

Reading Cross Exh 11
 C-20078010
 A-2008-2016324
 u/11/08
 1105
 jar

U.S. DOT - CROSSING INVENTORY INFORMATION
 AS OF 6/11/2008

Crossing No.: 592007F Update Reason: Changed Crossing Effective Begin-Date of Record: 09/19/07
 Railroad: RBMN Reading Blue Mountain & Northern RR Commision [RBM End-Date of Record:
 Initiating Agency State Type and Position: Private At Grade

Part I Location and Classification of Crossing

Division: READING State: PA
 Subdivision: County: SCHUYLKILL
 Branch or Line Name: TREMONT City: Near TREMONT
 Railroad Milepost: 0010.24 Street or Road Name: BLACKWOOD
 Railroad I.D. No.: 130350 Highway Type & No.: T567
 Nearest RR Timetable Stn: HSR Corridor ID:
 Parent Railroad: County Map Ref. No.: 53
 Crossing Owner: Latitude: 40.6391987
 ENS Sign Installed: Longitude: -76.1583795
 Passenger Service: None Lat/Long Source: Estimate
 Avg Passenger Train Count: 0 Quiet Zone: No
 Adjacent Crossing with Separate Number:

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Private Crossing Information:

Category: Industrial Public Access: No
 No signs or signals Specify Signs: Specify Signals:

ST/RR A ST/RR B ST/RR C ST/RR D
 Railroad Use:
 State Use:

Narrative: LAT AND LONG REFLECT LOCATION OF PADOT COUNTY OFFICE.

Emergency Contact: (610)562-4784 Railroad Contact: (610)562-2100 State Contact: (717)787-7311

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: No
 Total Trains: 1 Total Switching: 0 Day Thru: 1
 Typical Speed Range Over Crossing: From 5 to 10 mph Maximum Time Table Speed: 25
 Type and Number of Tracks: Main: 1 Other: 0 Specify:
 Does Another RR Operate a Separate Track at Crossing? No
 Does Another RR Operate Over Your Track at Crossing? No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 592007F

Continued

Effective Begin-Date of Record: 09/19/07

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs:	2 Specify: OTHRSTPSGN
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	1	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	No		
Crossing Surface:	UnConsolidated	If Other:	
Nearby Intersecting Highway?	N/A	Is it Signalized?	No
Does Track Run Down a Street?	No	Is Crossing Illuminated?	No
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	000040	AADT Year:	1988
Estimated Percent Trucks:	01	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

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U.S. DOT CROSSING INVENTORY FORM

DATA FILE STRUCTURE

AND

FIELD INPUT SPECIFICATIONS

FORMAT FOR FRA INVENTORY FIELDS

DATA ENTRY FIELD DESCRIPTION

INVENTORY FIELD ORDER

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1	B	CROSSING	Crossing No.	7 C	1 (7)	Valid Crossing I.D. No. Must be 6 numeric characters followed by 1 alphabetic character.
2	D	EFFDATE	Effective Date	6 C	8 (13)	Entered in form as MM/DD/YYYY (stored in EFFDATE field as YMMDD) End date for the most current record is always '999999'. When the crossing is updated with a new record, the end date of the previous current record is set to one day before the effective date of the new current record.
3		EDATE	End Date	6 C	14 (19)	EDATE is stored as YMMDD.
4	C	REASON	Reason for Update	1 C	20	1=Changes in Existing Crossing Data 2=New Crossing 3=Closed Crossing or Abandoned
5	12	STATE	State	2 C	21 (22)	Use 2-character state code. Click here to go to Valid State/FIPS Code
6	13	CNTYCD	County	4 C	23 (26)	Use 4-character county code. Click here to go to Valid/County FIPS Code
7		STATE2	State	2 C	27 (28)	Use 2-character state code. Click here to go to Valid State/FIPS Code
8	12	CITYCD	City	4 C	29 (32)	Use 4-character city code. Click here to go to Valid City FIPS Code
9	12	NEAREST	In or Near City	1 C	33	0 = In City 1 = Near City
10	11	RAILROAD	Railroad Operating Company	4 C	34 (37)	Valid Railroad Code For valid railroad codes, refer to current list of railroad codes provided by FRA Office of Safety
11	14	RRDIV	RR Division	14 C	38 (51)	Railroad Division Name or Blank
12	15	RRSUBDIV	RR Subdivision	14 C	52 (65)	Railroad Subdivision or Blank
13	14	HIGHWAY	Highway type and No.	7 C	66 (72)	Any Alphanumeric Data or Blank
14	13	STREET	Street or Road Name	17 C	73 (89)	Any Alphanumeric Data or Blank
15	18	RRID	RR I.D. No.	10 C	90 (99)	
16	19	TTSTN	Nearest RR Timetable Station	6 C	100 (105)	Valid Timetable Station
17	16	BRANCH	Branch or Line Name	15 C	106 (120)	Branch/Line Name or Blank

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18	17	MILEPOST	RR Milepost	6 C	121 (126)	The first two spaces can be alphanumeric, and the next four spaces numeric. There is an implied decimal point after the first 4 characters.
19	122	MAPREF	County Map Ref. No.	10 C	127 (136)	Any Alphanumeric Data or Blank
20	117	TYPEXING	Type of Crossing	1 C	137	1=Pedestrian, 2=Private Vehicle, 3=Public Vehicle (The following is the key for the crossing type and position: 11 - Pedestrian at grade, 23 - Private RR over 12 - Pedestrian RR under, 31 - Public at grade 13 - Pedestrian RR over, 32 - Public RR under 21 - Private at grade, 33 - Public RR over 22 - Private RR under
21	118	POSXING	Position of Crossing	1 C	138	1=At grade under, 2=RR Under, 3=RR over
22	127 A	PRVCAT	Private Xing Category	1 C	139	1=Farm, 2=Residential, 3=Recreational, 4=Industrial, 5=Commercial Current Values: 1=signs, 2=signals, 3=no signs or signals, 4=both signs and signals
23	127 C	PRVIND	Signs/ Signals	1 C	140	On Previous Version of Inventory Form: 8=Signs, 9=Signals, 0=None
24	127 C	PRVSIGN	Signs-Specify	15 C	141 (155)	Any Alphanumeric Data (Reference Field: 140; PRVSIGNL)
25	A	INIT	Initiating Agency	1 C	156	1.=Railroad, 2.=State, 3.=DOT, 4.=Original FRA internal use. Note: 3 & 4 are for internal FRA use only.
26		BATCH	System coded Field	6 C	157 (162)	Coded field, which is used for batch identification during update. The first character is the last character of the year, The second-fourth characters are the day of the year, and the fifth-sixth characters are the sequence number.
27		USERCD		1 C	163	This field is not currently used.
28		UPDATE		2 C	164 (165)	No Longer Used Previous: Coded date of update. Refer to field 105 (UPDATDAT)

