bridge as long as you can remember?

11 A Yes.

12 Q What are some of the particular items that
13 you have observed about this bridge that caused you, as a member
14 of the Borough Council of Homewood, to file this complaint --
15 just give us a general idea of what makes you believe that
16 something should be done to this bridge?

17 A We've noticed on the spans where the con-
18 crete girder is set on the piers they are deteriorating on the
19 end to a point where there's a possibility that they might drop.
20 There's one section where there's a hole completely through
21 two of the spans. The roadway underneath that carries our road
22 topping is to the point where there's a possibility of a truck
23 dropping through at different places. The concrete is spalled
24 away from the reinforcing rods.

25 Q In November 1969 did any particular accident

1 happen on that bridge to a pedestrian?

2 A Back in '69 there was a woman crossing
3 this bridge. She put her foot through an opening at one of
4 the expansion joints and she was taken to the hospital for
5 treatment.

6 MR. GROPP: Would you, please, mark these
7 pictures?

8 THE EXAMINER: We'll mark them Exhibits
9 3-A through Q.

10 (Complainants' Exhibits 3-A through 3-Q, being
11 photographs, were produced and marked for
identification)

12 Q I have 17 pictures here marked Complainants'
13 Exhibits 3-A through 3-Q. I believe you've seen these pictures
14 before, but I want you to take a quick look at them now so
15 that you can identify what they represent.

16 A These are pictures of the Homewood bridge.

17 Q On this first picture which is Complainants'
18 Exhibit 3-A, can you describe what that picture is -- what
19 portion of the bridge?

20 A This would be the south portion of it taken
21 from the western side.

22 Q What does it show as far as the bridge --
23 the top or the bottom?

24 A It shows the pier section and two of the
25 spans.

1 Q As you look on that picture and see the
2 underside of that span, do you see anything hanging --

3 A There are wooden forms hanging from repairs
4 that were made years ago.

5 Q In this particular area is there any debris
6 falling off of this bridge?

7 A Yes, on every span and every pier.

8 Q In addition to this particular picture
9 segment, all the spans and piers are spalling you say?

10 A Yes.

11 Q Is this applicable to the new section
12 built by the Turnpike Commission?

13 A It is starting to spall in several spots.

14 Q But the original section built by the Penn
15 Central or its predecessor is in worse condition?

16 A Yes.

17 Q On the second picture which is identified
18 as Complainants' Exhibit 3-B can you tell us which portion of
19 the bridge this represents?

20 A It's the southern portion, eastern side.

21 Q Is this a picture of part of the original
22 bridge built by the railroad company?

23 A Yes, it is.

24 Q Is there anything noticeable on that picture
25 as to where the spans come to rest upon the piers?

1 A Yes, on the one pier part of the coping
2 has broken away at the expansion joint, and at the next ex-
3 pansion joint there's two I-beams put up as a temporary repair;
4 also the outer sections of the pier which carry the railing
5 are starting to deteriorate.

6 Q You mentioned those I-beams; do you have
7 any idea when they were put in?

8 A I was quite small when it was done. I
9 would say back about '43 or '44.

10 Q Have those I-beams been as they are in
11 that picture since as long as you can remember?

12 A Yes, since about that date.

13 Q On the third picture which is marked Com-
14 plainants' Exhibit 3-C you will also see part of the area that
15 was in the last picture, is this correct?

16 A Yes.

17 Q Does this also show some of the breaking
18 away at the span joints where they rest on the piers?

19 A Yes, it does.

20 Q There are three other pictures I want you
21 to point out in detail certain things on them. On Complainants'
22 Exhibit 3-0 can you tell us what that is a picture of?

23 A It's a picture taken of the one pier and
24 the under part of the bridge.

25 Q At the extreme left on that picture can

1 you describe what is found there in evidence in that picture?

2 A At the extreme left where the girders rest
3 on the pier there's an opening I would say judging from the
4 size of it here probably about 18 inches in width.

5 Q Is this where part of the span sets on the
6 piers?

7 A Yes, it is.

8 Q The last two pictures I want you to point
9 out particular details in are Complainants' Exhibits 3-P and
10 Q; can you tell us what those are?

11 A Pictures of the road surface and railing.

12 Q And what is the general condition of the
13 road surface in those two pictures?

14 A Poor.

15 Q Can you tell from those pictures which is
16 part of the old bridge built by the railroad company and which
17 part was an addition built by the Pennsylvania Turnpike Com-
18 mission?

19 A Yes, I can.

20 Q Is there a difference in the road surface
21 even there?

22 A Yes, there is.

23 Q Which is the worse?

24 A The one built by The Pennsylvania Railroad
25 Company.

1 Q The road surface over that is in worse
2 state than the section over the Turnpike?

3 A Yes.

4 Q How is the curbing shown in those pictures
5 and what is the curbing like from your own knowledge?

6 A The walkway which crosses the Turnpike is
7 in good condition and the curbing is good. On the old portion
8 it's deteriorating to the point where there's reinforcing rods
9 sticking out as well as expansion joints sticking up.

10 Q In other words, there are sharp jagged
11 pieces of metal and concrete there which could do damage to an
12 automobile tire?

13 A Yes, there is.

14 Q Do these pictures all have in them areas
15 of the piers where it is greatly decayed and where the concrete
16 has dropped off of them onto the area below?

17 A Yes.

18 Q This dropping of concrete, do you believe
19 it creates any hazard to people or vehicles who may travel
20 underneath that bridge?

21 A Yes, it does.

22 Q Does the Borough of Homewood have any roads
23 that go under that bridge?

24 A There's a ball field under the bridge where
25 children play, and there have been chunks of concrete that fell

1 off the bridge I would say weigh anywhere in excess of 500
2 pounds.

3 Q When they fell, what did they fall upon --
4 a road, a field --

5 A On the ball field.

6 Q Since the bridge is in this dilapidated
7 state, you have not kept that area of the ball field up to date,
8 have you?

9 A No, we haven't. We try to discourage any
10 playing underneath it.

11 Q Living where you do right near to the edge
12 of the bridge and also I believe you have a good bit of time
13 spent down near Route 18, do you have any knowledge as to
14 possibly rerouting traffic off the new road up over the old
15 road?

16 A Yes, this has been done several times. In
17 fact our fire department had been called to several accidents
18 down there and traffic was rerouted on old Route 18 by the
19 State Highway Police. This has been done several times in the
20 past.

21 Q They will take traffic off the new four-
22 lane highway to the east of this bridge and route it up over
23 the hill across this bridge?

24 A Yes.

25 THE EXAMINER: Do you have any idea how

1 many times in the last several years that's happened?

2 THE WITNESS: I would say possibly a half
3 a dozen in the last seven or eight years.

4 Q As a representative of Homewood Borough
5 Council, what are your sentiments toward applying any Borough
6 funds to the upkeep of this viaduct or bridge?

7 A I would not be in favor of applying any of
8 the Borough's funds because it's not the Borough's responsi-
9 bility.

10 Q What is the Borough's present objection
11 to that bridge?

12 A None.

13 MR. GROPP: That's all. Cross-examine.

14 CROSS-EXAMINATION

15 BY MR. ANDERSON:

16 Q Mr. DeSanzo, you mentioned some holes on
17 the roadway on the bridge which you thought might endanger
18 trucks; how deep would you say those holes are?

19 A There's breaks in the concrete but most of
20 the danger is the fact that the concrete underneath has spalled
21 out to the point where you don't have the full road thickness
22 that we originally had.

23 Q But you don't know the depth of those holes
24 to which you refer?

25 A No, sir. The majority of these holes have

1 been patched. What we have done, we have taken some cold
2 patch because of the danger of them because people were getting
3 to the point where to avoid one of these holes they were actually
4 going into the path of oncoming traffic, so these were patched
5 with cold patch which didn't add anything to the soundness of
6 the bridge.

7 THE EXAMINER: Who placed the cold patch?

8 THE WITNESS: Homewood Borough did.

9 Q You're concerned about concrete falling
10 from this bridge, is that right?

11 A Yes, that's one of the things we're con-
12 cerned with.

13 Q Are you an engineer by profession?

14 A No, sir.

15 Q But the appearance of the bridge has caused
16 concern for you with respect to its strength, is that right?

17 A Pardon?

18 Q I say the appearance of the bridge has
19 caused you to be concerned about the strength of the bridge,
20 is that right?

21 A Yes, it has.

22 MR. ANDERSON: I have nothing further.

23 BY MR. BRADERMAN:

24 Q Mr. DeSanzo, I think you testified that
25 you answer fire calls along the Turnpike, is that correct?

1 A Yes, we do.

2 Q Does your fire company get a fee for answer-
3 ing these calls?

4 A Yes, we're paid \$50 per call.

5 MR. BRADERMAN: I have no further questions.

6 BY MR. BETHARDS:

7 Q Mr. DeSanzo, did I understand you to
8 testify that the maintenance forces of the Borough of Homewood
9 patched the holes on the roadway on this bridge?

10 A I wouldn't call it a maintenance force --
11 it was just two young school boys that patched these holes
12 due to the fact that we didn't want to see somebody killed.

13 Q But it was done at the direction of the
14 Borough?

15 A At my direction.

16 Q And they were paid for it I suppose?

17 A Yes.

18 Q When was that done?

19 A The first part of the year I would say,
20 April or May.

21 Q Of this year?

22 A Yes.

23 Q Did the Borough do any maintenance work
24 on the roadway on the bridge in 1969?

25 A We patched some potholes then possibly.

1 Q What about 1968?

2 A This I couldn't tell you. I would have to
3 go into the minutes to find out.

4 Q Did I understand you to say that you're
5 Chairman of the Board of Supervisors?

6 A President of Council.

7 Q How long have you been President of Council?

8 A Approximately eight years.

9 Q Were you on the Council prior to that time?

10 A Yes.

11 Q How many years have you been on the Council?

12 A Ten years.

13 Q During that ten-year period, about how
14 many times has the Borough done repair work to the roadway on
15 the bridge?

16 A We've patched potholes whenever they get
17 to the point where there's a traffic hazard. We've tried
18 getting them patched by the Highway Department but we had no
19 luck in doing that.

20 Q What explanation did the Highway Department
21 give you?

22 A That they're not responsible for it.

23 Q Did the Highway Department give you the
24 date on which they allege that the Department's responsibility
25 ended?

1 A They never gave us a date on the bridge.
2 There was a letter sent in to Council that I do recall of the
3 abandonment of old 18 but it did not mention the viaduct.

4 Q That's old Traffic Route 18?

5 A Yes.

6 Q Which is the same as old L.R. 77, is that
7 right?

8 A Yes.

9 Q Old Route 18 runs over the viaduct, doesn't
10 it?

11 A Yes, but according to the ruling handed
12 down by the P.U.C., the Pennsylvania Highway Department was
13 to maintain the roadway over top of it.

14 Q But that order was dated in 1950, wasn't
15 it?

16 A This I don't know. I do recall something
17 about it.

18 Q Do you recall whether or not the date of
19 the letter from the Department to the Borough was some time in
20 1954?

21 A This I couldn't even tell you. I remember
22 people talking about this letter. In '54 I wasn't on Council
23 at the time.

24 Q Mr. DeSanzo, you mentioned State Highway
25 Route 651; is that the same as L.R. 04057?

1 A I would have to look at the map to find out.

2 THE EXAMINER: You're free to go down and
3 take a look. Does it show on that map?

4 THE WITNESS: I'm not familiar with the
5 routes. (Witness looking at map) 651 is Legislative Route
6 04057.

7 Q And that has its northeasterly terminus on
8 Township Road 680 at the southerly approach to the structure,
9 doesn't it?

10 A This is debatable.

11 Q In other words I'm asking you whether or
12 not it crosses the structure?

13 A Yes, it does.

14 THE EXAMINER: Off the record.

15 . . . OFF RECORD DISCUSSION . . .

16 Q Mr. DeSanzo, during the off record dis-
17 cussion you and I looked at the maps previously referred to
18 by you in your direct testimony for the purpose of determining
19 whether L.R. 04057 crosses the structure, and would you agree
20 with me that it's not clear from those maps as to whether or
21 not it crosses the structure?

22 A Yes, I will.

23 Q Do you know whether or not the Borough of
24 Homewood has been receiving payments from the Commonwealth out
25 of the liquid fuel tax fund for maintenance work on Township

1 Road 680 which was formerly L.R. 77?

2 A Yes, we have.

3 Q How long have you been receiving those
4 payments from the Commonwealth?

5 A For that particular road I could not tell
6 you, but it's based on the number of miles you have that you
7 do receive these liquid fuel funds. When it started for this
8 particular road, I couldn't answer that.

9 Q And old Legislative Route 77 or Traffic
10 Route 18 crossed the bridge, didn't it?

11 A Yes, it did.

12 MR. BETHARDS: That's all I have, thank you.

13 THE EXAMINER: Do you have any redirect?

14 REDIRECT EXAMINATION

15 BY MR. GROPP:

16 Q First of all about the fire department,
17 how would you get to the Turnpike?

18 A To get to the Turnpike --

19 Q How do you get the calls to go to the
20 Turnpike?

21 A They're received at the Beaver Falls fire
22 station by 'phone and our siren in turn is set off by radio.

23 Q Are you hoping to get into a larger unit?

24 A Yes, we're in a Zone 1 federation which
25 includes the surrounding fire companies and we answer fire

1 calls for other accounts.

2 Q I understand when you do service for the
3 Turnpike you get paid a certain amount of money?

4 A Yes.

5 Q About the potholes and the patch work the
6 Borough of Homewood has done to the bridge surface, has the
7 Borough of Homewood made prior complaints to the Penn Central
8 and the Department of Highways about doing something about that
9 bridge?

10 A Yes, we have.

11 Q Have you ever gotten any results?

12 A No, not to our satisfaction. Penn Central
13 did come out a few years ago and they scaled off some loose
14 concrete over top of the roadway and they plastered on some
15 cement.

16 Q Is it still there or has it fallen off?

17 A Some of it is falling off.

18 Q You mentioned earlier in your direct testi-
19 mony about the woman who put her leg through an expansion joint;
20 did the Borough cause any emergency repair then to be made
21 because no one else would do it?

22 A Yes, we did. We welded plates onto these
23 expansion joints in order to close up the openings.

24 Q What was the purpose of that?

25 A To keep someone from falling through.

1 Q How about these potholes, since no one
2 else would do it is this the reason why the Borough of Homewood
3 repaired them?

4 A Yes, we tried to have the State Highway
5 Department do it.

6 MR. GROPP: That's all.

7 THE EXAMINER: Does that leave any further
8 questions by any of you?

9 MESSRS. ANDERSON and BETHARDS: Nothing
10 more.

11 MR. GROPP: I would like to call Mr. Brobeck.

12
13 STANLEY BROBECK, called as a witness on
14 behalf of the Complainants, being first duly sworn, was examined
15 and testified as follows:

16 DIRECT EXAMINATION

17 BY MR. GROPP:

18 Q Mr. Brobeck, will you tell us what your
19 occupation is and your involvement with this bridge?

20 A I'm the assistant superintendent for the
21 Big Beaver Falls School District. Our implication with the
22 bridge is involved in bus transportation over and across the
23 bridge, and in this area of Big Beaver Borough we have three
24 elementary schools. We bus students to and from these schools
25 from the community of Big Beaver Borough and Homewood particularly,

1 and, of course, we have to cross this span. At the present
2 time we are running three buses across. We are aware of the
3 condition of the bridge and we tried to minimize the number of
4 runs across that bridge in the interest of safety of the
5 children, but at the present time we are running three buses
6 over the span to Homewood, back up to the Koppel elementary
7 building, and, of course, the return trips to redeliver the
8 children after school. Due to the rescheduling we are involved
9 in greater numbers of miles that buses have to travel, and
10 whether it should be said here or not, the closing of the
11 Summit Cut bridge has pretty well divided our school district
12 in the northern section into halves. Should anything happen
13 to the Homewood bridge we would be once again penalized in
14 time and money by requiring us to add additional buses, and
15 one bus per day running 180 days costs us \$4,950 on the present
16 proposed contract, and, of course, this may involve more than
17 one bus to pick up the extra transportation that would be in-
18 volved. We were aware of the deterioration of the bridge,
19 both the surface and the under side of the bridge, and not
20 knowing what would take place, we did try to reroute so that
21 we were bringing as few buses across there as possible.

22 Q If you did not have concern about this
23 matter, would you route more buses across that bridge?

24 A Yes, it's an important link for us. If
25 the bridge did not exist, we would have to travel down to

1 Morado, under the tunnel under the railroad tracks back out to
2 what we call old 18 or Norwood Drive, and this would involve
3 for us a trip to Homewood and a trip back the same way of
4 10.4 miles additional, and on the three buses involved, if
5 this would occur, we would be running 26 extra miles per day.

6 Q These buses that do go across, do you
7 make any effort to keep the number of students on there minimal?

8 A Yes, we have tried to schedule minimum
9 numbers. We're running kindergarten buses across there, and,
10 of course, that involves four trips a day, kindergarten being
11 a half a day session. We run in for a pick up in the morning
12 and then back at noon and a pick up once again back and then
13 back at 3:00 o'clock with the children on the way home, so we
14 have tried to do this in the interest of safety, as I said be-
15 fore, looking ahead so to speak. The cost of transportation,
16 needless to say, is tremendous on a school district, and if
17 we're involved in another \$10,000 or \$12,000 in costs due to
18 this problem, naturally we're interested in keeping that bridge
19 open and having it safe for public service.

20 MR. GROPP: Cross-examine.

21 CROSS-EXAMINATION

22 BY MR. ANDERSON:

23 Q Mr. Brobeck, what is the gross weight of
24 the school buses that you send over the bridge?

25 A I can't answer that. It's a standard

1 60 to 66 passenger bus. It's under contract to James K.
2 Rhodes, Inc., and the weight of the bus I'm not knowledgeable
3 of.

4 Q You must be satisfied that the bridge is
5 safe for those buses?

6 A We have no choice in the matter. As I
7 said before, it's a matter of cost for us. We have tried to
8 lessen the loads. Our high school runs, which would be the
9 heavier loads, we have tried to reroute around that area so we
10 can try to keep away, but regardless of that we still have to
11 go over there with some students.

12 MR. ANDERSON: I have nothing further.

13 MR. BETHARDS: No questions.

14 MR. BRADERMAN: No questions.

15 MR. GROPP: I call Mr. Cunning.

16

17 DANIEL CUNNING, called as a witness on
18 behalf of the Complainants, being first duly sworn, was examined
19 and testified as follows:

20

DIRECT EXAMINATION

21 BY MR. GROPP:

22

23 Q Mr. Cunning, you are the Mayor of Big Beaver
Borough, is that correct?

24

A That's correct.

25

Q How long have you been a resident of this
Borough?

1 A About 54 years.

2 Q All your life?

3 A That's right.

4 Q I have here a map which has been prepared
5 by the engineer of Big Beaver Borough and which is also Com-
6 plainants' Exhibit No. 2 in this case, and I want you to start
7 from the eastern side of this area from the Borough of Home-
8 wood and take the railroad tracks west and tell us what cross-
9 ings are there and available to get across these railroad
10 tracks in the event this bridge would not be there. The first
11 crossing west of this bridge is what?

12 A Midvale road in Big Beaver Borough.

13 Q Is this a grade crossing or a bridge?

14 A Grade crossing.

15 Q Is this a safe crossing to go across?

16 A It's a Borough crossing.

17 Q I don't think you understood my question.
18 Is it safe -- reasonably safe -- to cross the railroad tracks
19 at that crossing in a vehicle?

20 A This crossing is bad especially on the
21 northern end as it drops off too sharply for safe crossing.

22 Q What's the next crossing west along the
23 railroad tracks?

24 A The next crossing would be on Aley Hill
25 Road.

1 Q What kind of crossing is it?

2 A This crossing is in far worse condition
3 than the one at Midvale because the dropoff at the northerly
4 end is sharper and much steeper.

5 Q It is also a grade crossing -- it's not a
6 bridge or above or underneath the railroad tracks?

7 A This is correct.

8 Q What's the next crossing?

9 A The next crossing would come on McKinley
10 Road.

11 Q Is this also a grade crossing?

12 A This is also a grade crossing.

13 Q Is this safe to travel across?

14 A This has two bad and dangerous situations
15 here. This has a bad dropoff at the westerly end plus the
16 fact that it comes around a corner and it is very unsafe.

17 Q And after the McKinley Road crossing what
18 do you have?

19 A We have our crossing on Pennsylvania State
20 Route 168 where our borough line joins with New Galilee Borough.

21 Q Let's go back before McKinley Road cross-
22 ing. Is there any way to get across those railroad tracks
23 between the Aley Hill crossing and McKinley crossing?