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29	LINK		5 C	166 (170)	Not in use. Previous Value: 1. Used for High Speed Corridor. 2. This was the link identification code (LIC) from the rail network model for the line on which the crossing lies. The LIC is a five-digit code incorporating the alphabetical abbreviation of the owning railroad and a sequence number. Refer to field 89 (HSCORRID)
30	II.1.C DAYTHRU	Day Thru Train Movements	2 N	171 (172)	0 to 99. (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete
31	DAYSWT	Switching	2 N	173 (174)	(Reference Field 135-TOTALTRN; and Field 136-TOTALSWT) (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete
32	NGHTTHRU	Night Thru Train Movements	2 N	175 (176)	(Reference Field 135-TOTALTRN) (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete
33	NGHTSWT	Night Switching Movements	2 N	177 (178)	(Reference Field 135-TOTALTRN; and Field 136-TOTALSWT) 0 = At least one train per day. 1 = Less than one train per day.
34	II.1.D LT1MOV	Less Than One Movement Per Day?	1 C	179	Enter a check if train frequency is less than one train per day.
35	II.2.A MAXTTSPD	Maximum Timetable Speed	3 N	180 (182)	Values are 1 to 150
36	II.2.B MINSPD	From Min:	3 N	183 (185)	Values are 1 to 150
37	II.2.B MAXSPD	To Max:	3 N	186 (188)	Values are 1 to 150
38	II.3 MAINTRK	Main	1 N	189	Values are 0 to 9 for main track
39	II.3 OTHRTRK	Other	2 N	190 (191)	Values are 0 to 99 for other tracks
40	II.3 OTHRDES	Specify	10 C	192 (201)	Description, if other tracks exist

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41	SEPIND	Does Another RR Operate a Separate Trk. (Y/N)?	1 C	202	1=Yes 2=No
42	SEPRR	Specify	16 C	203 (218)	Up to 4 valid RR codes. Code should not be repeated.
43	SAMEIND	Does Another RR Operate Over Your Trk. (Y/N)?	1 C	219	1=Yes 2=No
44	SAMERR	Specify	16 C	220 (235)	Up to 4 valid RR codes. Code should not be repeated.
45	WDCODE	Warning Device Code	1 C	236	Highway warning device class at crossing. New Values: 1 - No signs or signals 2 - Other signs or signals 3 - Crossbucks 4 - Stop signs 5 - Special Active Warning Devices 6 - Highway traffic signals, wigwags, bells, or other activated. 7 - Flashing lights 8 - All other Gates 9 - Four Quad (full barrier) Gates (Note: SPECPRO (Field 64) has WDCODE=6, and WARNACTO (Field 142) has WDCODE=6.)
46	XBUCKRF	Crossbucks- Reflectorized	1 N	237	Previous Values 1 - No sign or signal 2 - Other signs or signals 3 - Stop signs 4 - Crossbucks 5 - Non-train activated special protection 6 - Highway traffic signals, wigwags, or bells. 7 - Flashing lights 8 - Gates (Previous Values: 0 to 9) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 138; XBUCK)
47	XBUCKNRF	Crossbucks- Non- reflectorized	1 N	238	(Previous Values: 0 to 9) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 138; XBUCK)

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48	III.2.B	STOPSTD	1 N	239	0 to 9 9 represents 9 or more Previous Values: (0 to 9, 9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete Conversion: If at least one of the two "Other Signs: Specify" field sets (OTHSGN1 and OTHDES1, or OTHSGN2 and OTHDES2) are blank, the value for STOPOTH (Other Stop Sign) was placed in the blank OTHSGN1 (or OTHSGN2) field, and "OTHRSTPSGN" was entered in the corresponding OTHDES1 (or OTHDES2) field.
49		STOPOTH	1 N	240	
50	III.2.F	OTHSGN1	1 N	241	0 to 9 9 represents 9 or more
51	III.2.F	OTHDES1	10 C	242 (251)	Any Alphanumeric Description
52	III.2.F	OTHSGN2	1 N	252	0 to 9 9 represents 9 or more
53	III.2.F	OTHDES2	10 C	253 (262)	Any Alphanumeric Description Previous Values: 0 to 9 (9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete
54		GATERW	1 N	263	(Reference Field 139, GATES) (Previous Values: 0 to 9, (9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete
55		GATEOTH	1 N	264	(Reference Field 139, GATES)
56	III.3.C	FLASHOV	1 N	265	0 to 9 9 represents 9 or more
57	III.3.C	FLASHNOV	1 N	266	0 to 9 9 represents 9 or more
58	III.3.D	FLASHMAS	1 N	267	0 to 9 9 represents 9 or more
59	III.3.F	FLASHOTH	1 N	268	0 to 9 9 represents 9 or more

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60	III.3.F	FLASHDES	Specify:	9 C	269 (277)	Any Alphanumeric Description
61	III.3.G	HWYSGNL	Hwy. Traffic Signals	1 N	278	0 to 9 9 represents 9 or more
62	III.3.H	WIGWAGS	Wigwags	1 N	279	0 to 9 9 represents 9 or more
63	III.3.J	BELLS	Bells	1 N	280	0 to 9 9 represents 9 or more
64	III.4	SPECPRO	Specify Warning Device:	20 C	281 (300)	Description of Non-train Activated Device
65	III.1	NOSIGNS	No Signs or Signals	1 C	301	Enter a check if no signs or signals are present. 1=No signs or signals 0=At least one sign or signal
66	IV.10	COMPOWER	Commercial Power Available (Y/N)? Signaling for Train	1 C	302	1=Yes 2=No
67	III.7	SGNLEQP	Operation: Is Track Equipped with Train Signals	1 C	303	1=Yes 2=No New Values: 1= Constant 3=DC/AFO Warming Time 4=other 2= Motion Detectors 5=none
68	III.6	SPSEL	Train Detection	1 C	304	(Previous Values: 1=Yes 2=No, 3=N/A) Conversion: Yes (1) CWT (1) No (2) -> DC/AFO (3) N/A (3) -> None (5) (Previous: Does Xing Signal Provide Speed Selection for Trains?) Values are 1 to 5: 1=Open Space 2=Residential 3=Commercial 4=Industrial 5=Institutional
69	IV.1	DEVELTYP	Type of Development	1 C	305	Values are 1 to 5: 1=Open Space 2=Residential 3=Commercial 4=Industrial 5=Institutional