24 A No.

25 Q Is there supposed to be a way to cross there?

1 A There's supposed to be a way through the
2 Summit Cut bridge but that bridge has deteriorated in such a
3 condition that we closed it -- The Pennsylvania Railroad
4 closed it themselves along with the Pennsylvania Department of
5 Transportation.

6 Q That's another bridge that the Penn Central
7 Railroad Company is supposed to maintain but it's falling down
8 also, isn't it?

9 A It's in bad shape. In fact I received a
10 letter the other day from the Public Utility Commission notifying
11 me that they had closed the bridge.

12 Q You are Mayor of the Borough and that gives
13 you control over the Police Department, is that correct?

14 A That's correct.

15 Q If the Homewood bridge has to be closed
16 under similar circumstances as the Summit Cut bridge, how would
17 this affect service of the Borough's citizens as far as fire
18 protection and police protection?

19 A They would probably have to travel to
20 Beaver Falls or New Galilee to come around, which would mean
21 about a 20-mile detour.

22 Q In other words emergency service to residents
23 in the northern part of the Borough of Big Beaver may be
24 jeopardized by the failure of the railroad to properly maintain
25 these bridges?

1 A I would say very much so especially in
2 ambulance service.

3 Q You also have certain knowledge of requests
4 made upon the Department of Highways to take care of the roads
5 in this area, is that correct?

6 A Yes, I do.

7 Q Route 651 on our Borough map is known as
8 Friendship Road. Has the State been asked to take care of
9 that road?

10 A That road has not been taken care of. It
11 is not sufficient width to travel two automobiles let alone
12 a school bus and an automobile. The ditches on the westerly
13 side of this highway in places are almost waist deep.

14 Q They have not taken care of that legislative
15 route or State highway?

16 A They have not.

17 MR. BETHARDS: I object to this testimony,
18 Mr. Examiner. I don't see its relevancy to this issue.

19 MR. GROPP: My next question may be relevant.

20 MR. BETHARDS: Go ahead, sir.

21 Q This road leads right down to the Homewood
22 viaduct, does it not?

23 A That's correct.

24 Q Do you know if traffic off of 651 -- the
25 vehicles that come down off of that hill -- do they go across

1 that bridge?

2 A They sure do.

3 Q To your knowledge, has the Department of
4 Highways ignored the bridge surface as they have ignored 651? X

5 A I would say so.

6 MR. BETHARDS: Objection, Mr. Examiner. I
7 move that the word "ignored" be stricken.

8 THE EXAMINER: The objection is sustained X
9 and the word "ignored" will be stricken from the record.

10 Q Have they devoted about the same amount of
11 maintenance to both areas as far as you know?

12 A Yes.

13 Q In your estimation how much devotion of
14 maintenance is this?

15 A I would say the maintenance is nil to almost
16 nothing.

17 Q As a representative of the Borough of Big
18 Beaver, what do you feel the Borough's duties are as to the
19 maintenance of the Homewood viaduct?

20 A Our duties to the maintenance of the Home-
21 wood viaduct are mostly nothing because it's not within our
22 district except on the northerly end which crosses the Turnpike.

23 Q Do you feel as the Borough's representative
24 of Big Beaver Borough that the Borough should contribute any
25 money to pay for the superstructure maintenance or repairs?

1 A I do not.

2 MR. GROPP: You may cross-examine.

3 CROSS-EXAMINATION

4 BY MR. ANDERSON:

5 Q Mr. Cunning, you said something about an
6 additional 20 miles would be required under certain conditions;
7 would you tell us that again?

8 A We can take, for example, our police at
9 our municipal building. They would have to travel either
10 north or south -- south to Beaver Falls and north to New Galilee --
11 to get around to the northern side, which is approximately 10
12 miles and it would probably take 10 miles to get to the desti-
13 nation that they want to get to.

14 Q Isn't there an undergrade crossing about
15 two miles away?

16 A We can't get to it, sir. We'd have to
17 cross the Summit Cut bridge and the Summit Cut bridge is closed.

18 MR. ANDERSON: That's all.

19 MR. BRADERMAN: No questions.

20 BY MR. BETHARDS:

21 Q Mr. Mayor, how often do you drive on Traffic
22 Route 651?

23 A Every day.

24 Q Didn't you notice departmental forces per-
25 forming work on this road this year?

1 A I have noticed some done on the westerly
2 end of it and the part where it's real serious and bad there's
3 nothing done on it. In fact they have plowed a lot of dirt
4 and it's laid there for two weeks.

5 Q But the Department has done some work on it?

6 A They have done some work.

7 MR. BETHARDS: That's all I have.

8 MR. GROPP: That will close our evidence.

9 I offer Complainants' Exhibits No. 1 through 3-Q into evidence.

10 THE EXAMINER: Any objection?

11 MESSRS. ANDERSON and BETHARDS: No objection.

12 THE EXAMINER: They will be admitted. You
13 have no further witnesses to call?

14 MR. GROPP: No.

15 THE EXAMINER: We will begin with the rail-
16 road witness.

17 MR. ANDERSON: I call Mr. Streiff.

18 WARREN D. STREIFF, called as a witness on
19 behalf of Penn Central railroad, being first duly sworn, was
20 examined and testified as follows:

21 DIRECT EXAMINATION

22 BY MR. ANDERSON:

23 Q Will you give your name and address, please?

24 A Warren D. Streiff, Regional Engineer of
25 Structures, Penn Central Railroad, Pittsburgh, Pa.

1 Q How long have you held that position?

2 A Four years. Prior to that I was assistant
3 bridge inspector in Philadelphia.

4 Q How long have you been in the Engineering
5 Department of Penn Central or its predecessors?

6 A 21 years.

7 Q Are you a registered professional engineer
8 in the Commonwealth of Pennsylvania?

9 A I am.

10 Q I refer to the questionnaire submitted by
11 the Commission for use at this hearing and ask you to tell us
12 the name of the owner and operator of the line of railroad
13 involved at this location.

14 A This is the Pittsburgh, Fort Wayne &
15 Chicago Railway, Valley Division, Central Region, and is operated
16 by the Trustees of the property of the Penn Central Transpor-
17 tation Company, Debtor. This is a result of the bankruptcy
18 action that was filed June 21, 1970 under Section 77 of the
19 Bankruptcy Act.

20 Q How many railroad tracks are located at
21 this point?

22 A There's three tracks involved; the eastward
23 main track which has 20 trains per day, 15 freight and 5 passenger,
24 at a maximum speed of 35 miles an hour; the westward main has
25 25 trains per day, 20 freight and 5 passenger, at a maximum

1 speed of 35 miles per hour, and the third track is a Y connection
2 to our Koppel secondary track and has about one train a week
3 at a speed of 5 miles per hour.

4 Q Does that 35 mile an hour speed represent
5 a reduction in speed from an earlier figure?

6 A Yes, the speed has been reduced from 45 to
7 35 in this vicinity.

8 Q Will you tell us the general type of the
9 existing bridge, the number of spans, principal dimensions,
10 roadway width, alignment, the approaches and the clearance
11 above the tracks?

12 A This is a 16-span bridge approximately
13 695 feet long, composed of 15 spans of reinforced concrete
14 viaduct and 3 spans of steel girders over the Pennsylvania
15 Turnpike, Y connection track and main line of the Penn Central.
16 The girders are on 31 foot 6 inch centers with a 23-foot road-
17 way and a 5-foot sidewalk on the west side. The roadway align-
18 ment is tangent for the southern six spans, a 12 degree curve
19 to the right for the two spans, tangent for the next four spans
20 including the spans over the Y track and the main line track
21 of the railroad. The roadway approaching from the south is
22 approximately a 1.75 per cent ascending for the first six spans,
23 then a 1.2 per cent and a .5 per cent on the next two spans,
24 with the highway being approximately level over the three spans
25 including the two over the railroad. The grade then descends

1 on a .49 per cent and a 1.01 per cent for the next two spans.
2 I do not have the gradient and curvature of the spans over the
3 Pennsylvania Turnpike. The clearance above the tracks is a
4 minimum of 21 foot 5 inches.

5 Q What is the present obligation of Penn
6 Central with respect to maintenance of the structure?

7 A The Penn Central Transportation Company
8 presently maintains the substructure and the superstructure
9 of the south 13 spans, with the paving maintenance of the road-
10 way by others.

11 Q Does Penn Central agree that the existing
12 crossing is not adequate for the convenience and safety of the
13 public and should be altered or rehabilitated, and if so, tell
14 us the general nature and extent of all work or changes, if
15 any, which the company deems advisable to provide a safe and
16 convenient crossing at this location?

17 A The Penn Central Transportation Company
18 believes that the existing structure is safe as posted for the
19 traveling public.

20 Q Will Penn Central agree to prepare such
21 plans as may be required for any work deemed necessary or
22 advisable at this location, and will it agree to perform any
23 portion of the work of construction thereof?

24 A Since the Penn Central Transportation
25 Company believes no work is necessary, therefore, no plans are

1 required and no work is contemplated other than the periodic
2 scaling of concrete as it becomes loose and dangerous.

3 Q What portion of the cost of construction
4 and future maintenance will Penn Central agree to assume at
5 this location in the event an improvement is ordered by the
6 Commission?

7 A Due to the financial condition of the Penn
8 Central Transportation Company, the railroad cannot agree to
9 assume any of the future maintenance responsibility at this
10 time.

11 Q Did you give the number of spans on the
12 bridge?

13 A Yes, total number is 16 not counting the
14 two spans of the station ramp, making a total of 18 spans.
15 This varies somewhat with previous testimony I think in the
16 area of the station ramp attachment to the bridge which is
17 actually a 13-span as opposed to a 12-span as was originally
18 indicated.

19 Q Have you inspected this bridge?

20 A I have.

21 Q Do you think there is any danger of
22 collapse of any of the spans of the bridge?

23 A I do not, if the posted traffic is observed.

24 THE EXAMINER: In what way is it posted?

25 THE WITNESS: It has posting signs on each

1 end of the structure for 15 ton.

2 THE EXAMINER: 15 ton weight limit?

3 THE WITNESS: 15 ton weight limit, yes, sir.

4 Q What is the depth of the floor structure
5 of this bridge?

6 A There is 8 inches between top and bottom
7 reinforcing in the floor slab with a 4-inch cover of concrete
8 on top of that with approximately 2-1/2 to 3 inches of asphalt
9 on top of that, making a total of about 15 inches.

10 Q Did you hear the Mayor of Big Beaver testify
11 regarding a 20-mile detour that would be required if the Home-
12 wood bridge were not available?

13 A I did.

14 Q Do you know of any route that could be
15 followed that would be substantially less than the 20-mile
16 detour?

17 A There is an existing undergrade bridge
18 approximately two miles east railroad direction that can be
19 utilized by the traveling public as well as the Homewood bridge,
20 but if the Homewood bridge were closed off, this existing
21 undergrade could be used.

22 THE EXAMINER: Do we have a map that shows
23 this below grade crossing that could be marked. Since we have
24 two maps that are going to be offered as exhibits, could we
25 mark that in red with a circle or something?

1 Q Mr. Streiff, will you examine Exhibit No. 1
2 and see if that crossing to which you have just referred is
3 shown on the exhibit?

4 THE EXAMINER: You have examined both
5 Exhibit 1 and 2. Would you take a red pencil and mark which-
6 ever one of those two exhibits would be better where the be-
7 low grade crossing you have referred to is? You're turning to
8 Exhibit No. 1?

9 THE WITNESS: Yes, on Exhibit No. 1 at
10 the location of the existing bridge, which incidentally on the
11 railroad is referred to as overhead bridge 3488 --

12 THE EXAMINER: Let's mark the Homewood
13 bridge in one color and the below grade crossing in another
14 color. If you will, circle in the dark pencil the present
15 Homewood bridge and then circle in red where you say the below
16 grade crossing is.

17 (Exhibit marked by witness)

18 Q The distance between the overhead bridge
19 known as the Homewood bridge and the undergrade bridge is how
20 much?

21 A Approximately two miles.

22 Q So that the total detour would be approxi-
23 mately --

24 A Not over 4-1/2 miles from one end of the
25 bridge to the other via the detour route.

1 Q I would like to show you the photograph
2 which has been marked Complainants' Exhibit 3-C and ask you
3 whether you see any spalling of concrete on that photograph?.

4 A This is a photograph captioned "eastern
5 side of bridge, southern portion of bridge". It shows on
6 Pier 8 the steel repairs that were made to support the re-
7 inforced concrete stringer, such repairs being done in 1939,
8 and also shows some spalling of concrete of the parapet and
9 of a closed bent supporting the steel girder span across the
10 main tracks of the railroad.

11 Q In your opinion, what is the significance
12 of that spalling with regard to the safety of the structure?

13 A First of all, it's unsightly, but in
14 reference to the structural capacity of the bridge, it has a
15 slight bearing on this capacity. This closed pier which
16 supports the span over the railroad has considerable spalling
17 on the end of the pier. There is an apparent gunite repairs
18 that were made around 1943, but since this bent has a structural
19 steel frame, the concrete adds no structural strength to this
20 pier. This is handled by the structural bent.

21 THE EXAMINER: Is that just on one pier,
22 or does that apply to more than one pier?

23 THE WITNESS: The steel?

24 THE EXAMINER: Yes.

25 THE WITNESS: The steel is under all of the

1 piers supporting the steel girders, that is, the span over the
2 main line of the railroad tracks and the span over the Y con-
3 necting track, so there are four piers that have steel frame
4 work.

5 Q I show you a photograph which has been
6 marked Exhibit 3-B and call your attention to the repairs
7 indicated on that photograph. I think they were referred to
8 as temporary repairs involving an I-beam, is that correct?

9 A This photo shows the eastern side of the
10 southern portion of the bridge again and in particular Pier 8
11 which has on either side of the pier cap a 36-inch wide flange
12 150-pound beam. This was put in in 1939 and was not considered
13 by the railroad as temporary repairs but permanent repairs.
14 This was to support one of the reinforced concrete stringers
15 which had started to lose bearing and this was a method by
16 which to provide uniform support for the stringers on either
17 side of the pier.

18 Q Have you found any holes on the surface of
19 the bridge?

20 A There are some holes in the paving. There
21 is some spalling of concrete of the curb line between the side-
22 walk and the roadway.

23 Q Is there any danger of a vehicle falling
24 through these holes?

25 A I don't think so.

1 Q I show you Exhibit 3-0 and ask you to
2 comment on the support of the bridge shown in that exhibit.

3 A This photo shows a pier cap supporting the
4 reinforced concrete stringers of the adjacent spans. There is
5 some spalling on one of the pier legs which is a superficial
6 spalling. On the next to the outside stringer there are some
7 reinforcing bars shown. These are the secondary reinforcing
8 bars and what are referred to as stirrups. The concrete is
9 spalled exposing these reinforcing rods. There is a slight
10 spalling of the floor slab between the outside stringer and
11 the adjacent stringer. The area in the photo shows about two
12 or three square feet. These are basically minor spalling areas.

13 MR. ANDERSON: That's all the questions I
14 have, Mr. Examiner.

15 THE EXAMINER: We will recess for lunch
16 till 1:30.

17 . . . LUNCHEON RECESS . . .

18 AFTERNOON SESSION
19 1:30 P.M.

20 WARREN D. STREIFF, called as a witness on
21 behalf of Penn Central Railroad, having been previously sworn,
22 resumed the stand and testified as follows:

23 CONTINUED DIRECT EXAMINATION

24 BY MR. ANDERSON:

25 Q Mr. Streiff, what would your recommendations

1 be as to any work to be performed on this structure?

2 A My recommendations at this time would be
3 the scaling or removal of loose concrete to prevent concrete
4 from falling, and possibly within three or four years to gunite
5 or shotcrete or seal the concrete to prevent any further spall-
6 ing.

7 Q Mr. Streiff, I am showing you the cover
8 page of plans which were referred to earlier in this hearing
9 and ask you if you can identify the plans of which this is the
10 cover sheet?

11 A Yes, this is plan No. 19862 prepared by
12 the then Pennsylvania Railroad Company for the construction
13 of a proposed viaduct at Homewood Junction, Pa.

14 Q Does this cover sheet indicate the load
15 specifications for which the bridge was designed?

16 A Yes, sir, there's a notation next to the
17 title concerning the loading in accordance with Pennsylvania
18 State Highway specifications and reads as follows: "All parts
19 of structure designed for dead load plus live load as follows:
20 The slab, maximum wheel load of a 20-ton truck; stringers, train
21 of 20-ton trucks; beams, maximum axle load of two 15-ton trucks;
22 girders and piers, two trains of 15-ton trucks; impact, 25 per
23 cent.

24 Q And what is the effective weight limitation
25 under those design specifications?

1 A This would in all indications be a 15-ton
2 truck loading. Prior to 1964 the legal loading for bridges in
3 the State of Pennsylvania was 15 tons.

4 MR. ANDERSON: That's all I have.

5 CROSS-EXAMINATION

6 BY MR. GROPP:

7 Q Mr. Streiff, while you have the blueprints
8 in front of you and we're on this weight item, what does the
9 20-ton truck specifications mean -- why would they require it
10 to be able to support a 20-ton truck, isn't that what they're
11 saying?

12 A In bridge design work, you try to design
13 a bridge for all members to be the same strength, and due to
14 the reduction in cost both of construction, design and main-
15 tenance, certain members are designed similar to another to
16 facilitate the construction of the bridge. What I'm saying is
17 this, while this has two categories here, 15-ton trucks and
18 20-ton trucks, they try to balance it out to make what they
19 call a balanced design, and that is the reason why one is a
20 line of 20-ton trucks and another is the axle load of a 15-ton
21 truck.

22 Q But those plans do call for that bridge to
23 be strong enough to support a 20-ton truck?

24 A It specifies that the stringers will be
25 designed to take a train of 20-ton trucks; other parts are

1 designed for 15-ton trucks.

2 Q Still on the weight limit thing, you said
3 the bridge is capable of carrying what it is posted at now?

4 A That's right.

5 Q I don't know whether you testified as to
6 what it is posted.

7 A Yes, it's posted for 15 tons.

8 Q Otherwise the blueprint says it's supposed
9 to be strong enough for a 20-ton truck but you feel it's only
10 capable of carrying 15 tons?

11 MR. ANDERSON: He didn't say that, Mr.
12 Examiner.

13 MR. GROPP: Let's go back and read back
14 his testimony on record as to what he thought it was capable
15 of carrying.

16 THE EXAMINER: Why don't you ask him if
17 this is what he means?

18 Q Did you not state on direct examination
19 that you felt that the bridge was capable of carrying weight
20 safely as posted?

21 A As posted.

22 Q And what is it posted?

23 A 15 ton.

24 Q What does the blueprint require as far as
25 the safety factor -- 20 ton, is that correct?

1 A No.

2 Q You just testified --

3 A If you will listen I will go over it again.
4 The slab is designed for a load of a 20-ton truck; the stringer
5 is a train of 20-ton trucks; the floorbeams, a maximum axle
6 load of two 15-ton trucks; the girder is two trains of 15-ton
7 trucks.

8 Q Then two 15-ton trucks would make a total
9 of 30 tons, right?

10 A Are you familiar with bridge design?

11 Q I never studied bridge design.

12 A A 15-ton truck on a bridge does not indicate
13 one truck -- it indicates a line of 15-ton trucks. On a bridge
14 150 foot long you can have ten 15-ton trucks without the bridge
15 being overstressed. This is not total weight on a bridge --
16 this is axle loads and loads caused for the bending moment in
17 stringers, and since there are two different categories of
18 trucks listed here, 15-ton and 20-ton trucks, it is normal to
19 assume that the capacity of the bridge is restricted by its
20 weakest member.

21 Q In your job as an engineer inspecting
22 bridges, I imagine you are aware of the weights allowed for
23 motor vehicles in Pennsylvania?

24 A I am.

25 Q What is the maximum weight of a truck allowed

1 in Pennsylvania?

2 A On highways, bridges or what?

3 Q What is the maximum legal weight a truck
4 can be in Pennsylvania without a special permit?

5 A I'm not sure but I would say in the neighbor-
6 hood of probably 50 to 60 ton.

7 Q 50 to 60 ton without a special permit?

8 A I don't know about the special permits.
9 I'm not familiar with that portion of the law, but I do know
10 that trucks in that capacity are traveling the highways.

11 Q You do know that trucks are allowed on the
12 highways at a higher weight than this bridge is designed to
13 maintain?

14 A I know that trucks are on the highway. I
15 don't say they're allowed on the highway, but I know that
16 trucks are on the highway with higher weight limits than this,
17 yes.

18 Q You say you're familiar with legal weights
19 allowed in Pennsylvania; do you know those legal weights are
20 in excess of what this bridge can bear?

21 A Yes.

22 Q It's my understanding also from your direct
23 testimony that the only immediate plan your company has is to
24 keep on scaling what is spalling off, is this correct?

25 A This is correct.

1 Q In your job as an engineer, I imagine you
2 use a pencil, don't you?

3 A As well as other items.

4 Q You do use pencils?

5 A Yes.

6 Q And you sharpen them every once in a while
7 and take a little bit off, don't you?

8 A No, I use an Eversharp.

9 Q But a normal pencil like the stenographer
10 is using here needs sharpened, isn't that correct?

11 A Correct.

12 Q And as you sharpen it, what happens to it?

13 A It gets shorter.

14 Q It gets shorter and shorter until there's
15 nothing there?

16 A That's right.

17 Q If you keep pilling away the bridge, there'll
18 be less and less there to support the weight?

19 A There'll be less weight there, yes.

20 Q As you pill away it becomes smaller and
21 less strong, is this correct?

22 A No.

23 Q When spalling occurs, this takes away a
24 large surface of the original cement, does it not?

25 A Right.

1 Q Does that expose soft porous concrete to
2 the weather?

3 A In most cases, yes.

4 Q To me this is a common sense answer but
5 I'd like your response to it -- as this moisture and the weather
6 affects this open concrete, does this not aid faster decay to
7 the bridge?

8 A Once you have removed the surface of con-
9 crete, the deterioration becomes a little more rapid, yes.

10 Q Isn't this a state this bridge has been in
11 for years?

12 A I have been familiar with this bridge in
13 the last 15 years, and it has changed somewhat, not critically.
14 There has been a little more spalling apparent, yes.

15 Q You have examined the bridge, have you not?

16 A I have.

17 Q And there are reinforcing rods exposed to
18 the weather, is that correct?

19 A That's right.

20 Q And I think some of these pictures we have
21 introduced show that these reinforcing rods are exposed to the
22 weather?

23 A That's right.

24 Q You have seen all the pictures?

25 A I have seen most of them.

1 Q Here is Complainants' Exhibit 3-0; can
2 you see reinforcement rods there exposed?

3 A I see stirrup rods -- secondary stress
4 member rods -- exposed, yes.

5 Q What is a secondary stirrup rod?

6 A One that is not designed to carry the main
7 load.

8 Q On this Complainants' Exhibit 3-B, on the
9 sides of the spans are there reinforcement rods exposed there?

10 A Yes, the same stirrup rods are exposed.

11 Q On Complainants' Exhibit 3-A you will
12 notice this area on the side of the bridge; can you tell me
13 what rods those are that are exposed?

14 A That is the bottom row of the main reinforce-
15 ment of the outside stringer.

16 Q Those are definitely weight-bearing reinforce-
17 ment rods?

18 A They are designed to carry part of the live
19 load, yes.

20 Q And they are exposed to the weather?

21 A That is right.

22 Q What happens to these steel reinforcement
23 rods as they are exposed to the weather?

24 A Over a period of years they become rusty
25 and start to lose section.

1 Q Otherwise they become smaller?

2 A Yes.

3 Q And as they become smaller they cannot
4 provide the same amount of support as they originally supplied,
5 isn't this true?

6 A That's right.

7 Q Also the fact that they are partially ex-
8 posed does it not weaken some of their support because there's
9 nothing on the bottom side now to hold them in place to supply
10 this support?

11 A It depends on the designing factors of
12 that particular member, whether or not it was over-designed,
13 whether or not this is a critical member. The outside stringer
14 takes one-half the load of an interior stringer; therefore,
15 less steel is required, or conversely more deterioration can
16 become effective before the capacity of the member is reduced.

17 Q As these become weaker --

18 A There's a possibility of them becoming
19 weaker, yes.

20 Q It would seem to me this would allow
21 possibly some shifting as they lose their strength -- an uneven
22 stress because some are exposed and some are not.

23 A Reinforcement bars transfer their stress
24 to the beam by the type of bar -- a deformed bar or a plain bar.
25 These are deformed bars which develop their stress through

1 bond. If the bond is adequate, the beam remains in place; if
2 the bond is inadequate, the beam fails.

3 Q This is the condition that the exposure of
4 these reinforcing bars --

5 A If the bond stress was not adequate, the
6 beams would fail, yes.

7 Q By the concrete falling away from around
8 these, don't you have to admit that the bonding is inadequate
9 now because it's not there as originally designed?

10 A No, because the bond can be obtained by
11 end attachment, end anchorage, you can have adequate bond
12 stress in the ends of the beam. Because you lose the bond in
13 the center of the beam doesn't necessarily mean that the re-
14 inforcing rods are inadequate.

15 Q However, I would imagine there are some
16 people who would disagree with you?

17 A Undoubtedly.

18 Q When was the last time that Penn Central
19 made an extensive examination of this bridge?

20 A There was considerable scaling of concrete
21 done with the use of a highlift truck in the Spring of 1970.
22 They inspected the sections over the track at that time. The
23 other portions I do not have any date as to when a detailed
24 inspection was made.

25 Q If I remember from reading the newspapers,

1 there was a bridge that fell down in Virginia or West Virginia --
2 the Silver bridge?

3 A The Silver bridge.

4 Q And after that fell down, I think I remember
5 reading in the papers that all the local governments, state
6 governments and all the governmental authorities were quite
7 concerned about the other bridge structures that we have here
8 in Pennsylvania and there were orders from all these various
9 governmental bodies to have extensive inspections of overhead
10 bridge structures, and I believe the P.U.C. ordered Penn Central
11 to make such an investigation of their overhead structures, is
12 that true?

13 A Through I.D. 97, the P.U.C. ordered investi-
14 gation to be made of structures, yes.

15 Q Was there any such inspection made of this
16 bridge according to that P.U.C. directive?

17 A No. I have 1,000 overhead bridges under
18 my jurisdiction and 5,000 undergrade bridges and this is one
19 of the 6,000 total number of bridges.

20 Q But your company has had numerous complaints
21 from the local borough as to this bridge and you decided not
22 to look at this one first?

23 A We did not decide not to look at this one.
24 I met with borough officials. They were quite concerned with
25 concrete falling off the bridge, there was no mention made of

1 the inadequacy of the capacity of the bridge. The bridge
2 concrete was scaled off in accordance with the borough's wishes
3 and to provide safety of the traveling public.

4 Q But your company has never complied with
5 the P.U.C. directive to have a study of this bridge, has it?

6 A We have about 4,000 bridges that we haven't
7 complied with.

8 Q And this is one of them?

9 A This is one of them.

10 Q You gave some testimony about these I-beams
11 that were put up in 1939 and it was kind of noisy in here and
12 I couldn't hear your complete answer as to why that I-beam was
13 put up in 1939.

14 A Those are 36-inch wide flange 150-pound
15 beams. They were placed on either side of the pier cap of
16 No. 8 pier as additional support for the stringers of the
17 adjacent spans. This is sort of a saddle effect to allow the
18 pier cap to provide better support. There was a spalling of
19 one end of one of the stringers in span 8.

20 Q In 1939?

21 A 1939.

22 Q Quite a bit of spalling has gone on since
23 then on all the piers and spans, has it not?

24 A There is spalling on the entire bridge.
25 Photographs bear that out.

1 Q Under this particular join of spans that
2 these I-beams are on as shown on Complainants' Exhibit 3-B,
3 there's quite a gap there that has spalled away between those
4 two spans, is there not?

5 A There is a construction joint over alternate
6 piers. The design of this bridge is that one span is continu-
7 ous over a pier so that you have positive bending moment in
8 these spans with negative bending moment over the adjacent pier.
9 The joints that you speak of were designed in there in the
10 plan and there has been spalling at these expansion joints.

11 Q This one particularly above the I-beams by
12 the looks of it it's spalled away to the point that it's spalled
13 past the edge of the support pier?

14 A That joint that you see there provides no
15 structural support to the bridge.

16 Q But there are reinforcement rods underneath
17 this, aren't there?

18 A There are reinforcement rods in the stringers,
19 yes.

20 Q But that area there is starting to be
21 exposed, is it not?

22 A At the area you say is the end of the beam.
23 There is no reinforcement across this.

24 Q But the spans down towards the end as they
25 come together have reinforcement rods which are beginning to be

1 exposed, are they not?

2 A There's some spalled concrete there, yes.

3 Q Assuming this is Pier No. 10 here, isn't
4 the same spalling effect starting to take place there?

5 A There is some spalling there, yes.

6 Q On this floor thickness that you earlier
7 testified to, what is this first 8 inches you spoke of?

8 A That is the distance between the top and
9 bottom reinforcing in the floor slab.

10 Q This would be the portion that you would
11 see looking from the bottom of the bridge up?

12 A You would see the bottom reinforcing, yes.

13 Q If I were standing on the ground and would
14 look up, I would see this 8 inches?

15 A You'd see the bottom of it, yes.

16 Q Is this the same support bearing portion
17 of that roadway?

18 A That's figured in the design computation
19 for the slab, yes.

20 Q And hasn't that spalling considerably ex-
21 posed all the reinforcing rods in that area?

22 A No.

23 Q Let's go back to one of those pictures
24 which you already identified.

25 A You see the bottom reinforcing in it.

1 Q That's what I asked you and you said "No".

2 A You said do you see the reinforcing, not
3 specifying the bottom.

4 Q Let's understand to a lay person like me
5 a reinforcement rod shown is a reinforcement rod.

6 A It depends on where it is because that
7 definitely governs the strength of a structure.

8 Q On Complainants' Exhibit 3-0, that's a
9 picture of the underside of the bridge, is it not?

10 A Yes.

11 Q And aren't there reinforcement rods exposed
12 there?

13 A There are some at the top of the picture —
14 you can see some reinforcement rods exposed in the floor slab.

15 Q How much concrete do you think there was
16 over those reinforcement rods?

17 A Normal construction procedures indicate
18 two inches.

19 Q For those to be exposed, then two inches
20 of that concrete would have to be gone?

21 A That's right.

22 Q So that 8 inches is now down to 6 inches,
23 is it not?

24 A No, you still have 8 inches between your
25 reinforcing rods. You'd have two inches below this reinforcing.

1 Q Otherwise there's not two inches gone off
2 of that bridge?

3 A Right. This, for your information, is
4 under the sidewalk. The sidewalk loading is normally 100 pounds
5 per square foot.

6 Q On this picture I see in the first area
7 here there's some reinforcement rods and over here. The side-
8 walk is only five foot wide. How can they all be under this
9 sidewalk?

10 A For your information, this is the interior
11 stringer that carries the vehicle loading. This is floor slab
12 and stringer under the sidewalk.

13 Q You're not maintaining that only the area
14 under the sidewalk has spalled away to the point that that's
15 the only place you can see reinforcing rods?

16 A That's the only place this photograph in-
17 dicates.

18 Q But you have inspected the bridge, have you
19 not?

20 A I have.

21 Q There are reinforcement rods exposed else-
22 where, are there not?

23 A There are.

24 Q Not just under the sidewalk?

25 A No.

1 Q So I understand two inches of concrete
2 has to have fallen away for those reinforcing rods to be show-
3 ing?

4 A That's the usual amount of concrete they
5 design in the plans for reinforcement anchorage.

6 Q What's above that original 8 inches you
7 spoke of?

8 A Four inches of concrete.

9 Q What kind of concrete?

10 A I don't understand your question -- what
11 kind of concrete.

12 Q Reinforced concrete, poured concrete,
13 stress concrete, or what is it?

14 A The concrete to be reinforced, of course,
15 has to have reinforcing rods in it. This section was poured
16 as a unit and is considered a reinforced concrete floor slab.

17 Q What would be above that?

18 A Wearing surface of the road.

19 Q In your examinations, do you know if that
20 area between the original 8 inches of reinforced concrete and
21 the wearing surface of the road has any deterioration in that?

22 A It's difficult to tell because it's hard
23 to see. It's covered by the wearing surface on the top and
24 it's covered by the concrete on the underside.

25 Q You testified on direct examination that

1 you had seen holes in the area and you felt that there was no
2 danger of a vehicle falling through them. When you examined
3 these holes, did you see that area?

4 A I could see holes in the wearing surface.
5 I could not see the reinforcing from the top.

6 Q You said there was no danger of a vehicle
7 falling through. You already heard the testimony that a woman
8 put her leg through?

9 A There's a little difference in total load-
10 ing between a person and a vehicle, but there are probably
11 areas there in which a person could trip.

12 Q You did hear the testimony about the lady
13 putting her leg through and having to go to the hospital?

14 A I heard that, yes. I had no prior knowl-
15 edge of that.

16 Q When you were at the diagram you put a
17 circle around an underpass route of travel under the Penn
18 Central railroad tracks. The difficulty you had in finding
19 that I take it you're not too familiar with that area, are you?

20 A I was not familiar with that map since it
21 does not appear to be completely accurate.

22 Q Are you saying the map of Beaver County
23 is not drawn to scale?

24 A I didn't say it wasn't drawn to scale. I
25 said I noticed some highways shown on there that do not appear

1 in service.

2 Q When you looked at the map of Big Beaver
3 Borough which also has Homewood Borough within its confines,
4 you could not locate that underpass within the Borough of Big
5 Beaver, could you?

6 A It was not shown on the map.

7 Q Otherwise that's the territorial limits of
8 Big Beaver, so that underpass is not even within the borough
9 limits of Big Beaver, is it?

10 A I'm not familiar with the Borough limits
11 of Big Beaver. I know that the bridge is about two miles east
12 railroad direction-wise of the overhead structure and is suit-
13 able for a detour.

14 Q You also testified something about the
15 distance you'd have to take to go from the bridge down to that
16 underpass and back up -- how many miles?

17 A I would estimate 4-1/2 miles, not over.

18 Q What route of travel does that take into
19 account?

20 A You go south on the road that's paralleling
21 the railroad which I think is shown on the map as --

22 Q Old Route 77?

23 A I don't know what old Route 77 is, but it's
24 marked on the map as 660 down to 551, under the railroad at
25 551 on Traffic Route 18 and north on Route 18.

1 Q That would bring you back up down by the -
2 Turnpike -- that doesn't bring you back up to the bridge?

3 A You go under the railroad bridge and make
4 a left turn and you're back at the end of the bridge in question.

5 Q Have you ever clocked that on your car?

6 A No.

7 Q How do you know the distances?

8 A I scaled it on the map.

9 Q With what?

10 A With a scale.

11 Q You heard Daniel Cunning, the Mayor of Big
12 Beaver, in order to reach certain northern portions of Big
13 Beaver Borough it would be possible for a police car to have
14 to go 10 miles out of its way, and that he would have to go to
15 the City of Beaver Falls or the Borough of New Galilee to get
16 to the northern part of Big Beaver Borough?

17 A I couldn't hear all of his testimony. I
18 did hear something about 10 miles, but that is not the shortest
19 distance. I think he was indicating, or at least my interpretation
20 of what he was indicating was from one point to the further
21 most part of the Borough could be 10 miles, but to go from one
22 end of the bridge to the other is 4-1/2 miles.

23 Q You weren't trying to put that in evidence
24 to dispute the fact that it might be possible for a police car
25 to have to travel 10 miles out of its way, depending on where

1 it started, to reach the northern part of Big Beaver Borough
2 if that bridge was out of operation?

3 A He could go a greater distance.

4 Q This proposal of three or four years from
5 now to have gunite on the bridge, could you tell us what gunite
6 concrete is?

7 A It's a pressure applied concrete used to
8 seal concrete areas that have spalled.

9 Q It does not have any real weight-bearing
10 capacity?

11 A You do not figure it for stress computation.

12 Q So such a plan would not offer any support
13 to the bridge -- it would only stop it from spalling more to
14 cause additional loss three or four years from now?

15 A That's right.

16 MR. GROPP: That's all.

17 MR. BRADERMAN: No questions.

18 MR. BETHARDS: No questions.

19 THE EXAMINER: Do you have anything further,
20 Mr. Anderson?

21 REDIRECT EXAMINATION

22 BY MR. ANDERSON:

23 Q Mr. Streiff, has the spalling of concrete
24 resulted in reducing the effective weight limit of this bridge
25 below 15 tons?

1 A No.

2 Q Has the exposure of the reinforcing rods
3 resulted in reducing the effective weight limit of the bridge
4 below 15 tons?

5 A No.

6 Q There was reference made to I.D. 97; does
7 the railroad have a program for inspecting and reporting upon
8 the bridges under the direction of the Commission in I.D. 97?

9 A Yes.

10 Q And is that program in the course of being
11 progressed?

12 A Definitely.

13 MR. ANDERSON: That's all.

14 THE EXAMINER: The posted signs which I
15 understand say 15 ton weight limit, is that correct?

16 THE WITNESS: Right.

17 THE EXAMINER: That exist there at the
18 bridge, were they placed there by the railroad?

19 THE WITNESS: No.

20 THE EXAMINER: Do you know by whom?

21 THE WITNESS: I think that they are Depart-
22 ment of Highway signs.

23 THE EXAMINER: And they have been there
24 for some years?

25 THE WITNESS: They have been there, to my

1 knowledge, since 1965. In 1964 when the legal loading was in-
2 creased from an H-15 loading to an H-20 loading, I think that
3 the signs were placed there as a result of that.

4 THE EXAMINER: The weight limit now in
5 Pennsylvania is 20 tons?

6 THE WITNESS: Yes, bridges are designed
7 now for HS-20 loading.

8 THE EXAMINER: And you think it was immedi-
9 ately after that 1964 enactment that the signs of 15 ton were
10 posted?

11 THE WITNESS: Yes.

12 THE EXAMINER: That's all.

13 RECROSS-EXAMINATION

14 BY MR. GROPP:

15 Q You said there has been no extensive study
16 of this bridge?

17 A I said there had been no in-depth or no
18 detailed inspections made.

19 Q As to the studies made, can you tell us what
20 actual studies were made, what actual investigation was done --
21 did someone go out there with a pick and shovel and tap on the
22 concrete; did someone go out there with delicate instruments
23 to do any investigation on that bridge?

24 A Our normal procedure in inspecting bridges,
25 we have an annual bridge inspection party which reviews all

1 structures that are questionable or that the division bridge
2 inspector has a question on or there are possible spalling
3 areas in reference to concrete structures. This bridge has
4 been reviewed by the annual bridge inspection party which is
5 strictly a viewing of the structure, and as far as a detailed
6 inspection, we have not had any inspection of this type made.
7 On a reinforced concrete structure this requires usually a
8 determination of the amount of concrete that has been removed
9 from the structure, the amount left, and computations from
10 those inspections. There has been no inspection or re-evalu-
11 ation of the computations as I have indicated.

12 Q Most of this is a person goes out there
13 who is employed by your company and looks at the bridge --
14 this is what he does?

15 A This is what we have done on this bridge
16 in the past, yes.

17 Q You said that measurements were taken about
18 the amount of concrete that has fallen away; how did they do
19 this?

20 A They provide either by means of highlift
21 or by scaffolding where they can get down on the underside of
22 the structure and physically measure from the reinforcing down
23 or the reinforcing up, scaling away loose concrete, to deter-
24 mine how much sound concrete remains.

25 Q There's been no core sampling of this con-

1 crete taken, has there?

2 A Not to my knowledge.

3 Q Otherwise there's no telling whether the
4 original aggregate and sand and cement was followed in the
5 construction of this bridge -- there's no way of telling what
6 the weather has done to the inside of that concrete, is there?

7 A Only by visual indication on the bridge.

8 Q And on this alone you are willing to state
9 that you feel this bridge will hold 15 tons?

10 A I am.

11 Q Which is based mainly on a visual investi-
12 gation of the bridge?

13 A That's right.

14 MR. GROPP: That's all.

15 THE EXAMINER: Does the railroad have any
16 further witnesses?

17 Mr. ANDERSON: No, sir.

18 THE EXAMINER: Does the Turnpike Commission
19 desire to call any witnesses?

20 Mr. BRADERMAN: One, Mr. Examiner, if we
21 may. Mr. Miller.

22
23 CHARLES O. MILLER, called as a witness on
24 behalf of the Pennsylvania Turnpike Commission, being first
25 duly sworn, was examined and testified as follows:

DIRECT EXAMINATION

1
2 BY MR. BRADERMAN:

3 Q Please state your name.

4 A Charles O. Miller.

5 Q Where are you employed, Mr. Miller?

6 A The Pennsylvania Turnpike Commission.

7 Q In what capacity are you employed?

8 A As an engineer in the Engineering Depart-
9 ment.

10 Q Are you a registered professional engineer?

11 A Yes.

12 Q Directing your attention to Questions and
13 Procedure dated August 19, 1970 in reference to this case,
14 would you please describe the extent and basis of the involve-
15 ment of the Pennsylvania Turnpike Commission at the location
16 of the bridge in question?