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70	IV.5	HWYPVED	1 C	306	1=Yes 2=No
71	IV.7	DOWNST	1 C	307	1=Yes 2=No
72	III.2.E	PAVEMRK	1 C	308	Values are 1 to 4 1=Stop lines 2=RR Xing Symbols 3=No Markings 4=Stop lines and RR Xing Symbols New Values: 1=Less than 75ft 2=75 to 200ft 3=200 to 500 ft 4=N/A
73	IV.8	HWYNEAR	1 C	309	Previous Values: 1=Yes 2=No Conversion: Yes >Less than 75 ft No >N/A (See Field 152, HWYNRSIG)
74	III.2.C	ADVWARN	1 C	310	1=Yes 2=No
75	IV.2	XANGLE	1 C	311	1 to 3 (measurement is in degrees) 1=0-29 2=30-59 3=60-90 Conversion: New: 1. Timber 2. Asphalt 3. Asphalt & Flange 4. Concrete 5. Concrete and Rubber 6. Rubber 7. Metal 8. Unconsolidated 9. Other (Specify) Old: 1. Sectional Treated Timber 2. Full Wood Plank 3. Asphalt 4. Concrete Slab 5. Concrete Pavement 6. Rubber 7. Metal Sections 8. Other Metal 9. Unconsolidated 0. Other (Specify) (See Field 151, XSUROTHR)
76	IV.6	SURFACE	1 C	312	
77	IV.3	TRAFICLN	1 C	313	No. of Traffic Lanes Crossing RR Values are 1 to 9
78	IV.4	TRUCKLN	1 C	314	Are Truck Pullout Lanes Present (Y/N)? 1=Yes 2=No

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79	V.2	STHWY1	1 C	315	1=Yes 2=No
80	V.1	HWYSYS	2 C	316 (317)	01=Interstate National Highway System 02=Other National Highway System 03=Other Federal-Aid Highway-Not NHS 08=Non-Federal-Aid (NHS=National Highway System) 01, 02, 06, 07, 08, 09, 11, 12, 14, 16, 17, 19
81	V.3	HWYCLASS	2 C	318 (319)	01=R. Interstate, 02=R. Oth. Prin. Arterial, 06=R. Minor Arterial, 07=R. Major Collector, 08=R. Minor Collector, 09=R. Local, 11=U. Interstate, 12=U. Oth. Freeway and Expressway, 14=U. Oth. Prin. Arterial, 16=U. Minor Arterial, 17=U. Collector, 19=U. Local [R=Rural; U=Urban]
82	V.5	AADT	6 C	320 (325)	000001-999999 Annual Average Daily Traffic (AADT)
83	V.6	PCTTRUK	2 C	326 (327)	00-99 Estimate of % of Trucks
84	I.23	LATITUDE	10 7 N	328 (337)	Grade crossing latitudinal coordinate, from the center of the crossing.
85	I.24	LONGITUD	11 7 N	338 (348)	Grade crossing longitudinal coordinate, from the center of the crossing.
86	I.25	LLSOURCE	1 C	349	1= actual 3. Federal Actual 2=estimated 4. Federal Derived (For FRA Internal Use) Blank=neither New values: 0 = not interconnected 1 = simultaneous 2 = advance preemption 9 = n/a
87	III.8	INTRPRMP	1 C	350	Previous values: 0 = not interconnected 1 = interconnected 2 = simultaneous preemption 3 = advance preemption 9 = n/a Conversion: 1. (interconnected)->1(simultaneous pre.) 2. (simulta. Pre.)->1(simultaneous pre.) 3. (adv.pre.)->2(adv pre.)
88	III.2.D	HUMPSIGN	1 C	351	1=Yes 2=No 3=Unknown Is Hump crossing sign is installed?
89	I.21	HSCORRID	2 C	352 (353)	Code must be in High Speed Corridor Table (obtain from FRA)
90		DOTACPD	8 6 N	354 (361)	DOT Accident Prediction Value

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91	ACPDDATE		8 DATE	362 (369)	Indicates when DOT ACPD was generated.
92	ACCCNT1		2 N	370 (371)	Accident history - current complete year.
93	ACCCNT2		2 N	372 (373)	Accident history - prior year.
94	ACCCNT3		2 N	374 (375)	Accident history - two years prior.
95	ACCCNT4		2 N	376 (377)	Accident history - three years prior.
96	ACCCNT5		2 N	378 (379)	Accident history - four years prior.
97	HISTDATE		8 DATE	380 (387)	Indicates when ACCCNT1- ACCCNT5 were generated.
98	V.7 SCHLBUS	Avg. No of School Buses Passing Over the Crossing on a School Day.	3 N	388 (390)	Value must be 0 through 999.
99	I.16 WHISTBAN	New Whistle Ban, (Quiet Zone).	1 C	391	Valid values: 0=no 1=24 hour. 2=partial 9=unknown.
100	I.19 PASSCD	Type of Passenger Service	1 C	392	Valid values: A = AMTRAK operates over crossing. B = AMTRAK and other passenger train operates over crossing. C = Other passenger train operates over crossing, including Seasonal. D = None.
101	I.20 PASSCNT	Avg Passenger Train Count Per Day	3 N	393 (395)	Value must be 0 through 999. [Cannot exceed the total train movements]
102	I.10 RRMAIN	Parent RR	4 C	396 (399)	Valid Railroad Code
103	I.11 XINGOWNR	Crossing Owner	4 C	400 (403)	Valid Railroad or Company Code
104	SOURCE		1 C	404	This field will indicate the source of the last update. Valid values: H = other hard copy I = inventory form M = other magnetic media P = mass update printout T = magnetic tape X = GX O = foreign files
105	UPDATDAT		8 DATE	405 (412)	This field will contain the date that the last update to the record was posted.

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106	LONGBDAT		8 DATE	413 (420)	This field will contain the same date as the field EFFDATE, in this file, except that the year will be four characters in this data element.
107	LONGEDAT		8 DATE	421 (428)	This field will contain the same date as the field EDATE, in this file, except that the year will be four characters in this data element.
108 III 3.B	FOURQUAD	Four-quadrant gates present	1 C	429	1=Yes 2=No
109	TWOQUAD	Two-quadrant gates present	1 C	430	NOT USED IN NEW FORM
110 1.27 B	OPENPUB	Private Crossing-Public Access	1;C	431	1=Yes 2=No Blank=Unknown
111 1.28 A	RRNARR1	Railroad Use	20 C	432 (451)	
112 1.28 B	RRNARR2	Railroad Use	20 C	452 (471)	
113 1.28 C	RRNARR3	Railroad Use	20 C	472 (491)	These fields will contain whatever the railroad desires to enter.
114 1.28 D	RRNARR4	Railroad Use	20 C	492 (511)	
115 1.29 A	STNARR1	State Use	20 C	512 (531)	
116 1.29 B	STNARR2	State Use	20 C	532 (551)	
117 1.29 C	STNARR3	State Use	20 C	552 (571)	These fields will contain whatever the State desires to enter.
118 1.29 D	STNARR4	State Use	20 C	572 (591)	
119 V.5	AADTYEAR	Year for AADT	4 C	592 (595)	This field will contain the year of the last AADT update.
120	AADTCALC		1 C	596	Not used.
121	TRAINDAT		4 C	597 600	Not currently used. Was to contain the year of the last trains update.
122	TRAINCAL		1 C	601	Not used. (This field was to identify how the last trains update was calculated. 1 = actual 2 = estimated) Blank neither)
123 III 9	RESERVE1	Reserved for Future Use.	1 C	602	Reserved for future use. (RESERVE1 is 1 C. RESERVE2, RESERVE3, RESERVE4, and RESERVE5 are 3 C each.)