17 A The Pennsylvania Turnpike Commission's
18 involvement at this location was initiated by the construction
19 of a three-span extension to the original viaduct as ordered
20 by the Pennsylvania Public Utility Commission pursuant to
21 Application Docket No. 76051, October 16, 1950.

22 Q That was the same docket that was intro-
23 duced into evidence earlier today by the Complainants?

24 A That's right.

25 Q Could you state the Turnpike Commission's

1 present obligations with respect to the maintenance of the
2 existing crossing above grade?

3 A The Turnpike's present obligation is for
4 the maintenance of the extension structure excluding the road-
5 way paving between curbs.

6 Q Could you state whether you and the ^{T.P.C.} Com-
7 mission agree that the existing crossing is not adequate for
8 the convenience and safety of the public and should the bridge
9 be altered or be rehabilitated?

10 A The portion of the viaduct for which the
11 Pennsylvania Turnpike Commission is responsible was found by
12 inspection to be in excellent structural condition. It is
13 entirely adequate to handle the designed loads for which the
14 bridge was designed -- the highway loading. Only small surface
15 deterioration is evident.

16 Q You're referring to our section?

17 A To our section of the viaduct. Annual in-
18 spections are made both by maintenance personnel and our con-
19 sulting engineers that are retained by the Commission. We are
20 not prepared to make any statements or recommendations in regard
21 to the original viaduct since we have not made an in-depth in-
22 spection of that portion.

23 Q So your testimony today is only directly
24 related to that portion of the viaduct or bridge that is owned
25 and maintained by the Commission, is that right?

1 A That's true.

2 MR. BRADERMAN: I have no further questions.

3 THE EXAMINER: When you said there was
4 some surface deterioration, are you talking about the cartway
5 or the superstructure that holds up the cartway, or both?

6 THE WITNESS: Mostly on the cartway there's
7 deterioration. There are some surface spalls on other portions
8 but no structural components of the structure itself.

9 THE EXAMINER: We'll begin cross-examination
10 by the Complainants.

11 CROSS-EXAMINATION

12 BY MR. GROPP:

13 Q Mr. Miller, I was reviewing this Public
14 Utility Commission order of October 16, 1950 which you referred
15 to. I see that one portion says that the superstructure of
16 this viaduct, which is the new part built by the Turnpike Com-
17 mission, will be supported at its southerly end upon the
18 existing northerly abutment altered to accommodate additional
19 span. I take it the southern portion of that section of the
20 bridge the Turnpike is responsible for rests upon a pier which
21 was originally constructed by the railroad company?

22 A That's not true. The plans for our structure
23 would show an extra foot of pier that was constructed for the
24 bearing of our span.

25 Q Otherwise you're saying that the Turnpike

1 Commission's southern end does not depend upon the railroad
2 company's pier for support entirely?

3 A That's true.

4 Q I show you Complainants' Exhibit 3-J. This
5 will show you an area where the two bridges -- the new part
6 and the old part -- come together. I think you'll find this
7 on a couple other pictures here if you want to look them all
8 over. Here's Complainants' Exhibits 3-I and 3-K, all pictures
9 of the same portion. That order I spoke of says that the
10 addition to be built by the Turnpike Commission will consist
11 of a nine-foot span length, a one steel girder span of 84 feet
12 and a 35-foot concrete span. By the looks of the smallest of
13 that, that must be the 9-foot which ties into the old bridge?

14 A Right.

15 Q Does that 9-foot section from those pictures
16 and from what you know of this bridge indicate that it is rest-
17 ing on a pier originally constructed by the railroad company?

18 A As I stated before, there is a construction
19 joint and we added one foot, if you would look here, to the
20 face of that existing pier.

21 Q Does that one foot addition go clear down
22 to the ground -- does it have a foundation of its own, do you
23 know?

24 A I don't know exactly but I would say it
25 would go down to the existing foundation.

1 Q If such a thing is there, maybe the Turn-
2 pike Commission when they built that bridge didn't build up
3 the pier --

4 MR. BRADERMAN: Objection.

5 THE EXAMINER: I'll have to sustain the
6 objection. He can't draw such a conclusion from what he sees
7 in that picture.

8 Q Then from what you know, it is probable
9 that the Turnpike Commission added on to an existing
10 Pennsylvania Railroad Company's pier to provide support for
11 that 9-foot span?

12 A From what I know, yes.

13 MR. GROPP: That's all I have.

14 MR. ANDERSON: No questions.

15 MR. BETHARDS: No questions.

16 THE EXAMINER: Do you have any other wit-
17 nesses to call?

18 MR. BRADERMAN: No other witnesses.

19 THE EXAMINER: We're ready for the Highway
20 Department.

21 MR. BETHARDS: Mr. Examiner, I call Mr.
22 Sellers.

23 THE EXAMINER: Before Mr. Sellers is sworn,
24 does the County of Beaver have any statement to make?

25 MR. MASTERS: Mr. examiner, the Commissioners

1 support the complaint of the Boroughs of Big Beaver and Homewood
2 in this matter in so much as the County requests that the
3 Commission place the same burden on the Penn Central to report
4 on their bridges as they require the County concerning their
5 bridges. The County is required periodically to send in
6 detailed engineering reports as to the safety and as to the
7 structural changes in the bridges by its consultant engineers.
8 To date the County still hasn't received such a report on this
9 bridge which we felt we were entitled to prior to this hearing.
10 If the County is to come in and to make recommendations and
11 assume any of the costs of this particular operation, we're
12 entitled to know in detail what the engineering reports on
13 this bridge are, so the County requests that prior to any order
14 being made, the County be given an opportunity to examine in
15 detail the engineering reports of Penn Central and have the
16 County consulting engineer review them with them. It's been
17 the practice in the past that the Commission will issue an
18 order placing the costs upon the County or upon municipalities
19 involved without the municipalities or the County having any
20 interest or concern whatsoever, so we would like to have an
21 opportunity to examine the engineering reports filed and have
22 our consulting engineer make a study of them.

23 THE EXAMINER: Let me ask you just one
24 question: Is the County's position, since it's not offering
25 any testimony, that they would like a study to be ordered, or

1 is it broader than that?

2 MR. MASTERS: All the County wants is the
3 same burden placed on the Penn Central as is placed on the
4 County of Beaver. The same type of study that the County of
5 Beaver has to submit on their bridges, the Penn Central should
6 have to submit. The Commission shouldn't have two standards,
7 one for the Penn Central and one for the people of the County.
8 That's all we're saying.

9 THE EXAMINER: Thank you.

10
11 HOWARD A. SELLERS, called as a witness on
12 behalf of the Department of Transportation, being first duly
13 sworn, was examined and testified as follows:

14 DIRECT EXAMINATION

15 BY MR. BETHARDS:

16 Q Please state your full name for the record.

17 A Howard A. Sellers.

18 Q By whom are you employed, Mr. Sellers?

19 A By the Department of Transportation.

20 Q In what capacity?

21 A Grade crossing engineer.

22 Q What is your office address?

23 A Room 1113, Transportation & Safety Build-
24 ing, Harrisburg.

25 Q Are you duly authorized to testify here

1 today?

2 A I am.

3 Q Mr. Sellers, please describe the location
4 of the existing railroad-highway crossing above grade involved
5 in this proceeding, including the location and termini of any
6 State highway traversing the crossing.

7 A The rail-highway crossing above grade in-
8 volved in this proceeding is located on Township Road 680 in
9 the Borough of Homewood at a point approximately 2,000 feet
10 north of the southerly boundary line of the Borough of Homewood.
11 The structure crosses over the grade of the tracks of Penn
12 Central Transportation Company and Pennsylvania Turnpike. The
13 subject crossing structure is not presently traversed by any
14 State highway as evidenced in the proceedings before the Pennsyl-
15 vania Public Utility Commission in Complaint Docket No. 15932
16 in 1953.

17 Q Please state the present obligation of the
18 Department with respect to maintenance of the existing crossing
19 above grade.

20 A The Department of Transportation has no
21 present maintenance obligations on the structure.

22 Q Mr. Sellers, did what was known as L.R. 77
23 formerly traverse the structure in question?

24 A Old 77, yes, it did.

25 Q And was old L.R. 77 abandoned by the Depart-

1 ment as a State highway?

2 A Yes, sir, it was.

3 Q When was that done, sir?

4 A In 1954.

5 Q Please state the termini of abandoned
6 L.R. 77.

7 A Beginning at the southerly boundary of
8 what is now Big Beaver Borough at Station 373+31, continuing
9 to the southerly boundary of Homewood Borough, contiguous with
10 the Borough of Big Beaver at Station 457+70, then continuing
11 in and through the Borough of Homewood from the previous said
12 station to the northerly boundary line of Homewood Borough at
13 Station 479+40, and then continuing into Big Beaver Borough
14 again from the previous station to Station 555+04.

15 Q Did the abandoned L.R. 77 cross the bridge
16 in question?

17 A Yes, sir, it did.

18 Q You say it was abandoned in 1954?

19 A Yes, sir.

20 Q Has the Commonwealth been making payments
21 out of the liquid fuel tax fund to the Borough of Homewood for
22 the maintenance of abandoned L.R. 77 in that Borough?

23 A Yes, sir, in accordance with the stations
24 I just read in the Borough of Homewood.

25 Q When did the Commonwealth start to make

1 those payments out of the liquid fuel tax fund in connection
2 with abandoned L.R. 77 to the Borough of Homewood?

3 A I don't have the exact date but probably
4 shortly after the abandonment.

5 Q And have the payments been made each year
6 to the Borough of Homewood?

7 A According to our records they have.

8 Q What is the position of the Department as to
9 whether the existing crossing is or is not adequate for the
10 convenience and safety of the public?

11 A The Department of Transportation does not
12 agree or disagree that the existing structure is adequate for
13 the safety and convenience of the public. It is the Depart-
14 ment's position that it has no maintenance responsibilities on
15 the structure.

16 Q Will the Department agree to prepare any
17 plans which the Commission might require for any work deemed
18 necessary or advised at this location?

19 A The Department of Transportation does not
20 agree to prepare any plans, in-depth studies, or perform any
21 work on the structure subject to this proceeding.

22 Q What portion of the cost of construction
23 or future maintenance will the Department agree to assume at
24 this location in the event an improvement is ordered by the
25 Commission?

1 A In the event an improvement is ordered by
2 the Commission, the Department will not agree to pay any of the
3 construction costs and costs of future maintenance.

4 Q There was some reference, Mr. Sellers, in
5 the prior testimony as to whether State Highway 04057 or Traffic
6 Route 651 crosses the bridge in question; does it?

7 A According to our records it does not.

8 Q What's the nearest point of that route to
9 the bridge in question?

10 A I would estimate it approximately 200 to
11 300 feet on the southerly approach to the structure.

12 Q Your testimony is then that no State high-
13 way traverses the bridge in question?

14 A That's right.

15 MR. BETHARDS: Cross-examine.

16 CROSS-EXAMINATION

17 BY MR. GROPP:

18 Q In Pennsylvania isn't it often common to
19 have one highway having numerous designated route numbers?

20 A Yes, it is.

21 Q This Route 651, also known as Legislative
22 Route 04057, where do you maintain that it stops in regard to
23 the area of the bridge -- how far away?

24 A As I previously stated, approximately 200
25 to 300 feet on the southerly approach to the structure where

1 it intersects with old L.R. 77.

2 Q How familiar are you with your employer's
3 operations in this area?

4 A With what operations?

5 Q The one I have in mind is on Legislative
6 Route 04057, there's an ash depot out there where State trucks
7 operate from, are you aware of that?

8 A No, I'm not.

9 MR. BETHARDS: Mr. Examiner, I might state
10 that we have the assistant County maintenance superintendent
11 in the courtroom and I intend to put him on the witness stand
12 subsequent to Mr. Sellers, and I would suggest perhaps these
13 questions might be better directed to him.

14 Q It's my understanding that this legislative
15 route comes right down into Homewood and stops 200 feet from
16 the bridge, is that so?

17 A According to our records, yes.

18 Q There's no State highway that it connects
19 to -- it's a dead end spur?

20 A Not since old 77 has been abandoned.

21 Q I didn't realize that State highways just
22 stopped without having a destination unless it would be on the
23 State border. Wouldn't it be common for the Department of High-
24 ways to link its roadways together, say like to have a connection
25 between this State highway and Route 18, the new four-lane high-

1 way?

2 MR. BETHARDS: Objection, Mr. Examiner.
3 I raised none of these questions on direct, and I understand
4 the rule of evidence to be that cross-examination must be
5 limited to the direct.

6 THE EXAMINER: In view of the nature of
7 this complaint in this proceeding, we're going to overrule
8 that objection and note an exception to the Department of
9 Transportation. I think it's pertinent here to determine
10 whether this is a usual practice or an unusual practice.

11 MR. BETHARDS: Mr. Examiner, I didn't
12 qualify this witness as an expert on that and ask him if that
13 was departmental procedure.

14 THE EXAMINER: He may not know. I'll allow
15 the question if he can answer it.

16 MR. BETHARDS: If you don't know, state
17 you don't know.

18 MR. GROFF: Wait till I ask him another
19 question. You've already told him how to answer that one.

20 Q You have referred to your records of the
21 Department of Transportation -- you have access to these records,
22 yes or no?

23 A Yes, sir.

24 Q In your access to such Department of High-
25 way records, it's not just limited to the small area of Big

1 Beaver Borough or Beaver County, is it?

2 A The complaint is on the structure.

3 Q I am asking you a question as to what
4 source of information do you have from your Department of Trans-
5 portation records -- what area do you serve for your employer --
6 what area do you have the source of the records and have knowl-
7 edge of?

8 A I cover the whole State.

9 Q The whole State?

10 A Wherever necessary.

11 Q You have looked at the records of many
12 places in the State?

13 A Yes, sir.

14 Q So you're quite familiar with the standard
15 operations of the State as far as how it lays out its roadways?

16 MR. BETHARDS: Objection, Mr. Examiner.

17 The witness did not so testify.

18 THE EXAMINER: He's asking him now whether
19 or not he is. I'll overrule the objection.

20 A I'm not qualified to say how we lay them
21 out because that's a design in planning.

22 Q You don't know how they lay them out but
23 you know after they are laid out and these records develop for
24 your Department of Transportation, correct?

25 A Yes, sir.

1 Q These are the records where you determine
2 the information you are testifying here to today, especially
3 as to where this legislative route ends?

4 A Yes, sir.

5 Q You have already testified that you have
6 looked at these situations of your Department of Highways'
7 records all over the State?

8 A I have looked at the records that were at
9 my disposal at the time.

10 Q On the records that you have looked at at
11 your disposal which indicate what the Department of Transpor-
12 tation has planned, has the Department's planning as indicated
13 by the records you have had access to and examined shown that
14 they do not connect their highways as you contend exist here
15 in Big Beaver Borough and Homewood Borough?

16 A I did not look at any records that would
17 imply any future planning for the area.

18 Q I am not asking you about this particular
19 area -- I'm asking you about the state-wide program as evidenced
20 by the plans that you have access to.

21 A I don't follow your question.

22 THE EXAMINER: Do you know of any other
23 situation through your particular job with the Department of
24 Transportation where a highway of the State ends 200 feet from
25 linking or joining or coming in physical contact with any other

1 State highway, that's what you're being asked.

2 THE WITNESS: No, I can't think of any.

3 Q You have made reference to the Public
4 Utility Commission's Complaint Docket No. 15932. I have not
5 had the advantage of seeing this report in full detail. I
6 understand from your testimony that this was for relocation of
7 Route 77?

8 A No, sir, that's not correct. This is the
9 order of July 26, 1954 which is the Public Utility Commission's
10 complaint procedure.

11 Q What are you saying the effect of that
12 order was since I apparently misunderstood you?

13 A It stated in the body of the order and
14 I quote, "The viaduct, the subject of this proceeding, was
15 admitted by the Department of Highways to be part of the State
16 highway system by its answer filed dated June 18, 1953; however,
17 at the hearing held December 4, 1953, the Department of High-
18 ways' witness testified that Route 77 had been relocated in
19 accordance with plans approved by the Governor on November 1,
20 1950; that the relocated highway has been completed and open
21 to traffic, and that the highway as relocated does not cross
22 the viaduct."

23 Q Apparently then abandonment of Route 77
24 occurred at that time?

25 A No, sir.

1 Q What happened to Route 77 as a result of
2 that proceeding?

3 A The abandonment was not a result of the
4 proceeding. The abandonment was the result of the Department's
5 own actions.

6 Q What was the purpose of this proceeding
7 then?

8 THE EXAMINER: Are we talking about the
9 proceeding of July 26, '54?

10 THE WITNESS: Yes, sir.

11 Q What was the subject matter of that pro-
12 ceeding?

13 A The proceeding back in 1950 was the re-
14 location of L.R. 77 or Traffic Route 18 and they refer in the
15 body of this order to that.

16 Q Is this proceeding here the one dealing
17 with the ramp leading off of the bridge we are talking about?

18 A Yes, sir, I believe it is.

19 Q Now I understand what we're talking about.
20 Legislative Route 77 never did go over that ramp, did it?

21 A No, sir, but what I quoted did not state
22 the ramp -- it said the viaduct.

23 Q Did you make any reference to the earlier
24 matter admitted which was requested be incorporated in this
25 record by the attorney for the Department of Highways, that

1 being the one that come down around 1950, November 20?

2 A Yes, sir, that's the one for the relocation
3 of L.R. 77.

4 Q This is the one I was confusing with what
5 you were talking about here. Was that a relocation or an
6 abandonment?

7 A That was a relocation.

8 Q Is that how what we people call new Route
9 18 came into existence -- the four-lane highway -- that exists
10 east of the railroad tracks?

11 A That's the relocation of old 77.

12 Q This would be what the subsequent order of
13 1954 would be referring to that Route 77 had no more connection
14 with the viaduct?

15 A That's correct.

16 Q It was prior to the 1954 order that the
17 Commission vacated Route 77 over that bridge?

18 A The Commission did not vacate 77.

19 Q They relocated it?

20 A They gave the approval at the crossing to
21 be relocated.

22 Q You testified that your Department of High-
23 ways has no responsibility as to this bridge?

24 A Yes, sir.

25 Q Are you aware of the Public Utility Com-

1 mission or Public Service Commission order dated April 17,
2 1922 which contains such a provision that the Department of
3 Highways shall be responsible for the road surface?

4 A Yes, sir.

5 Q Apparently your Department of Highways put
6 a petition into the Commission to relocate highway 77 which is
7 now new Route 18, is this correct?

8 A Yes, sir.

9 Q That would be the 1950 proceeding?

10 A It's an application to relocate.

11 Q Can you point anywhere in that proceeding,
12 since you're aware of it, where the Public Utility Commission
13 absolves the Highway Department from that specific order of
14 April 17, 1922 that it no longer had a duty to maintain the
15 roadway of that bridge, particularly as to that viaduct?

16 A No, sir, I previously testified that the
17 Commission did not -- that the Department did it on its own
18 initiative and vacated old Legislative Route 77.

19 Q Let's go to the liquid fuel tax matter you
20 testified to. I will summarize and you correct me if I am
21 wrong. You testified you do not know when the liquid fuel tax
22 payments began to the Borough of Homewood, but you know that
23 they have continuously received them at some date after the
24 Highway Department took it on its own initiative to relocate
25 Legislative Route 77?

1 A To relocate and abandon.

2 Q You say to relocate and abandon; before
3 you told me you did not abandon 77. Did they abandon 77?

4 A Yes, sir, they did. They relocated at one
5 time and abandoned a few years later.

6 Q All at this 1950 proceedings?

7 A No, sir.

8 Q The abandonment you speak of is on their
9 own initiative they have abandoned it?

10 A On their own initiative they abandoned it.

11 Q Nothing to do with the Public Utility Com-
12 mission?

13 A No, sir.

14 Q Do you know how much money the Borough of
15 Homewood has received annually since you have testified they
16 have received it annually?

17 A No, sir, I don't. That's handled by
18 Municipal Services.

19 Q Do you know if they have received it?

20 A Yes, sir, I have seen their records and
21 have copies of them.

22 Q Do you have copies of them with you?

23 A Not in the amount -- only the limits by
24 stations over old 77 which they received liquid fuel taxes for.

25 Q You heard the testimony earlier about the

1 length of this bridge?

2 A Yes, sir.

3 Q Do you know what that distance was?

4 A I think about 576 feet or in that vicinity
5 of the original and then there was 132 feet additional added
6 by the Pennsylvania Turnpike Commission.

7 Q That original 576 feet, would that be
8 approximately one-tenth of a mile?

9 A Yes, sir, it would.

10 Q Since you have testified to the liquid fuel
11 tax matter, I imagine you know how it is calculated to determine
12 to be paid to the local municipality?

13 A No, sir, I don't.

14 Q Do you know of personal knowledge then
15 whether this approximate one-tenth of a mile is included in
16 the roadway to calculate the liquid fuel tax to be paid to
17 Homewood?

18 A According to our records, it's from the
19 southerly boundary of Homewood Borough to the northerly boundary
20 of Homewood Borough.

21 Q You're referring to your records as to this
22 blueprint, isn't that true?

23 A That in part but also the Form 990 which I
24 understand the Borough of Homewood submits to the Municipal
25 Services of the Department of Transportation for reimbursement

1 of liquid fuel taxes, and they state, abandon Route 77 beginning
2 at south Borough line ending at north Borough line.

3 Q So on that basis you feel that this one-
4 tenth of a mile is included in their liquid fuel tax payments?

5 A According to this record as I understand
6 submitted by the Borough of Homewood, yes.

7 Q What obligations, if you know, does the
8 Department of Highways have to County owned bridges and bridges
9 not owned by the State Highway?

10 A I don't know.

11 Q You don't know if they have any voluntary
12 or compulsory program in which they're involved?

13 A I don't know.

14 Q You stated you have records when the liquid
15 fuel tax first began; what does those records show that the
16 first year was that they received payment?

17 A I didn't state I had records stating when
18 it began. I said I don't have records of the exact date when
19 it began, but it has been paid to them over a number of years.
20 I don't know how many. It probably could be researched if
21 necessary.

22 MR. GROFF: No further questions.

23 THE EXAMINER: Mr. Bethards, do you have
24 anything further?

25

REDIRECT EXAMINATION

1 BY MR. BETHARDS:

2 Q Mr. Sellers, didn't you refer to a form
3 submitted by the Borough of Homewood to the Department for
4 reimbursement from the liquid fuel tax fund?

5 A Yes, sir.

6 Q Don't you have that form in your file?

7 A Yes, sir, I do.

8 Q What's the first year indicated there when
9 the Borough requested payment?

10 A The Borough of Homewood doesn't have a
11 date on theirs. The Borough of Beaver does. These are up-
12 dated periodically and I don't know when the periods are that
13 they're updated.

14 MR. BETHARDS: Mr. Examiner, if counsel
15 for the Borough so desires, we'll be glad to produce the com-
16 plete records of the Department showing that the Borough of
17 Homewood was reimbursed from the liquid fuel tax fund beginning
18 in the year 1955 and every year subsequent thereafter for
19 maintenance purposes on old Legislative Route 77 which traverses
20 this particular bridge.

21 THE EXAMINER: Would you like that provided
22 to you?

23 MR. GROPP: I would like to see it.

24 MR. BETHARDS: We'll be glad to do it.

25 THE EXAMINER: At the end of the hearing,

1 get his office address and mail it to him.

2 MR. BETHARDS: Yes, sir.

3 THE EXAMINER: You have no further questions
4 of the witness?

5 MR. BETHARDS: No, sir.

6 THE EXAMINER: We'll take a short recess.

7 . . . RECESS . . .

8 MR. BETHARDS: I call Mr. Rice, Mr. Examiner.

9
10 R. E. RICE, called as a witness on behalf
11 of the Department of Transportation, being first duly sworn,
12 was examined and testified as follows:

13 DIRECT EXAMINATION

14 BY MR. BETHARDS:

15 Q Please state your full name.

16 A R. E. Rice.

17 Q By whom are you employed, Mr. Rice?

18 A By the Pennsylvania Department of Transpor-
19 tation, Maintenance Division.

20 Q In what capacity?

21 A As assistant superintendent of maintenance.

22 Q What is your address of employment?

23 A East Rochester Highway office up here.

24 Q In your capacity as assistant maintenance
25 superintendent, are you familiar with the State highways in

1 Beaver County?

2 A Not all of Beaver County -- part of Beaver
3 County.

4 Q Just the part of Beaver County that your
5 district covers?

6 A Generally, yes.

7 Q Can you tell us whether you know of any
8 situations in your area of jurisdiction where State highways
9 intersect with other roads that are not State highways?

10 A Yes, I do.

11 Q Can you name them specifically?

12 A Yes, this 04057 of which you're speaking
13 is one; there's one on what used to be 51 before they put new
14 51 out in Chippewa Township -- it stops at a township road;
15 there's one out in Big Beaver Borough after you pass the
16 Turnpike bridge going from Galilee to Koppel that turns off to
17 the left. That's only two besides this 057.

18 Q I take it your area of jurisdiction covers
19 this bridge we're talking about today?

20 A That's correct.

21 Q There's been some discussion regarding
22 Traffic Route 651 or L.R. 04057 as to whether or not it traverses
23 the bridge in question; does it?

24 A It does not.

25 Q It does not?

1 A It does not.

2 Q What's the nearest point that it comes to
3 the structure?

4 A It comes to State Street in the Borough of
5 Homewood.

6 Q What distance would that be from the
7 structure, approximately?

8 A I never measured it. I would say 200 to
9 300 feet, in that neighborhood.

10 Q Are there any State highways that traverse
11 this bridge in question?

12 A No, sir, not now.

13 Q L.R. 77 formerly traversed it?

14 A That's correct, before it was abandoned.

15 Q Do you know when it was abandoned?

16 A That was before my time. It was back in
17 the '50s sometime.

18 Q Getting back again to L.R. 04057, there
19 was some discussion previously as to whether or not the Depart-
20 ment had been performing any maintenance work on this bridge.

21 A We have done some maintenance work during
22 the summer on berm work mostly, some patching in the early
23 part of the year, no major improvements this year, no.

24 Q What is the projected maintenance on this
25 road, Mr. Rice?

1 A I have turned it in for new drainage and
2 widening.

3 MR. BETHARDS: Cross-examine.

4 CROSS-EXAMINATION

5 BY MR. GROPP:

6 Q Mr. Rice, being the assistant superintendent
7 of maintenance in this area, you would have knowledge of how
8 your crews work in this area, right?

9 A Right.

10 Q Does this include the ash pile that's
11 located up on top of this area?

12 A That's correct.

13 Q Do those ash trucks travel down this
14 legislative route into Homewood and go across that bridge?

15 A I would assume they did, yes. I haven't
16 actually seen them go across but in order to get out to 77,
17 they almost have to.

18 Q Does your maintenance job include painting
19 of lines on highways?

20 A That's handled out of the district office
21 at Pittsburgh.

22 Q And you have no knowledge of that one way
23 or the other?

24 A The paint foreman usually checks with me
25 to see which roads I have in halfway decent condition to paint.

1 By that I mean possibly they might not be bermed and he might
2 just center line them rather than edge line them.

3 Q So he checks with you as to which roads
4 should be lined with paint before he does them?

5 A That's correct.

6 Q I show you Complainants' exhibit No. 3-P
7 and Q; do you see the white center lines on that roadway?

8 A Yes.

9 Q Do you know if the Department of Transpor-
10 tation is responsible for those center lines to be there?

11 A I couldn't answer that. I wasn't there
12 when it was done. If he did, he made a mistake.

13 MR. BETHARDS: May I ask what road counsel
14 is talking about?

15 THE EXAMINER: Are you talking about the
16 surface of the bridge in question?

17 MR. GROPP: As shown on Complainants'
18 Exhibit No. 3-P and Q.

19 Q This is your own opinion that he made a
20 mistake?

21 A That's correct.

22 MR. BETHARDS: The witness said he didn't
23 know, Mr. Examiner.

24 MR. GROPP: He said he didn't know who put
25 the white lines there, and if he did, he made a mistake, and I

1 asked him if that was his own opinion whether it was a mistake
2 or not, and he said "Yes".

3 MR. BETHARDS: But he said he didn't know.

4 MR. GROFF: That's all the questions I have.

5 THE EXAMINER: Does the railroad have any
6 questions?

7 MR. ANDERSON: No.

8 THE EXAMINER: The Turnpike Commission?

9 MR. BRADERMAN: No.

10 MR. BETHARDS: I have nothing further, Mr.
11 Examiner. The Department rests.

12 THE EXAMINER: Do the Complainants have
13 any rebuttal testimony to offer?

14 MR. GROFF: I'd like to call two witnesses
15 briefly. The first one is Mr. DeSanzo, who is already under
16 oath.

17
18 ALFRED DESANZO, called as a witness on be-
19 half of the Complainants, having been previously sworn, resumed
20 the stand and testified as follows:

21 CONTINUED REDIRECT EXAMINATION

22 BY MR. GROFF:

23 Q Mr. DeSanzo, I will show you Complainants'
24 Exhibits No. 3-P and Q showing the surface of the viaduct; do
25 you know how those white lines got on there?

1 A I assume they were painted by the Highway
2 Department since they painted the road leading up to the bridge.

3 MR. BETHARDS: I move that that answer be
4 struck from the record.

5 THE EXAMINER: The motion is sustained.
6 The question was, do you know, not what you assume.

7 THE WITNESS: Yes, they were painted by
8 the Highway Department.

9 Q Did you ever see any other painting road
10 equipment in the area other than the Department of Transpor-
11 tation's?

12 A No.

13 Q Did the Borough of Homewood cause those
14 white lines to be painted on that viaduct?

15 A No, they did not.

16 MR. GROPP: That's all.

17 RECROSS-EXAMINATION

18 BY MR. BETHARDS:

19 Q When did you see the lines painted there?

20 A I didn't record the date that I saw them
21 painted -- I had no reason to.

22 Q Was it from 8:00 to 12:00 noon do you think?

23 A This I couldn't answer.

24 Q Was it from 12:00 noon to 5:00 o'clock at
25 night?

1 A I would say it was in the afternoon. That
2 particular day I was home for lunch, I went back and I saw the
3 painting trucks in that area.

4 Q In the area, but not on the bridge?

5 A In the area they cross the bridge.

6 Q But they weren't on the bridge, were they,
7 Mr. DeSanzo, when you saw them?

8 A I saw them painting lines.

9 Q You're evading my question, sir. Were
10 they on the bridge when you saw them?

11 A No, sir.

12 MR. BETHARDS: That's all I have.

13 MR. GROPP: That's all. Will Mrs. Berger
14 come to the stand?

15
16 ANN BERGER, called as a witness on behalf
17 of the Complainants, being first duly sworn, was examined and
18 testified as follows:

19 DIRECT EXAMINATION

20 BY MR. GROPP:

21 Q Mrs. Berger, will you give us your full
22 name and your address?

23 A Mrs. Berger, Homewood Borough, postoffice
24 Racine.

25 Q Does your husband have any connection with

1 the Borough of Homewood?

2 A Yes, he's the Mayor.

3 Q Mrs. Berger, there were some comments here
4 earlier introduced by the Penn Central about their plans of
5 spalling concrete; can you give us any reference to a personal
6 knowledge of the danger of spalling concrete?

7 A Yes, I can.

8 Q What is that?

9 A About six months ago when my father had
10 passed away, I had my two little grandchildren down in our
11 yard and they started walking under the bridge and I told them,
12 "Move over, get over in the yard", and just as I told them,
13 two big hunks of cement came down like this and just missed my
14 two grandchildren, and they hit the ground and dirt flew in
15 the air.

16 Q About what size were those chunks of con-
17 crete?

18 A They were about this long and about that
19 fat (indicating).

20 Q This long and that fat doesn't fall into
21 the transcript too well. Were they over a foot long or under
22 a foot long?

23 A I'd say about a foot long -- two big pieces.

24 Q Do you know anything about the existence
25 of the center lines on the viaduct or bridge?

1 A No, I don't.

2 MR. GROPP: You may cross-examine.

3 THE EXAMINER: Any questions?

4 MR. BETHARDS: No questions.

5 MR. ANDERSON: I would like to recall Mr.
6 Streiff for a question.

7
8 WARREN D. STREIFF, called as a witness on
9 behalf of Penn Central Railroad, having been previously sworn,
10 resumed the stand and testified as follows:

11 CONTINUED REDIRECT EXAMINATION

12 BY MR. ANDERSON:

13 Q Mr. Streiff, did you hear Mr. Miller testify
14 that when the Turnpike extension of the bridge was built that
15 a span on that extension was added to the existing bridge?

16 A Yes.

17 Q What does standard engineering practice
18 call for when an abutment at the end of a bridge is in effect
19 converted into a pier by adding a span?

20 A In this case the abutment, the substructure
21 portion of the bridge which was the former north abutment, was
22 designed for support of a 19-foot section of the roadway -- the
23 half of the south span. When a span was added to this and it
24 was changed from an abutment to a pier, it received additional
25 loading, and standard engineering practice indicates that you

1 have to provide more bearing support when you add a load to
2 the bridge; therefore, that was the reason that the pier or
3 the abutment that was changed to a pier was increased in size.

4 MR. ANDERSON: That's all.

5 THE EXAMINER: By this additional one foot?

6 THE WITNESS: By this one foot additional,
7 yes.

8 RE-CROSS-EXAMINATION

9 BY MR. GROPP:

10 Q Mr. Streiff, is this your opinion or do
11 you know this as a personal fact as to what was done to the
12 concrete?

13 A I have designed structures for the rail-
14 road and this is what I say is normal engineering procedures.
15 You have to increase the size of a pier when you add loads to
16 it.

17 Q That is your opinion -- you don't know the
18 actual circumstance?

19 A This is not my opinion -- this is engineer-
20 ing practice.

21 Q You do not know the exact circumstances and
22 were not present or involved in the alteration work to this
23 particular pier?

24 A I was not involved in the design work of
25 this pier, no.

1 Q Nor the construction of it?

2 A No.

3 Q Or the additional construction on it?

4 A No.

5 MR. GROPP: No further questions.

6 THE EXAMINER: Are there any further wit-
7 nesses to be called? (No response) Is the Complainants'
8 testimony concluded?

9 MR. GROPP: Our testimony is concluded.

10 THE EXAMINER: And is the Respondents'
11 testimony concluded?

12 MESSRS. ANDERSON and BETHARDS: It is.

13 MR. BRADLEYMAN: Mr. Examiner, at this
14 point I'm not quite sure whether the Pennsylvania Turnpike
15 Commission is a respondent. We are listed as such in the
16 complaint and yet we are not listed in the relief sought para-
17 graph, so for the purposes of your question, we'll answer
18 that our testimony is concluded, but I am not so sure that we
19 are a respondent.

20 THE EXAMINER: Is it the desire of any
21 counsel to make a final statement?

22 MR. GROPP: I would like to make a final
23 statement that I would hope this proceeding will cause the
24 Penn Central Company, which has the duty to maintain the
25 original span of this bridge, to submit a detailed report to

1 substantiate their opinion that they expressed here today that
2 that bridge was sufficiently qualified to maintain a 15-ton
3 load. It's apparent that the Public Utility Commission has
4 already ordered a study of all their bridges, and the evidence
5 submitted here -- the spalling, exposed reinforcement concrete
6 rods -- gives me a common sense that this bridge is not nearly
7 as strong as it should be. If they have an opinion that it
8 is, I would request that they be required to prove this with
9 expertise opinion based upon a thorough examination of that
10 bridge.

11 THE EXAMINER: Then do I understand that
12 in effect you are changing the relief paragraph of your com-
13 plaint somewhat and instead of asking that the Penn Central
14 and the Department of Highways be required to do specific work,
15 that you are in effect asking that they or one of them be
16 required to make a study and you receive a copy of that study?
17 Is there a slight change here?

18 MR. GROPP: No, there is no change. I am
19 requesting the Commission order them to put this bridge back
20 into a condition as originally constructed or to a greater
21 strength to provide for modern day traffic. This portion of
22 the bridge is for the sole benefit of the Penn Central to run
23 its tracks underneath it. Its present condition to me and to
24 the residents of Homewood and Big Beaver Boroughs show dangerous
25 conditions both to pedestrians crossing over it and to vehicular

1 traffic, and I would request the Public Utility Commission to
2 order them to make such changes unless they can authenticate
3 by proper investigation and study that such a bridge can live
4 up to the opinions they have expressed here today.

5 THE EXAMINER: Since I have afforded the
6 Complainant the opportunity to make a final statement, I would
7 certainly authorize any other party to do so. Do you have
8 any statement you wish to make, Mr. Anderson?

9 MR. ANDERSON: We feel we have sustained
10 the burden placed upon us by the Commission at the hearing
11 today by the testimony which we have presented, and I don't
12 care to argue the case at this time. I don't think it's proper.

13 THE EXAMINER: Mr. Bethards.

14 MR. BETHARDS: I have no statement to make
15 at this time.

16 THE EXAMINER: Mr. Braderman.

17 MR. BRADERMAN: My statement, if the
18 examiner please, the only statement I can make is that the
19 complaint be dismissed as to the Pennsylvania Turnpike Com-
20 mission in that there was no testimony adduced to my recollection
21 that the Commission is involved in as to which section of the
22 bridge for which it is responsible, and I therefore, move that
23 the complaint be dismissed as to the Turnpike.

24 THE EXAMINER: Is it the desire of the
25 parties to submit briefs and to request oral argument, or to

1 submit briefs only, or neither? We'll begin with the Complainant.

2 MR. GROPP: I definitely want to submit
3 briefs and I think I will let the Commission make a suggestion
4 as to whether they want oral arguments or not.

5 MR. ANDERSON: We reserve the right to
6 file a reply brief.

7 THE EXAMINER: Is there any desire to re-
8 quest oral argument?

9 MR. ANDERSON: No, sir.

10 THE EXAMINER: This hearing is concluded
11 and it's my understanding that briefs are to be filed by all
12 parties in accordance with the rules of the Commission.

13 - - - - -
14 CERTIFICATE

15 I hereby certify that the proceedings and evidence
16 are contained fully and accurately in the notes taken by me
17 during the hearing on the above cause before the Pennsylvania
18 Public Utility Commission of the Commonwealth of Pennsylvania,
19 and that this copy is a correct transcript of the same.

20 MOHRBACH & MARSHAL, INC.

21 By Arlene B. Riger
22 Official Reporter

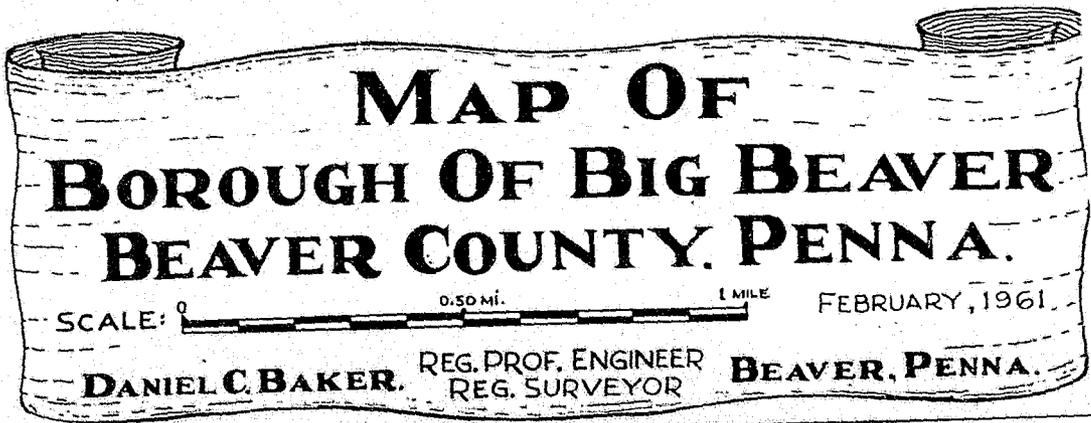
23 Reported by:
24 Arlene B. Riger
25 Mohrbach & Marshal, Inc.
2000 State Street
Harrisburg, Pa.