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124	III.10	RESERVE2	Reserved for Future Use	3 C	603 (605)	
125	III.11	RESERVE3	Reserved for Future Use	3 C	606 (608)	
126	III.12	RESERVE4	Reserved for Future Use	3 C	609 (611)	
127	IV.11	RESERVE5	Reserved for Future Use	3 C	612 (614)	
128		DOTCASPD		8 6 N	615 (622)	DOT Predicted Casualty Rate
129		DOTFATPD		8 6 N	623 (630)	DOT Predicted Fatality Rate
130		FUNCCAT		1 C	631	Not Used
131	I.32	RRCONT	Railroad Contact	10 C	632 (641)	This field contains the telephone number of the railroad contact associated with the crossing.
132	I.33	HWYCONT	State Contact	10 C	642 (651)	This field contains the telephone number of the State highway contact associated with the crossing.
133	I.31	POLCONT	Emergency Contact	10 C	652 (661)	This field contains the telephone number of the emergency contact associated with the crossing. Normally, this will be the ENS telephone number posted at the crossing or along the railroad branch line.
134	I.30	NARR	Narrative	100 C	662 (761)	No editing will be done on this field.
135	II.1.A	TOTALTRN	Total Trains	3 N	762 (764)	0-500 Conversion: TOTALTRN = (DAYTHRU + DAYSWT + NGHTTHRU + NGHTSWT)
136	II.1.B	TOTALSWT	Total Switching Trains	3 N	765 (767)	0-500 Conversion: TOTALSWT = DAYSWT + NGHTSWT
137	I.15	ENSSIGN	ENS Sign	1 C	768	1 = Yes 2 = No
138	III.2.A	XBUCK	Crossbucks	2 N	769 (770)	Conversion: XBUCK = XBUCKRF + XBUCKNRF
139	III.3.A	GATES	Gates	2 N	771 (772)	Conversion: GATES = GATERW + GATEOTH
140	I.27.C	PRVSIGNL	Signals Specify	15 C	773 (787)	Conversion: If PRVIND = 2 then previous PRVSIGNL value will be moved to PRVSGNL. (Refer to field 24 (PRVSIGN))

U.S. DOT CROSSING INVENTORY FORM
FORMAT FOR FRA INVENTORY FIELDS - DATA ENTRY FIELD DESCRIPTION
INVENTORY FIELD ORDER
 (Fields not in Form 6180.71 are for FRA Internal Use)

FIELD/FORM 6180.71 NO.	FIELD NAME	DESCRIPTION	SIZE/ TYPE	START/END (For ASCII)	DEFINITIONS, VALID VALUES, RANGES, & COMMENTS (CURRENT/NEW FIELDS ARE TO BE PROVIDED; PREVIOUS FIELDS ARE SHOWN IN THIS TABLE FOR INFORMATION ONLY.) (CONVERSIONS - FRA INTERNAL USE)
141	III.3.E	FLASHPAI	2 N	788 (789)	This field contains the number of flashing light pairs.
142	III.3.K	WARNACTO	9 C	790 (798)	This field contains other train activated warning devices.
143	III.5	CHANNEL	1 C	799	1=All Approaches 2=One Approach 3=None
144	I.26	XINGADJ	1 C	800	1=Yes 2=No
145	I.26	XNGADJNO	7 C	801 (807)	Valid crossing number
146	IV.9	ILLUMINA	1 C	808	1=Yes 2=No
147	V.4	HWYSPEED	3 N	809 (811)	This field contains the posted highway speed.
148		CNTYNAM	20 C	812 (831)	Valid County Name
149		TTSTNNAM	25 C	832 (856)	Valid Timetable Station name
150		CITYNAM	20 C	857 (876)	Valid City Name
151	IV.6	XSUROTHR	20 C	877 (896)	Specify Other Crossing Surface
152	IV.8	HWYNRSIG	1 C	897	1=Yes 2=No

Note: Data file submissions, must, at a minimum, contain the following data fields:

- Initiating Agency (INIT),
- Crossing Number (CROSSING),
- Reason for Update (REASON),
- Effective Date (EFFDATE),
- State (FIPS Code) (STATE),

U.S. DOT CROSSING INVENTORY FORM
FORMAT FOR FRA INVENTORY FIELDS - DATA ENTRY FIELD DESCRIPTION
INVENTORY FIELD ORDER
(Fields not in Form 6180.71 are for FRA Internal Use)

County (FIPS Code) (CNTYCD),
Railroad (RAILROAD),
Type of Crossing (TYPEXING),
Position of Crossing (POSXING),
and the updated data fields

Federal Railroad Administration
Office of Safety Analysis

6/11/08 11:55 jac

[Home](#)[Crossing](#)[Forms/Publications](#)[Downloads](#)[Query](#)[FAQ](#)[AF/FP](#)[CWR](#)

You are Visitor# 2595472

[PRELIM Bulletin](#)[Contact Us](#)

Last update: Wednesday, June 11, 2008

Home

Welcome to the newly redesigned FRA Office of Safety Analysis Web Site. This site was established for the purpose of making railroad safety information readily available to a broad constituency which includes FRA personnel, railroad companies, research and planning organizations and the public, in general.

Visitors have access to railroad safety information including accidents and incidents, inspections and highway-rail crossing data. From this site users can run dynamic queries, download a variety of safety database files, publications and forms, and view current statistical information on railroad safety.

[Privacy Policy](#)[How to Page](#)[TRAIN HORN RULE](#)[**Revised F6180.55 \(Railroad Injury and Illness Summary Form\)**](#)

1 - Overview

- [1.01 Accident/Incident Overview](#)
- [1.02 Operational Data Tables](#)
- [1.03 Overview Charts By Railroad](#)
- [1.04 Overview Charts By State](#)
- [1.05 Accident/Incident Overview by State/Region](#)
- [1.06 Ten Year Accident/Incident Overview by Railroad](#)
- [1.07 Ten Year Accident/Incident Overview by Railroad/Region/State/County](#)

2 - Query Accident/Incident Trends

- [2.01 Train Accidents](#)
- [2.02 Train Accident Rates](#)
- [2.03 Train Accidents by Railroad Groups](#)
- [2.04 Employee on Duty Casualties](#)
- [2.05 Employee on Duty Casualty Rates](#)
- [2.07 Trespasser Casualties](#)
- [2.08 Highway-Rail Crossings](#)

3 - Train Accidents

- [3.01 Accident Trends - Summary Statistics](#)
- [3.02 Accident Trends - Charts & Graphs](#)
- [3.03 Download Accident Data](#)
- [3.04 Railroad Safety Statistics Annual Report \(PDF\)](#)
- [3.05 FRA Accident Report and Other Forms](#)
- [3.06 FRA Accident Reporting Guide and other Publications](#)

Query FRA Accident Data:

- [3.07 Accidents By State/Railroad](#)
- [3.08 Accident Map with Table](#)
- [3.09 Accident Summary Tables](#)
- [3.10 Accident Causes](#)
- [3.11 Accident Detail Report](#)
- [3.12 Accident Table By Railroad](#)

4 - Casualties

- [4.02 Download Casualty Data](#)
- [4.03 Reporting Casualties - FRA Guide \(PDF\)](#)