C. Ex. 1

MAP OF
BEAVER COUNTY
PENNSYLVANIA
**OVERSIZE
DOCUMENT(S)**

PA. PUBLIC UTILITY COMMISSION	
DOCKET NO. <i>C. 18925</i>	FILE NO. _____
<i>Complement</i>	<i>1</i>
H. <i>Beaver</i>	<i>10/8/70</i>
Re U. <i>Delimit Key</i>	

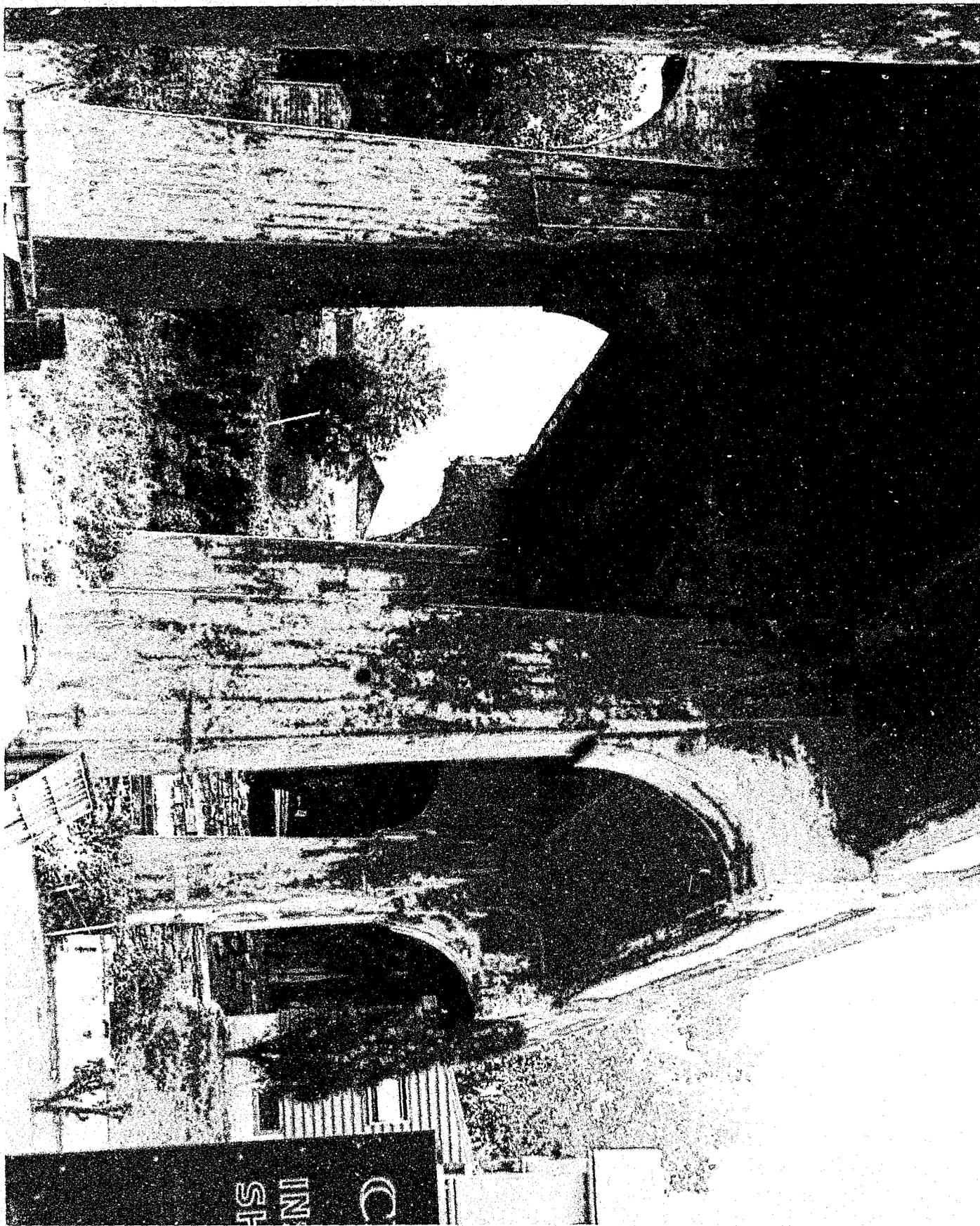
C18925



OVERSIZE DOCUMENT(S)

PA. PUB. UTILITY CO. COMMISSION	
BOOK #	C18925
Complements	2
Re: Beaver	DATE 10/8/70
RE. BY	Adeline B. Keyes

#1. South End of Bridge - From Western Side



283A

PA. PIR. I. JINNY CO. TENS ON

DOCKET N. C. 18725 FBI P. 3-9

REMARKS Comments. 11/10/8/70

HEARD AT Beaver 10/8/70

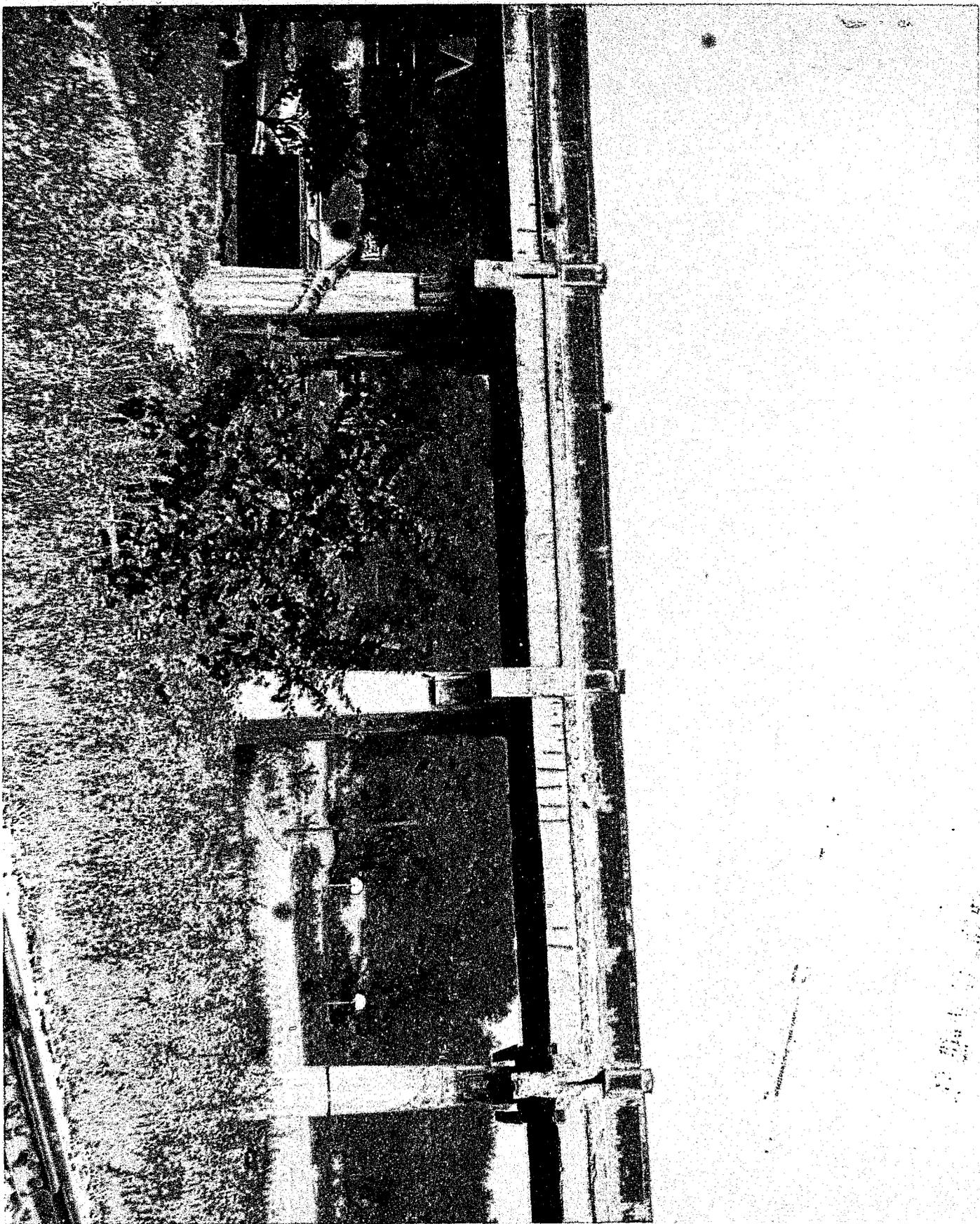
REPORTER William S. King

Received 8-14-70
JPT

NOV. 23 1970

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COMPLAINANT DOCKETED
NOV 23 1970
ENTRY NO. 1

Fig. 2. From Eastern Side ~ Southern portion of Bridge



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PA. PURCH. IDENTITY CO. PERSON
DOCKET NO. <u>21725</u> P. 100
<u>Amusement & ...</u> 3-6 10/8/70
MEMO <u>MI</u> <u>Brown</u>
REF: <u>Adeline B. ...</u>

NOV. 23 1970

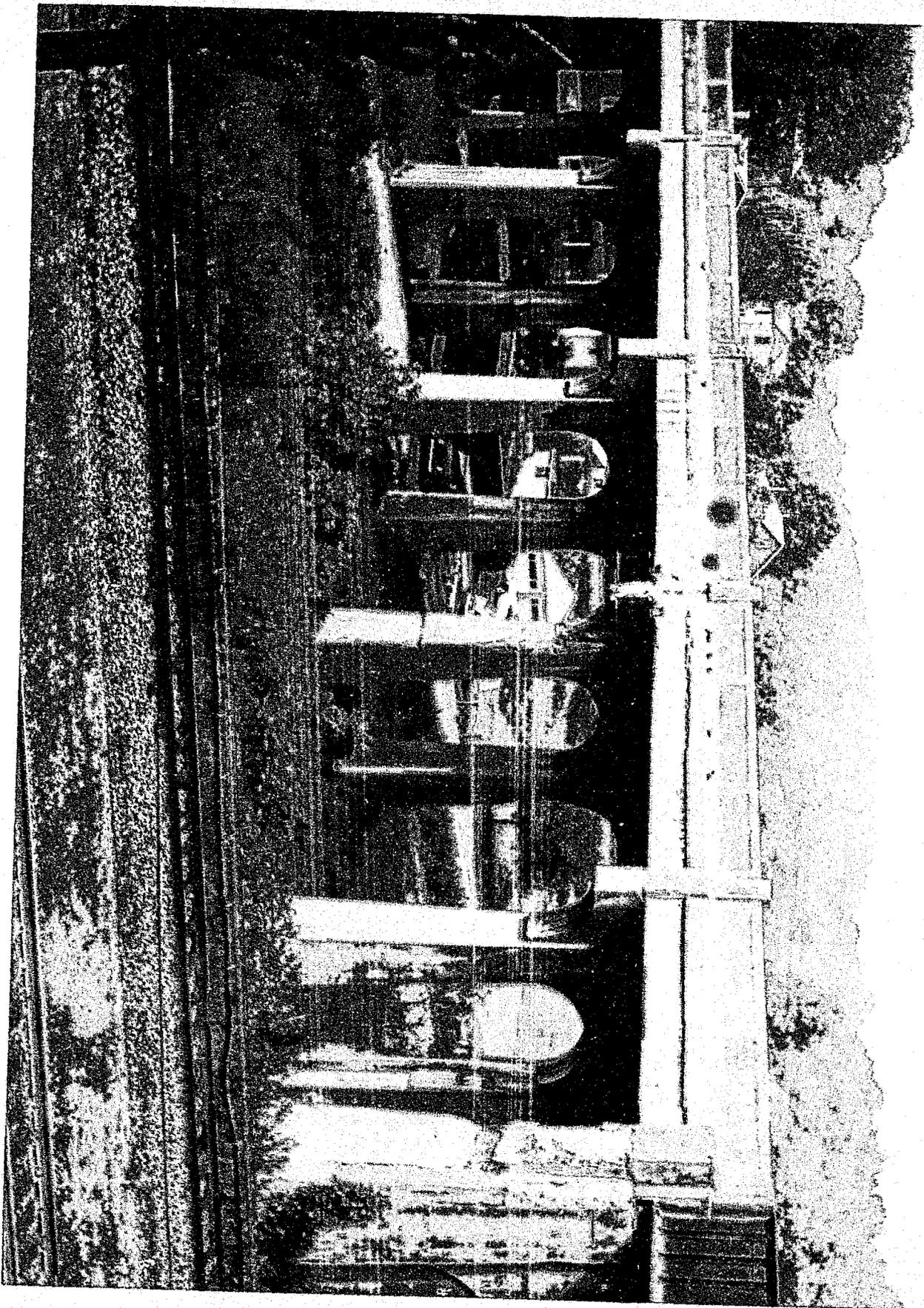
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#3 From Eastern Side of Bridge - Southern portion of Bridge



0-5-3-C

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. C-18935 FILE NO. 3-0

HEARD BY Beaver DATE 10/8/70

REPORT BY Delmar B. Taylor

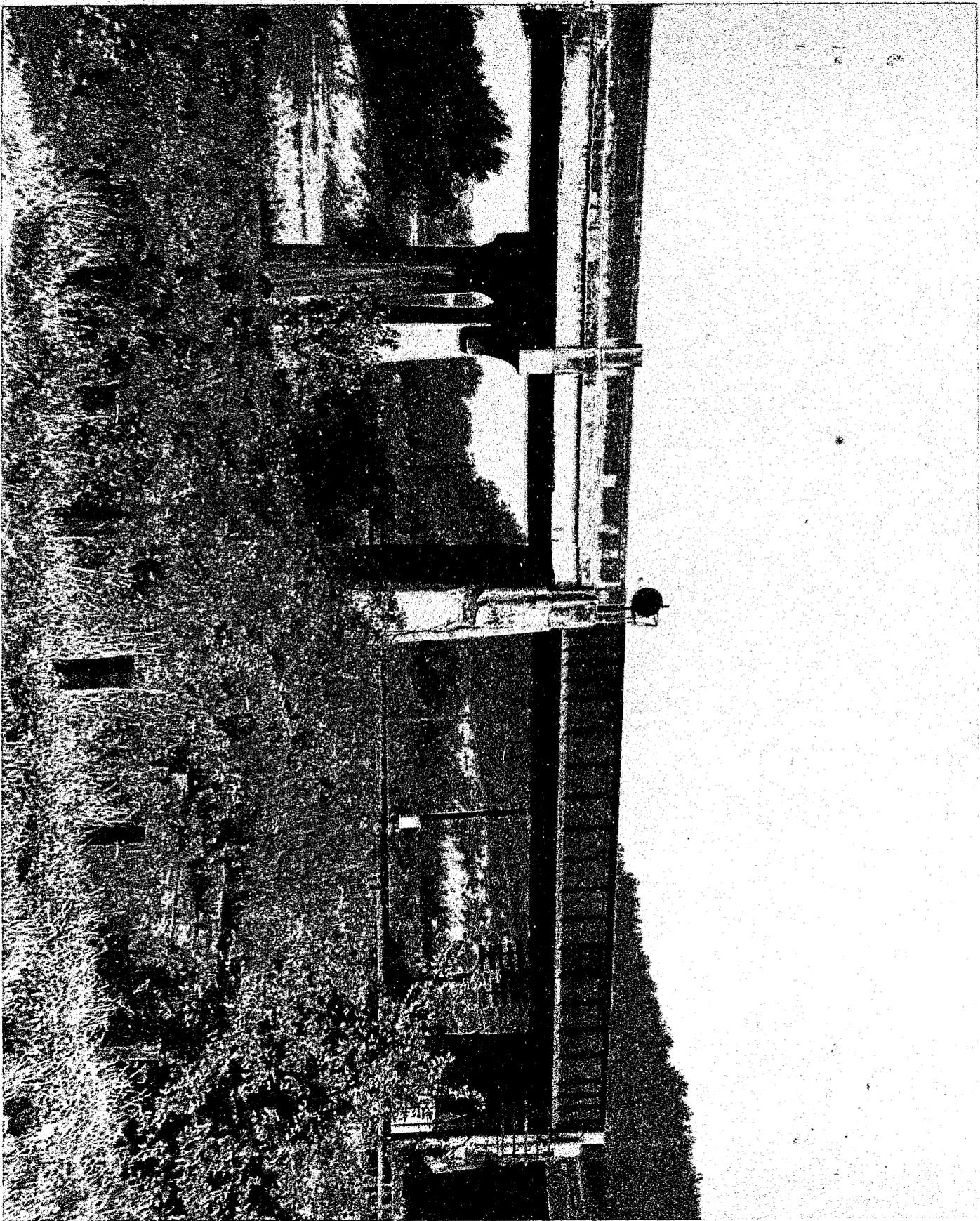
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PUBLIC UTILITY
COMMISSION

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NOV 23 1970
ENTRY NO. *[Handwritten mark]*

NOV. 23 1970

#4 From Eastern side - middle of bridge



25038

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. C-18935 3-D

Complaints

HEARD BY Beaver 11/17/70

REPORT BY William Steger

Received 8-14-70
JAH

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PUBLIC UTILITY
COMMISSION

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NOV 23 1970

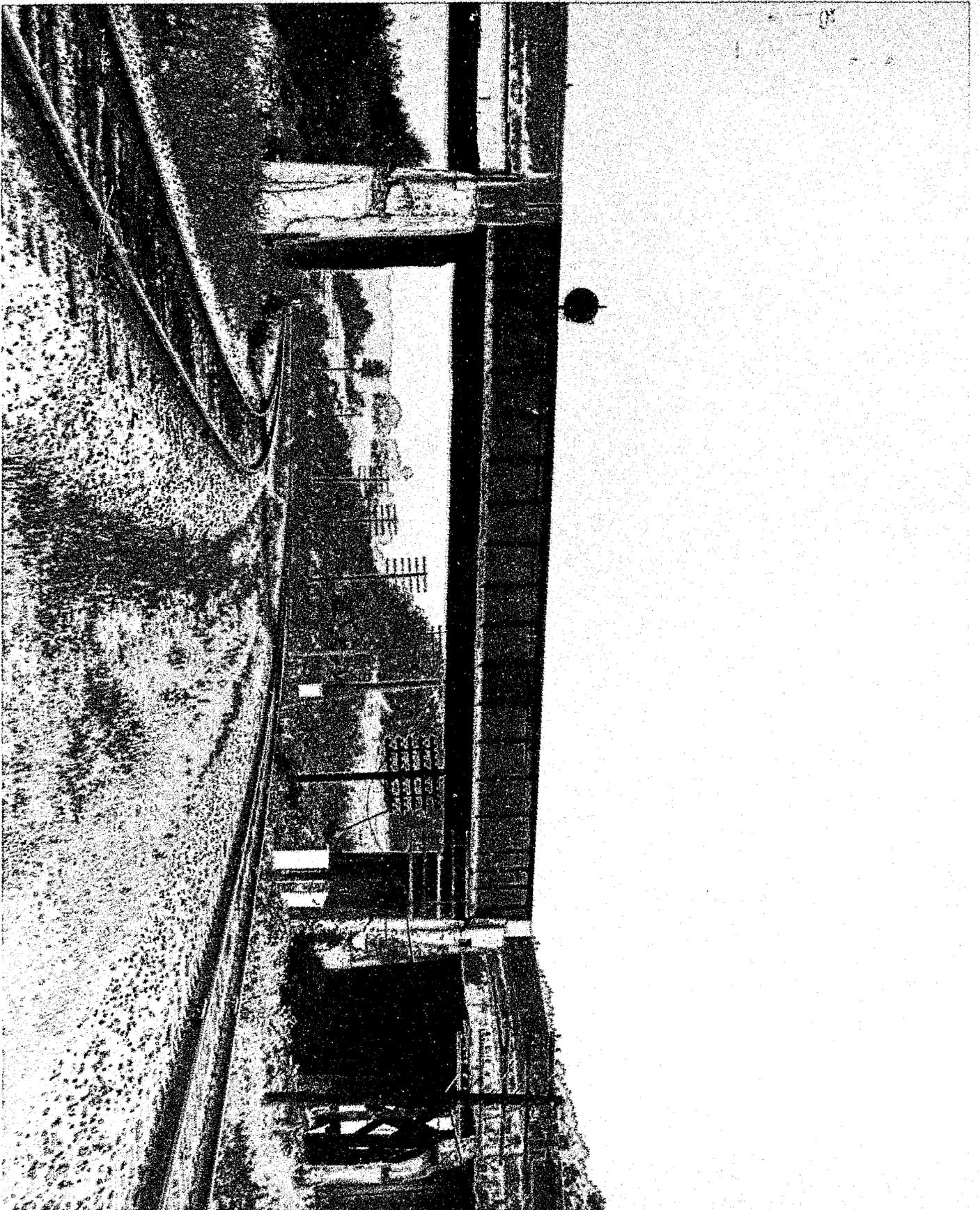
ENTRY NO. 7

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NOV. 23 1970

#5 From Eastern side of Bridge - middle area



03031

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. C-17925 FILED IN NO. 3-1

Complaint filed in Case 10/18/70

HEARD BY James R. Ryan

RE: Atlantic & Cape

Received 8-14-70
JRT

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PUBLIC UTILITY

COMMISSION

RECORD

FOLDER

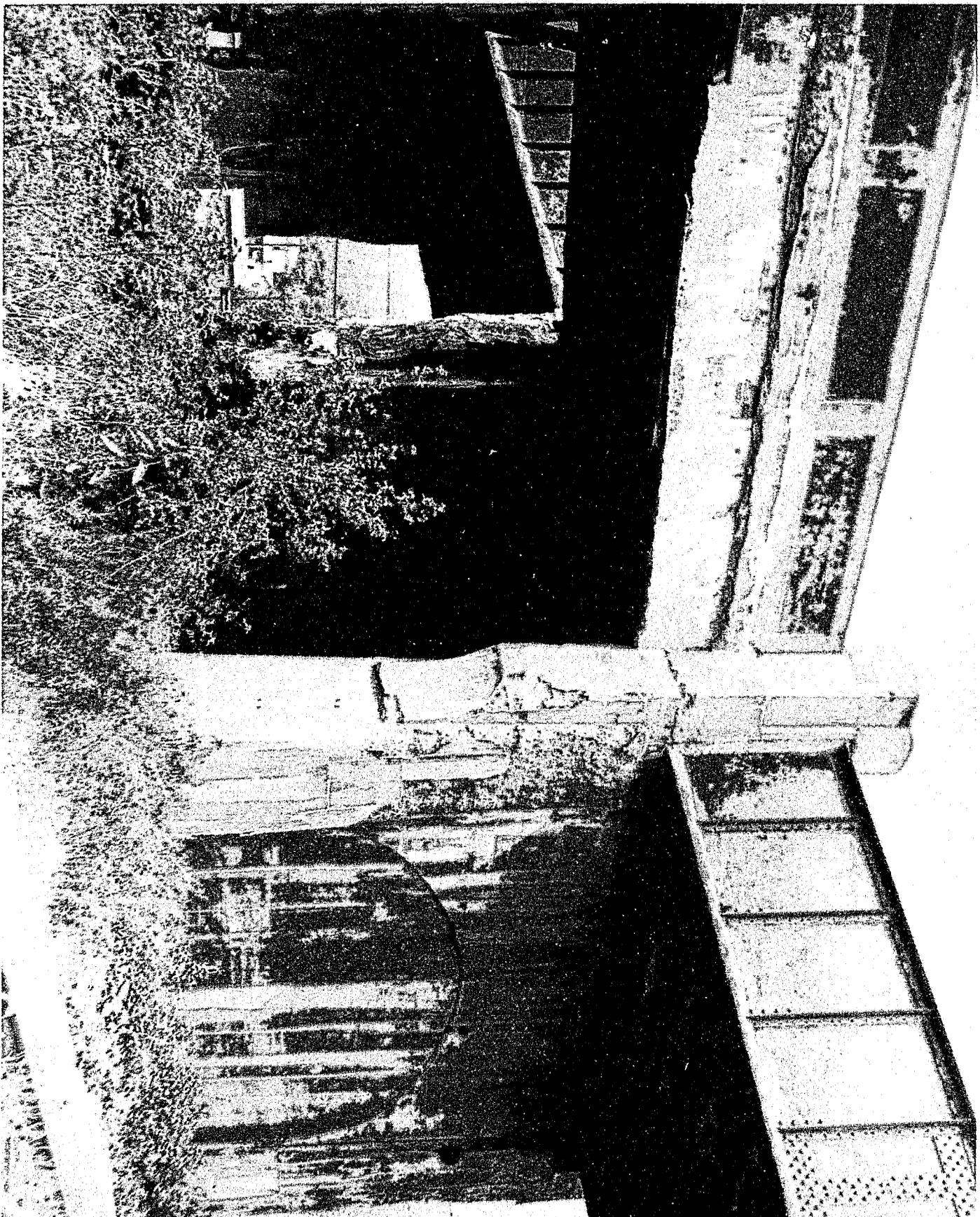
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NOV 23 1970

NOV 23 1970

ENTRY No. 17

#6 From Eastern side - Facing South - Ramp Area



C. Ex 3-1

PA. PUBLIC UTILITY COMMISSION

Case No. C-18925 FOLDER NO. _____

Complainant Ed. Hill NO. 3-F

Re: Beaver Date 10/15/70

Attorney Adams & Kiger

Received 8-14-70

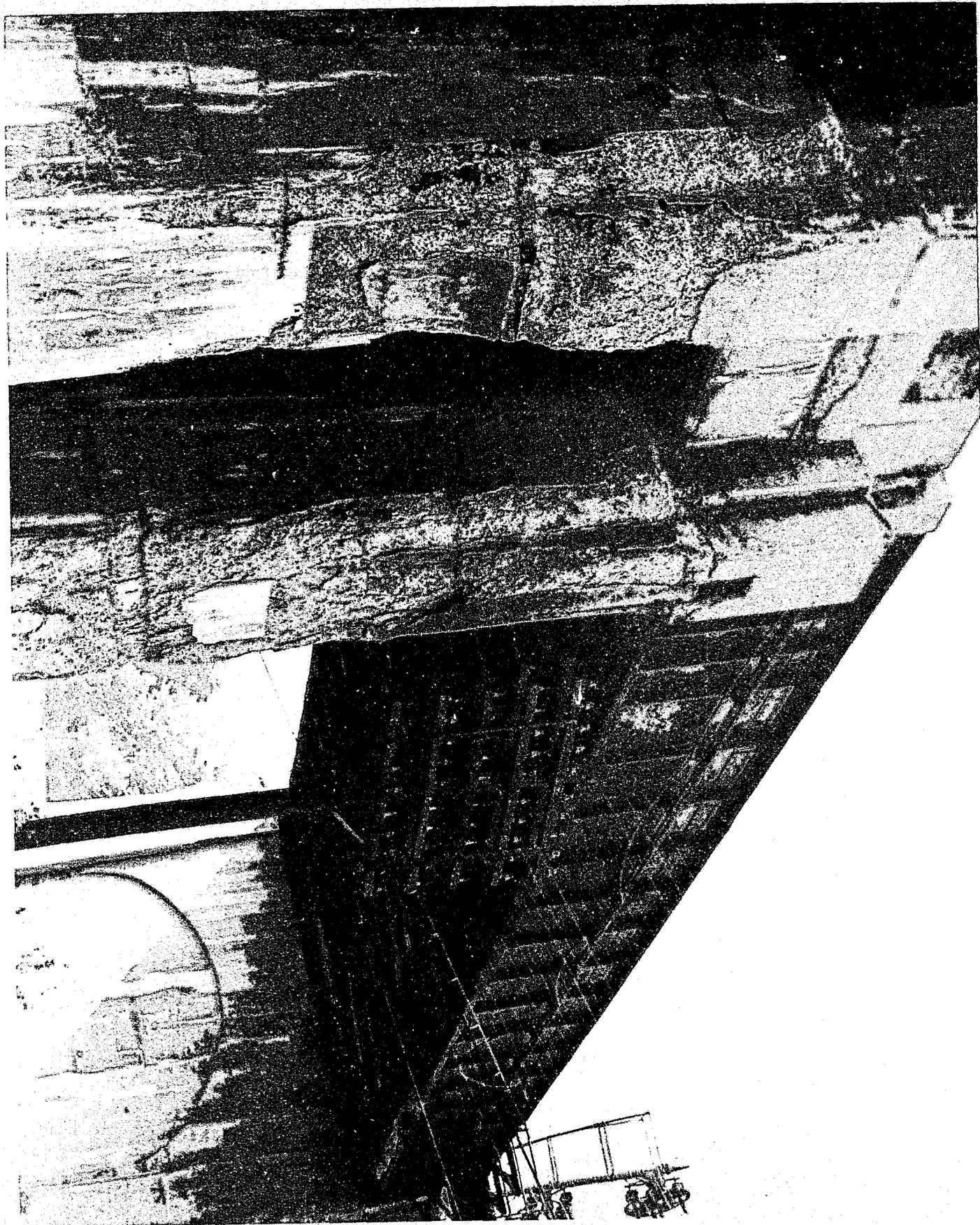
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PUBLIC UTILITY
COMMISSION

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ENTRY NO. *[Handwritten mark]*

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RECORDED



28-3-8

P.A. PUBLIC UTILITY BOARD COMMISSION	
DOCKET N.:	C 18925-3-84
FILED P. NO.	3-84
Complaints filed	10/8/70
HEARD AT	Leaves
REPORT BY	William S. Rogers

Received 8-14-78
JST

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PUBLIC UTILITY
COMMISSION

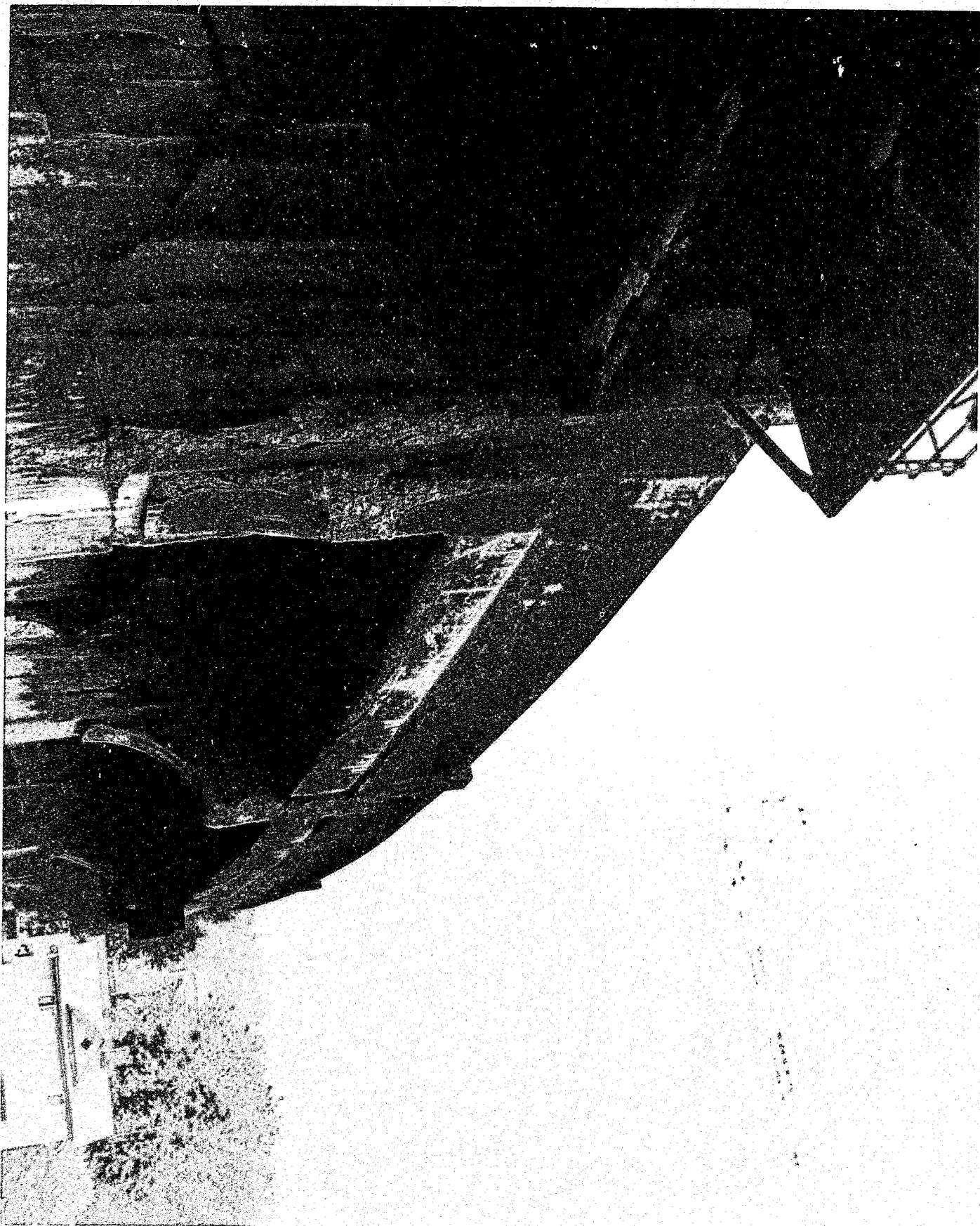
ORDER

DOCKETED
COMPLAINT NO. 18925-3-84
NOV 23 1970
ENTRY NO. 18925-3-84

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NOV. 23 1970

8 Western Side - Facing South



050.3-A

PA. PUR. & QUANTITY COMMISSION	
DOCKET NO.	C 18925 FOLDER NO. 3-H
REQUISITION NO.	Beaver Unit 10/18/70
RE ORDER	Adeline B. Kuper

Received 8-14-70
JAP

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1970 NOV 23 AM 7:37
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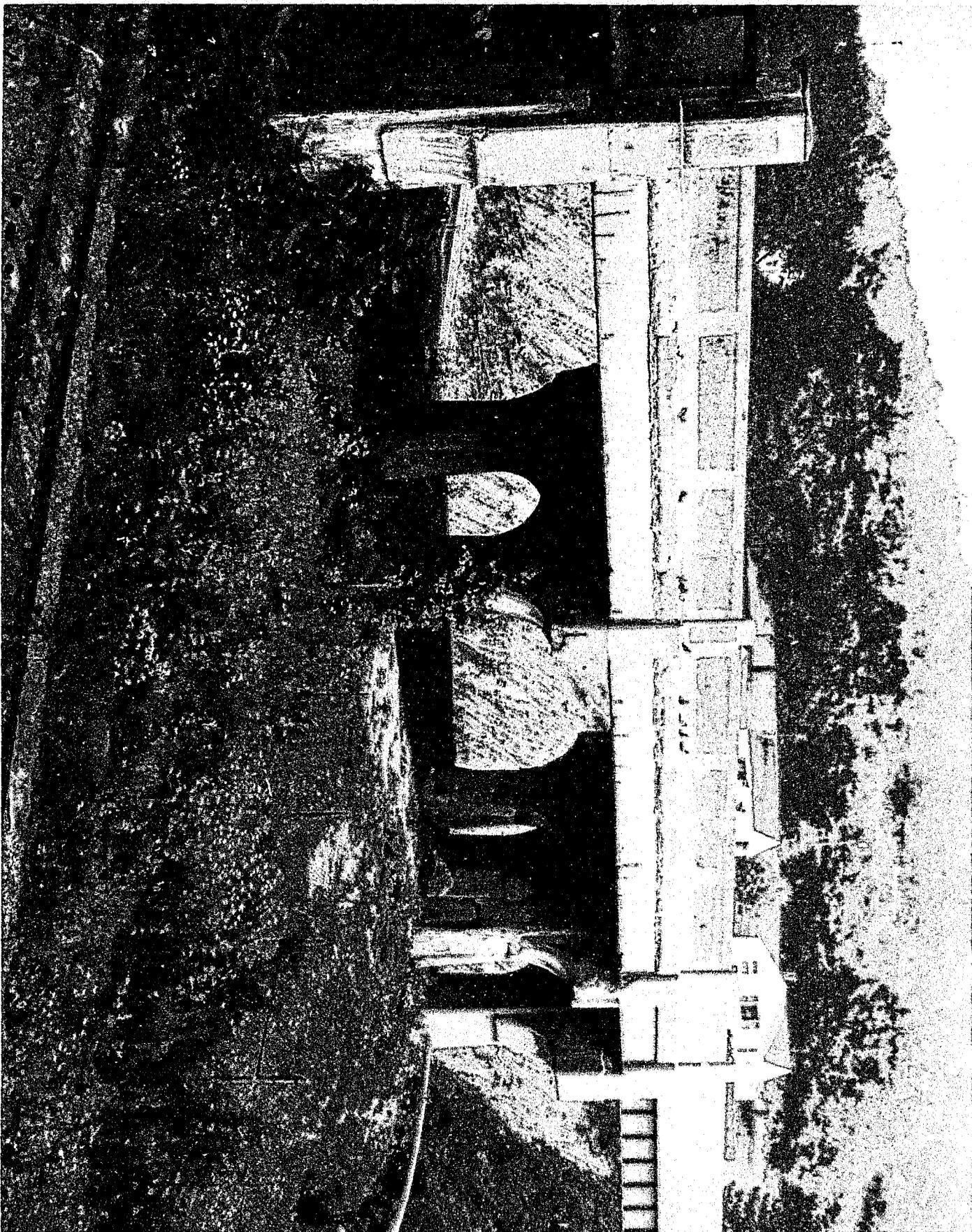
DOCKETS
COMPLAINT D

NOV 23 1970

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NOV. 23 1970

#9 From Eastern Side - Facing North - joining of part over Turnpike with original portion.