Query FRA Casualty Data:

- [4.05 Casualties By State, Railroad or Type](#)
- [4.06 Casualty Detail Report](#)
- [4.07 Casualty Map with Table](#)
- [4.08 Casualty Summary Tables](#)
- [4.09 Worker Safety Report](#)

5 - Highway-Rail Crossing Accidents

- [5.02 Query and Generate Crossing Accident Reports](#)
- [5.03 Accident Prediction - WBAPS](#)

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- [5.04 Download Crossing Accident Data](#)
- [5.05 Download Crossing Inventory Data](#)
- [5.06 Reporting Crossing Accidents - FRA Guide \(PDF\)](#)

Query FRA Crossing Accident Data:

- [5.07 Hwy/Rail Incidents By State/Railroad](#)
- [5.08 Frequency of Crossing Collisions](#)
- [5.09 Hwy/Rail Detail Report](#)
- [5.10 Hwy/Rail Map with Table](#)
- [5.11 Hwy/Rail Incidents Summary Tables](#)
- [5.12 Hwy/Rail Table By Railroad](#)
- [5.13 Whistle Ban Incidents](#)

6 - Reserved for Future Use

7 - Downloads

- [7.01 Accident Data on Demand](#)
- [7.02 Highway-Rail Crossing Inventory Data](#)
- [7.03 FRA Database File Structures](#)
- [7.04 FRA Auxiliary \(Reference\) Tables](#)
- [7.05 FRA Publications - All](#)
- [7.06 FRA Guide \(PDF\)](#)
- [7.08 Annual Safety Statistical Report for 2005 \(self-extracting EXE\)](#)
- [7.09 FRA Forms](#)

8 - Highway-Rail Crossing Inventory

- [8.01 Query By Location](#)
- [8.02 Query By Number Range](#)
- [8.03 Accident Prediction - WBAPS](#)
- [8.04 Annual Safety Statistical Report for 2005 \(self-extracting EXE\)](#)

Canned Queries for Public and Private Crossings:

- [8.05 Crossing Inventory By State](#)
- [8.06 Public Crossing Inventory By State](#)
- [8.07 Public Crossing Inventory By City Within State/County](#)
- [8.08 Public Crossing Inventory Detail Report](#)

9 - FRA Safety Reporting

- [9.01 FRA Guide for Preparing Accident/Incident Reports \(PDF\)](#)
- [9.02 FRA Forms](#)
- [9.03 New Accident/Incident Recordkeeping and Reporting Requirements - Effective May 1, 2003.](#)
- [9.04 FRA Home Page](#)

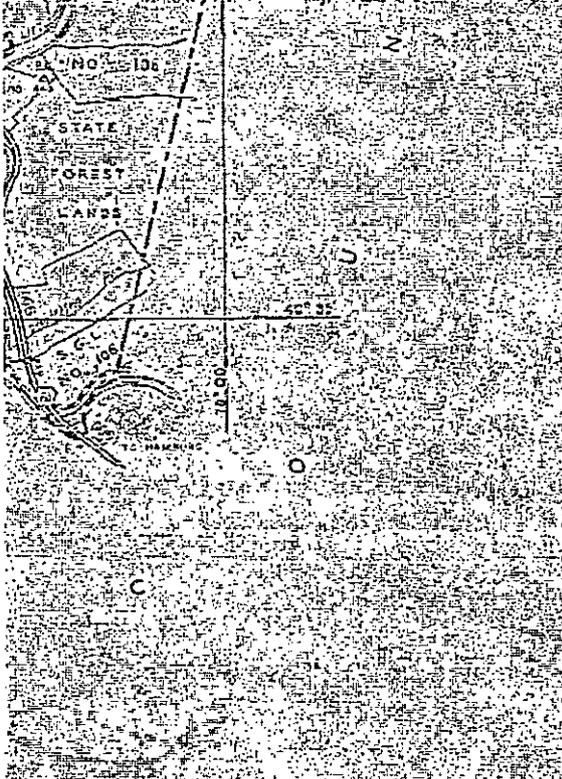
From this site, you will be able to:

- Quick Stats. Overview of current railroad safety statistics on railroad accidents and incidents, casualties.
- Accident/Incident Summary. Information by cause, type of railroad, and location.
- Accident/Incident Graphs and Charts. Railroad safety trends in graphical (bar charts) fashion.
- Query FRA Safety Databases. Detailed and summary reports on FRA's databases which encompass Railroad Accidents/Incidents, Railroad Inspections and Highway-Rail Crossing Information. Users can enter specific query criteria and produce output reports (including color maps) of the results. A Query Generator Page is available where users can 'Write your-own' queries against the FRA Accident/Incident Files.
- Crossing Inventory and Accident Histories. Highway-rail crossings, a detailed Inventory and/or Accident history for one or more crossings. Users can also generate highway-rail crossing hazard indexes using FRA's Web-based Accident Prediction System (WBAPS).
- Download FRA Safety Files. Users can download a wide selection of FRA database files including the Highway-rail Crossing Inventory files (in .DBF format). Accident/Incident reports can be downloaded in a variety of formats (.DBF, .XLS, .MDB, .TXT) using a query interface. Additionally, the metadata for the FRA databases as well as copies of the reference tables (e.g. GSA Locations, Railroad Code file, Accident/Incident Codes) have been made available on this page.

Frequently Asked Questions

- [9.11 Legal Notice](#)
- [9.12 Definitions](#)

It is best viewed at a screen resolution of 800 x 600 using Netscape 3.0 and higher or MS Internet Explorer 4.0 and higher. Most of the documents which can be viewed or downloaded from this site are in PDF format and require the Adobe Acrobat program which you can also download here.



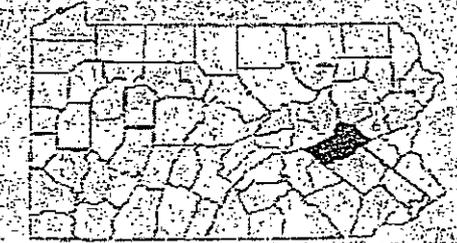
GENERAL HIGHWAY MAP
SCHUYLKILL COUNTY
 PENNSYLVANIA

PREPARED BY THE
 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CARTOGRAPHIC INFORMATION DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

SCALE

STATE ROUTE NUMBERS ARE CURRENT AS OF NOVEMBER, 1960

1960



KEY MAP

POPULATION OF COUNTY - 1960 PRELIMINARY CENSUS 154,004
 AREA OF COUNTY - 785 SQUARE MILES

POLYCONIC PROJECTION

COPIES OF THIS MAP ARE AVAILABLE AT NOMINAL COST
 CONTACT:
 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 DISTRIBUTION SERVICES UNIT
 3000 G ST., TRANSPORTATION AND SAFETY BUILDING
 HARRISBURG, PENNSYLVANIA 17104
 FEES FOR REPRODUCTION OR OMISSIONS ON THIS MAP
 ARE USED TO REPORT THEM TO
 PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 CARTOGRAPHIC INFORMATION DIVISION
 1440 PENNSYLVANIA ST.
 HARRISBURG, PENNSYLVANIA 17104

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 DEPARTMENT OF GENERAL SERVICES

LEGEND

GENERAL CULTURAL FEATURES

- SHOPPING CENTER
- INDUSTRIAL PARK
- APARTMENT COMPLEX
- MOBILE HOME PARK
- STATE PARK, OR COUNTY, MUNICIPAL
- AMUSEMENT PARK
- CAMPGROUND, RACE COURSE, STEELWAY
- TOLL BOOTH
- ROADSIDE REST AREA
- SCHOOL, COLLEGE OR UNIVERSITY
- CHURCH OR OTHER RELIGIOUS INSTITUTION
- CEMETERY
- CHURCH WITH CEMETERY ADJACENT
- HOSPITAL
- CONFECTIONAL INSTITUTION
- COUNTY FAIR
- STATE HIGHWAY GARAGE
- STATE POLICE STATION
- FIRE STATION
- POST OFFICE
- MUNICIPAL BUILDING
- RADIO OR TELEVISION TOWER

COMMUNITY CENTERS

- STATE CAPITAL
- COUNTY SEAT
- OTHER COMMUNITIES

MISCELLANEOUS MAP FEATURES

- HORIZONTAL CONTROL STATION
- BENCH MARK WITH ELEVATION
- LATITUDE AND LONGITUDE LINE
- BOUNDARY MONUMENT

AGRONAUTICAL FEATURES

- MILITARY AIRFIELD
- AIRPORT COMPLETE FACILITIES
- AIRPORT LIMITED FACILITIES
- SEAPLANE BASE
- HELIPORT
- AIRWAY BEACON

ROADWAY STRUCTURES

- HIGHWAY BRIDGE
- LONG BRIDGE OR VIADUCT
- COVERED BRIDGE
- DRAWN BRIDGE
- QUONSETT BRIDGE
- ARCH BRIDGE
- TRUSS BRIDGE
- CANTILEVER BRIDGE
- DAM WITH ROAD
- HIGHWAY TUNNEL
- CUTVEE OR CURE WITH ROAD

DRAINAGE FEATURES

- RIVER OR WIDE STREAM
- STREAM
- INTERMITTENT STREAM
- WATER STREAM WITH DAM
- LAKE POND OR RESERVOIR WITH DAM
- LOCK WITH DAM
- SWAMP OR MARSH
- FERRY TOLL TRIFERRIS
- FORD

RAILROADS

- STANDARD GAUGE RAILROAD
- NARROW GAUGE RAILROAD
- ELECTRIC RAILROAD
- RAILROAD OVERPASS
- RAILROAD UNDERPASS
- RAILROAD BRIDGE
- RAILROAD TUNNEL
- RAILROAD STATION
- ABANDONED RAILROAD
- ABANDONED RAILROAD

BOUNDARIES

- STATE LINE
- COUNTY LINE
- TOWNSHIP LINE

INCORPORATED CITY

INCORPORATED BOROUGH

- UNINCORPORATED INDIAN CONTACT LINE
- ENLARGED INDIAN LINE
- FEDERAL OR STATE LAND LINE
- INDICATOR FIRST CLASS TOWNSHIP

ROAD AND ROADWAY FEATURES

ROUTE NUMBER



PENNSYLVANIA LEGISLATIVE ROUTE NUMBER

COUNTY ROAD

COUNTY RD

TOWNSHIP ROAD NUMBER

T601

LOCAL ROAD IN INSET OR CONNECTING STREET

DIVIDED HIGHWAY - ACCESS FULLY CONTROLLED

DIVIDED HIGHWAY

CONCRETE OR BRICK ROAD

BITUMINOUS ROAD (HIGH TYPE)

BITUMINOUS ROAD (LOW TYPE)