2. Ex 3-1

PA. PUBLIC UTILITY COMMISSION

DOCKET NO. C 18925 FILED IN

Complimentary 3-T

HEARD BY Robert W. Hill 10/8/70

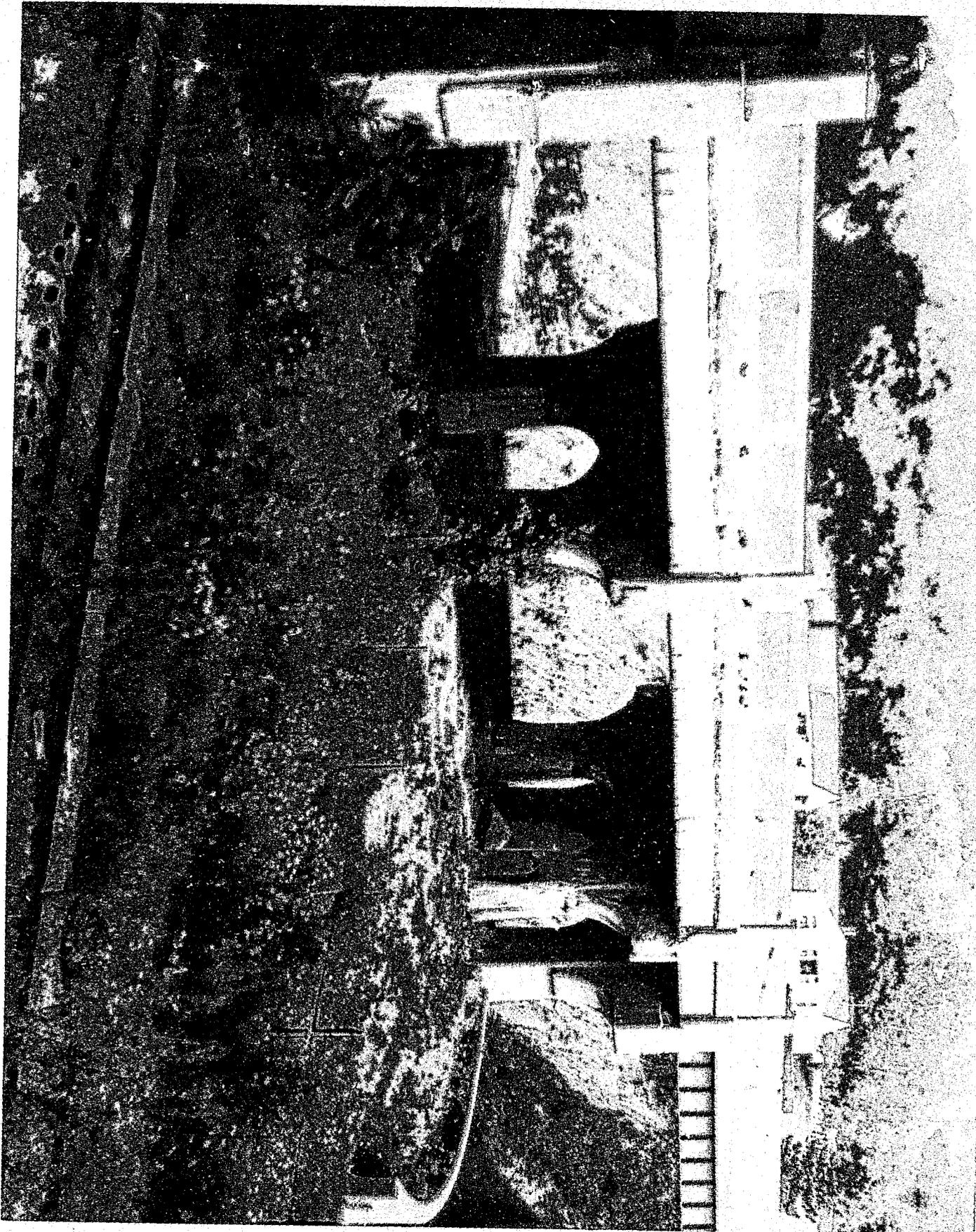
RE. Delmar & Cooper

Received 8-14-70
JPP

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PUBLIC UTILITY
COMMISSION

NOV. 23 1970

DOCKET NO. 18925
COMPLIMENTARY
NOV 23 1970
ENTRY NO. R



100-5-8

P.A. PUBLIC UTILITY COMMISSION

DECK I NO. C-1725 FOLDER NO. 3-5

Complaint No. 10/17/70

HEARD AT Heard DATE 10/17/70

RE-OR'D BY James B. Kegan

Received 8-14-70

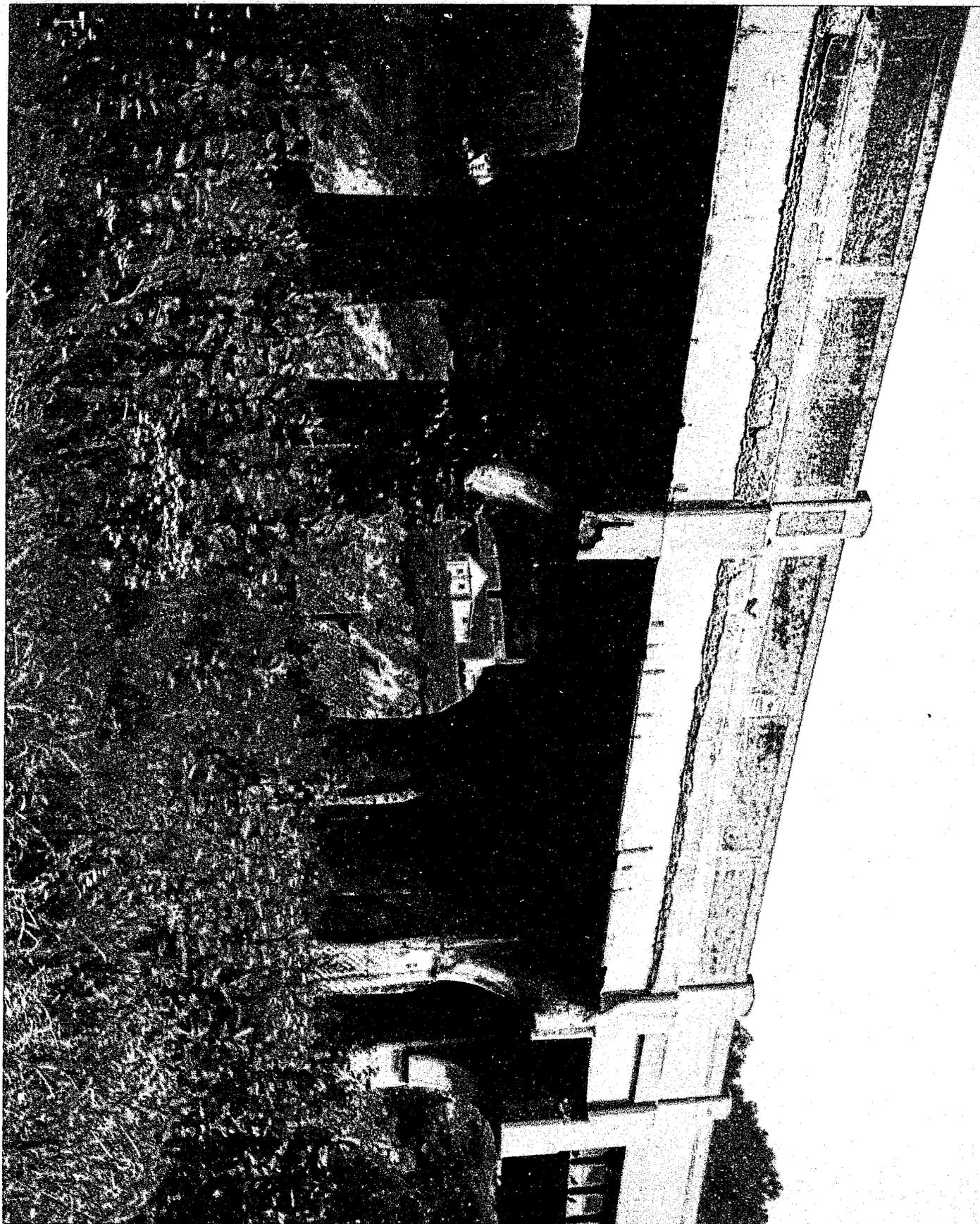
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COMMISSION

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NOV. 23 1970

#11 Same as #9



D. Ex 5-6

PA. FILE 1 - JULY 1970

DECK 1 " *Q. 18925* ... PM: R. P. ...

Complement *3-K*

HE " *Brown* *10/18/70*

RE: Okill *Adeline B. Kegan*

Retained 8-14-70
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PUBLIC UTILITY
COMMISSION

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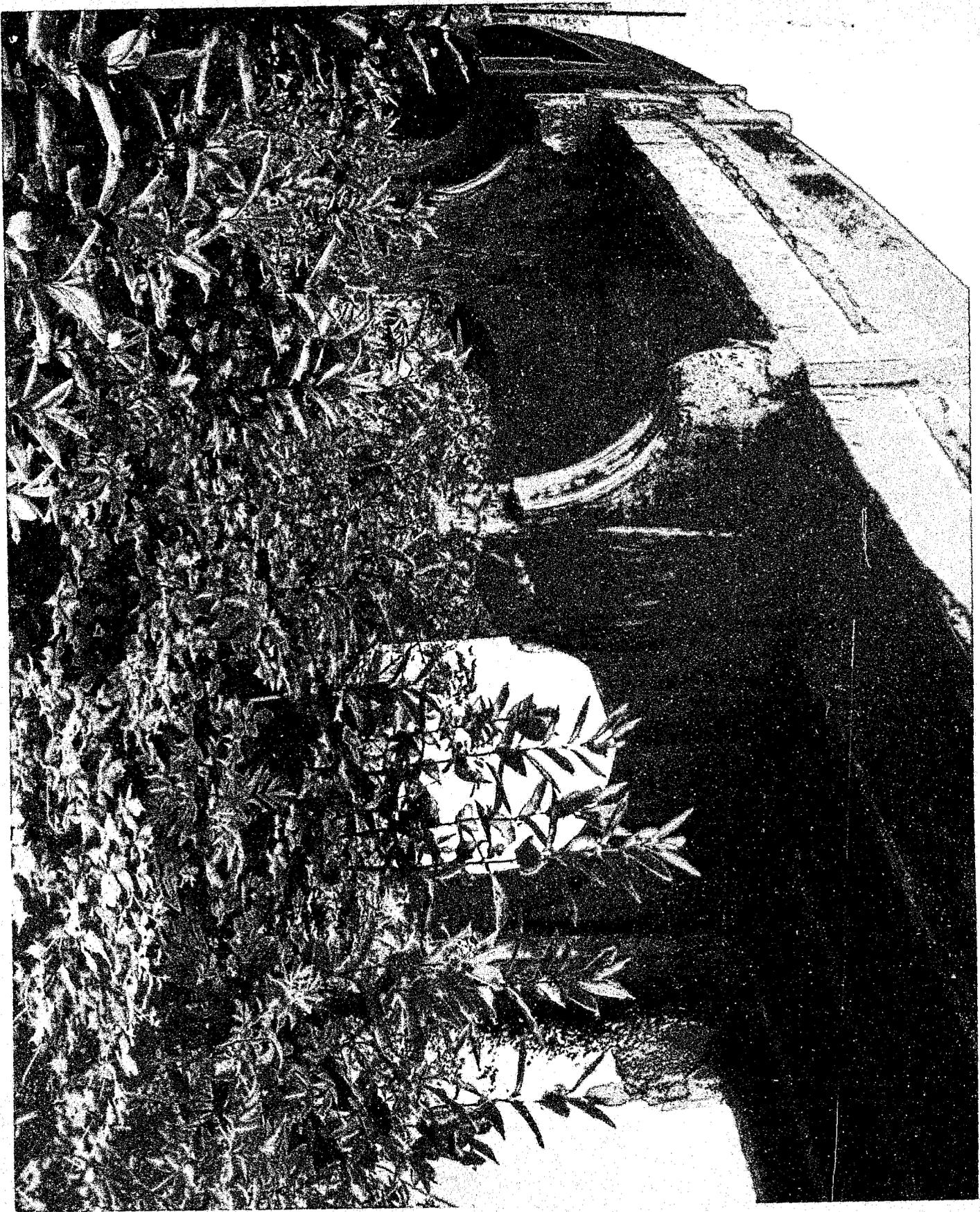
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ENTRY NO.

NOV. 23 1970

#12 From West side - Facing North - Jorder of new portion over Turnpike to original area.



D. G. S. L.

PA. FILE #	41174	NOV 23 1970
DOCKET NO.	C. 18925	3-1
RE. <i>Complaints</i>	<i>Prover</i>	10/8/70
RE. <i>On...</i>	<i>William B. King</i>	

Received 8-14-70

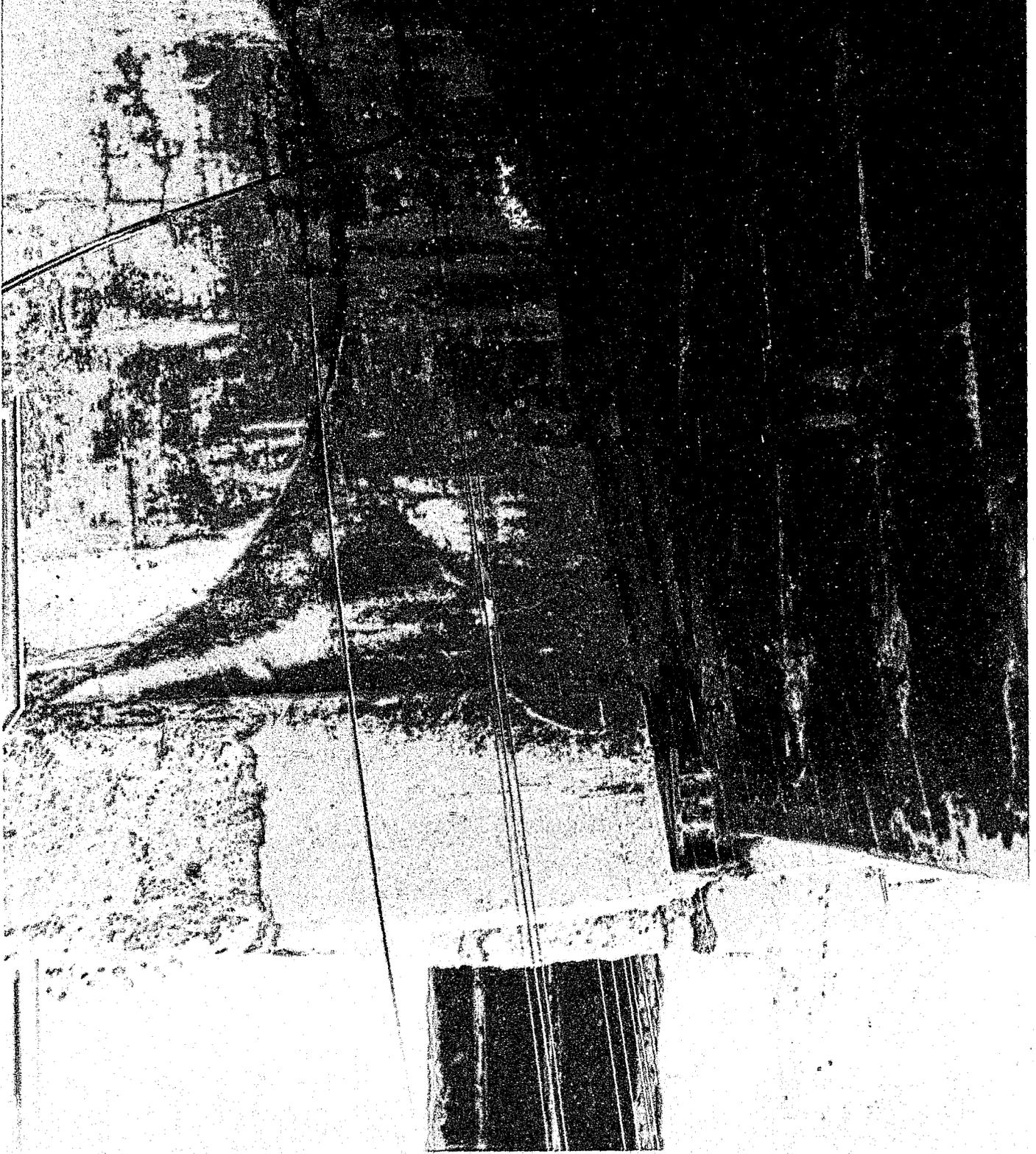
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NOV. 23 1970

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 ENTRY NO. *[Signature]*



2-8-78-11

PA. PUBLIC UTILITY NO. PERSON
DOCKET NO. <u>C. 18925</u> - P. 1
<u>Complaint</u> 1 - 3-M
HEARD BY <u>Bauer</u> 10/8/70
REPORT BY <u>Alman & Kiper</u>

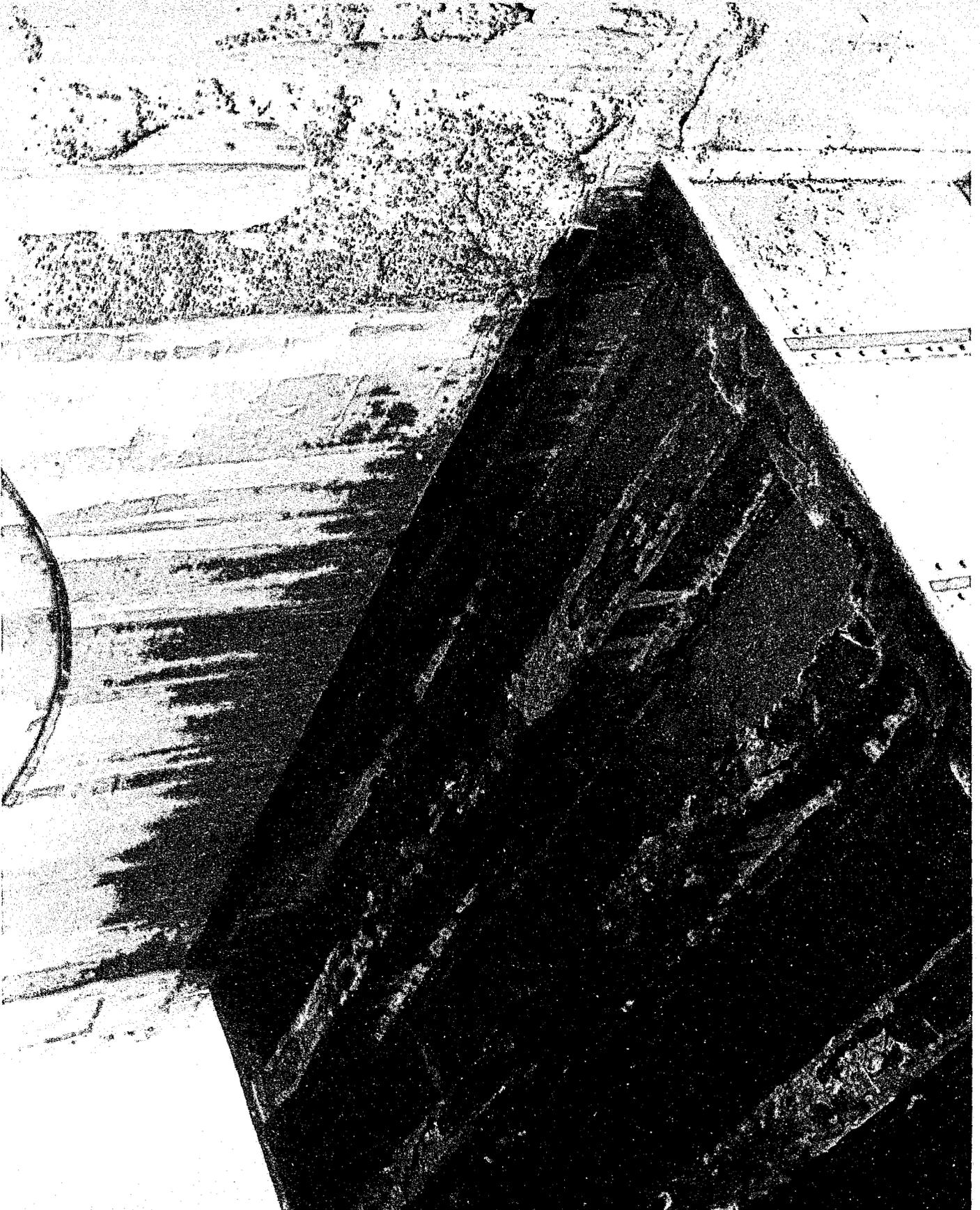
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DOCKET N^o. *C 17925*

Complaints 3-N

HE. N. H. *Deaver* 10/8/70

RE. DR. *Deaver & Taylor*

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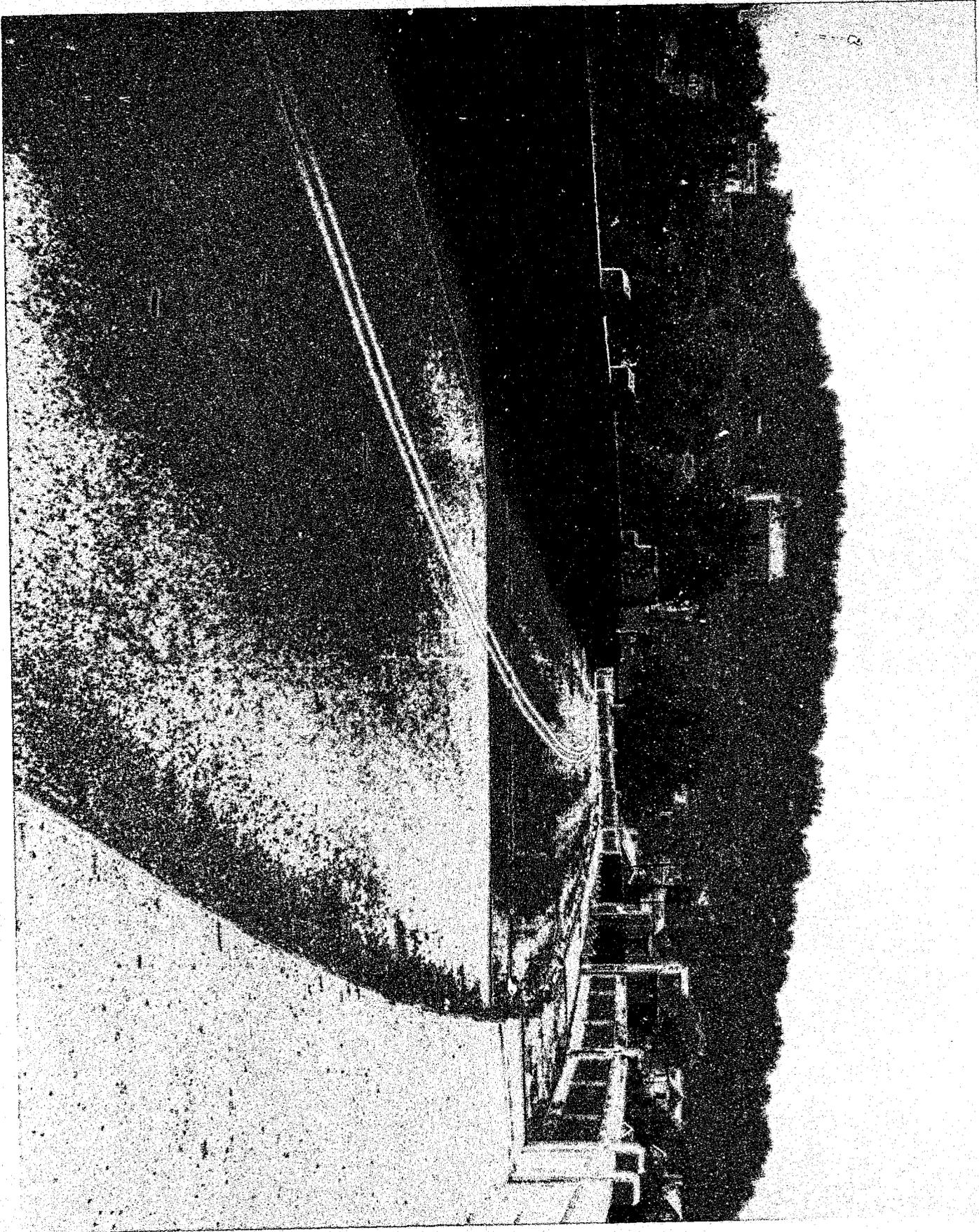
PA. PUBLIC UTILITY COMMISSION
DOCKET NO. <i>E 18925</i>
<i>Compliments</i>
MEMORANDUM TO <i>Deane</i>
DATE <i>10/8/70</i>
REPORT BY <i>William Skye</i>
3-0

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 PUBLIC UTILITY
 COMMISSION

NOV. 23 1970

[Faint stamp]
 NOV 23 1970
[Handwritten signature]

#16 Surface - Facing South - Jander of new portion over Turnpike to original.



PA. PUBLIC UTILITY CO. TRANS ON

CHECK NO. Q 18725 Fr. R. No. 3-2

Comments: 10/8/70

HE. No. At Bureau

RE. On Delmer B. King

0-5-5-1-10

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COMPANY

NOV. 23 1970

NOV 23 1970
ENTRY NO. 1



C. Sk. 3-2

PA. PUBLIC UTILITY COMMISSION

DECK T. N. C 18925, P. R. 3-2

Complaints 10/17/70

HEARING AT 10/17/70

REPORTER *William B. Keyser*

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JK

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COMMISSION

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COMPLAINT DOCKET
NOV 23 1970
ENTRY NO. *R*