GRAVEL OR STONE ROAD

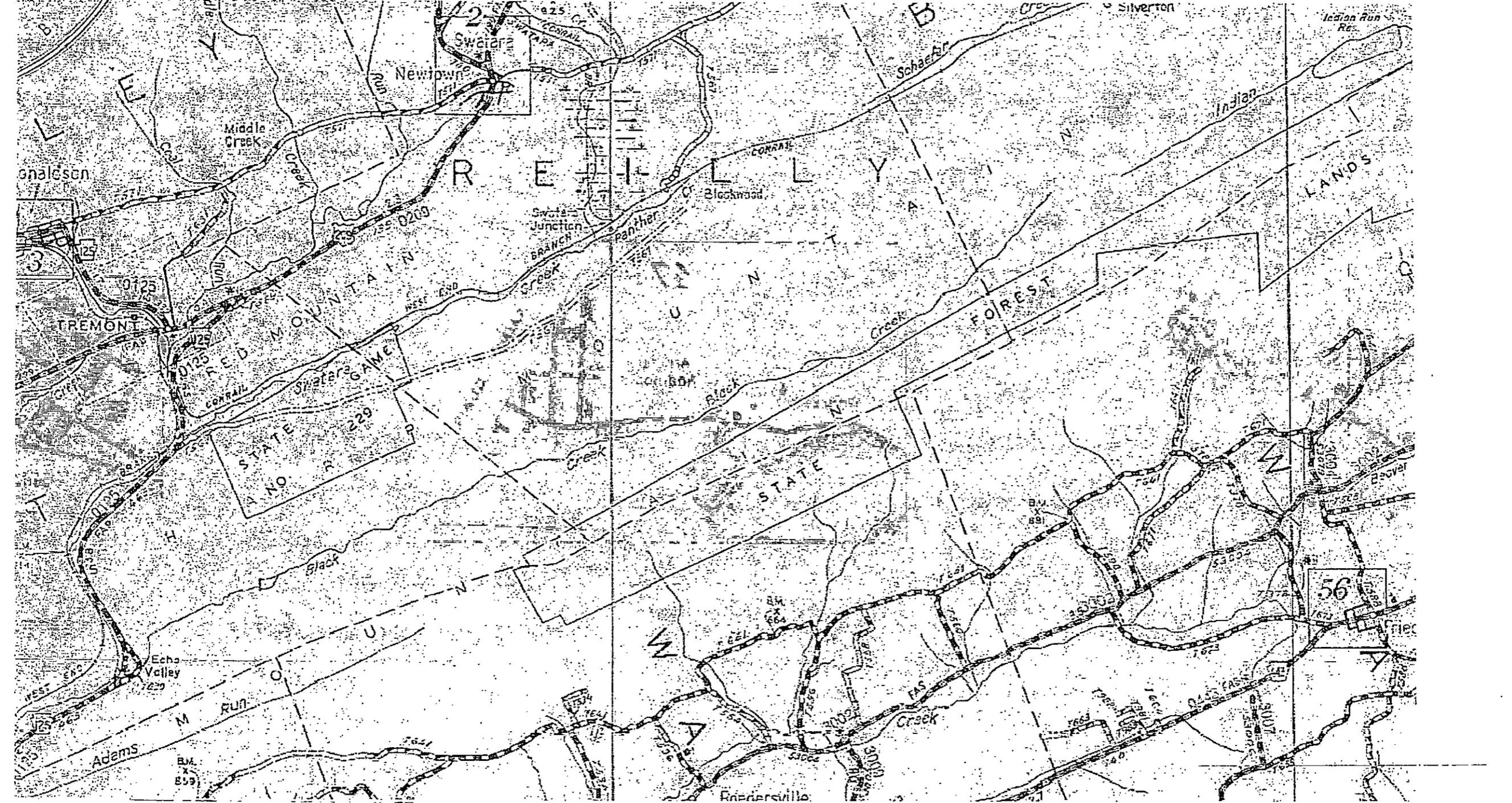
GRADED AND DRAINED ROAD

PRIMITIVE ROAD

IMPASSABLE ROAD

PENNSYLVANIA STATE ROUTE NUMBER

2005

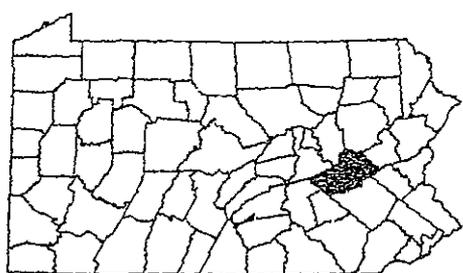


Reading Cross Ekt 15
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2008
GENERAL HIGHWAY MAP
SCHUYLKILL COUNTY
PENNSYLVANIA

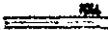
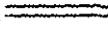
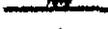
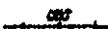
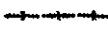
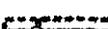
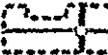
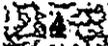
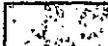
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GEOGRAPHIC INFORMATION DIVISION
IN COOPERATION WITH THE
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FEDERAL HIGHWAY ADMINISTRATION

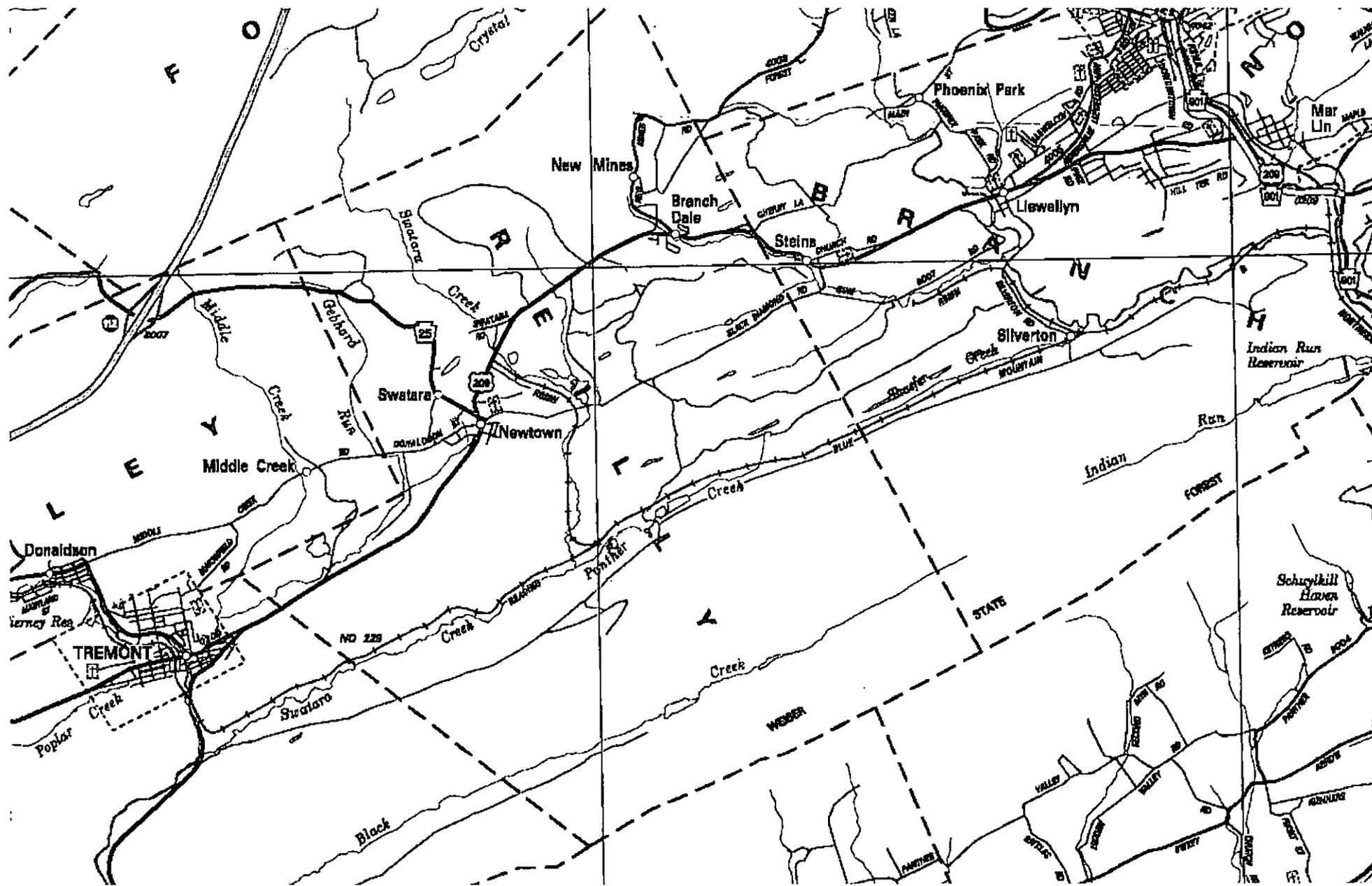
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POPULATION OF COUNTY (2000 Census) 132,165
AREA OF COUNTY (SQ. MI.) 708
(SQ. KMS.) 2,289
POLYCONIC PROJECTION - NAD 83 DATUM

LEGEND

FULLY CONTROLLED ACCESS HIGHWAY	
MULTI-LANE HIGHWAY	
TRAFFIC ROUTE	
REMAINING STATE ROAD AND IDENTIFIER	
STATE MAINTAINED BRIDGE	
TOWNSHIP ROAD	
TOWNSHIP ROAD (PRIMITIVE / UNIMPROVED)	
OTHER ROAD	
INTERSTATE INTERCHANGE NUMBER	
INTERSTATE TRAFFIC ROUTE	
UNITED STATES TRAFFIC ROUTE	
PENNSYLVANIA TRAFFIC ROUTE	
RAILROAD (IN SERVICE)	
RAILROAD ABANDONED (TRACK REMAINS)	
STATE LINE	
COUNTY LINE	
TOWNSHIP LINE	
INCORPORATED CITY	
INCORPORATED BOROUGH	
STATE CAPITAL	
COUNTY SEAT	
OTHER COMMUNITIES	
COLLEGE OR UNIVERSITY	
STATE POLICE FACILITY	
CEMETERY	
STATE ADMINISTERED HISTORIC PROPERTY	
FEDERAL / STATE INSTITUTIONS	
PennDOT FACILITY	
POINTS OF INTEREST	
HORSE RACE TRACK	
HELIPORT	
REST AREA AND COMFORT FACILITY	
WELCOME CENTER AND COMFORT FACILITY	
STATE FISH HATCHERY	
STATE FOREST NATURAL AREA	
STATE FOREST NODC AREA	
FEDERAL RECREATION SITE	
STATE PARK LAND / HEADQUARTERS	
STATE GAME LAND AND NUMBER	
STATE AND FEDERAL FOREST LAND	
FEDERAL PARK / RECREATION LAND	
FEDERAL RESERVATION	



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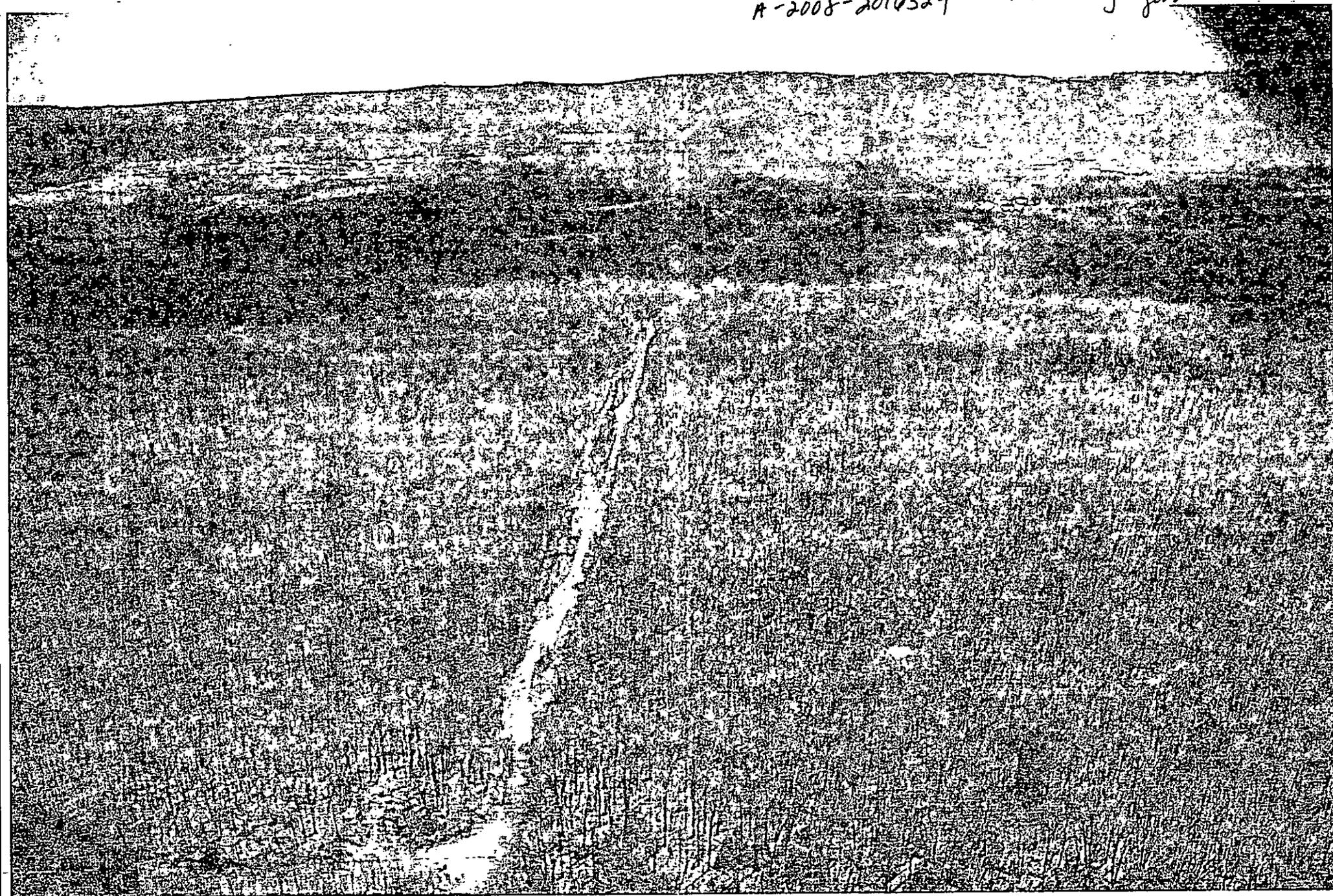


Reading Cross 4m 1/1

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A-2008-2016324

4/1/02 HOS Jov



Reading Est 1
 District

C-20078010
 A-2008-2016324

6/11/00 HOS jar

READING DIVISION

TREMONT BRANCH & TREMONT RUNNING TRACK

RULES IN EFFECT—MAXIMUM SPEEDS

All tracks controlled by RBMN dispatcher located at Port Clinton.

Rules	Single Track Between	MPH FRT	MPH PSGR
DCS	WESTWOOD JCT. (MP 5.1) and MP 12.0	25	25
DCS	MP 12.0 and MP 14.0	10	10
97	MP 14.0 and KOCHER (MP 20.9)	10	10

2. DIESEL UNIT RATINGS (IN TONS)

NORTHBOUND—Donaldson (15.6) - 2.9% - 7.45 degree curve

Locomotive Group	Minimum Cont. Rating	18 MPH	28 MPH
Group 1	351 (8 MPH) 255 (11 MPH) - if matched with Group 2	184	103
Group 2	472	351	183
Group 3	1055 (6.6 MPH) 631 (11 MPH) - if matched with Group 2	463	247
Group 4	727	535	287
Group 5	944	695	367
Group 6	1103	807	431

3. LOCATIONS OF HIGHWAY CROSSINGS

M.P.	TYPE	CROSSING NAME	LOCATION	AAR ID#
7.0	CB	Silverton Road	Silverton, PA	592-010N
14.0	F	Route 125	Tremont, PA	592-004K
14.3	CB	Laurel Street	Tremont, PA	591-512W
14.4	F	Main Street	Tremont, PA	591-513D
14.5	CB	Pine Street	Tremont, PA	591-514K
14.7	PV	Private driveway	Tremont, PA	591-516Y
15.6	CB	Martin Street	Donaldson, PA	591-518M
15.7	CB	Clark Street	Donaldson, PA	591-519U
15.8	CB	Lomison Street	Donaldson, PA	591-520N
19.9	CB	S. Center Street	Good Spring, PA	591-449G
20.85	CB	Route 125	Good Spring, PA	N/A

4. RADIO BASE STATIONS

Base Station	RBMN Channel	AAR Channel	Touch Tone Access
Sharp Mountain	1	76-24	N/A

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 SECRETARY OF TRANSPORTATION
 BUREAU

17

20-0350 GOOD SPRING I.T. REV. 01/01/90 MP 5.10 -MP 14.30 PA 100

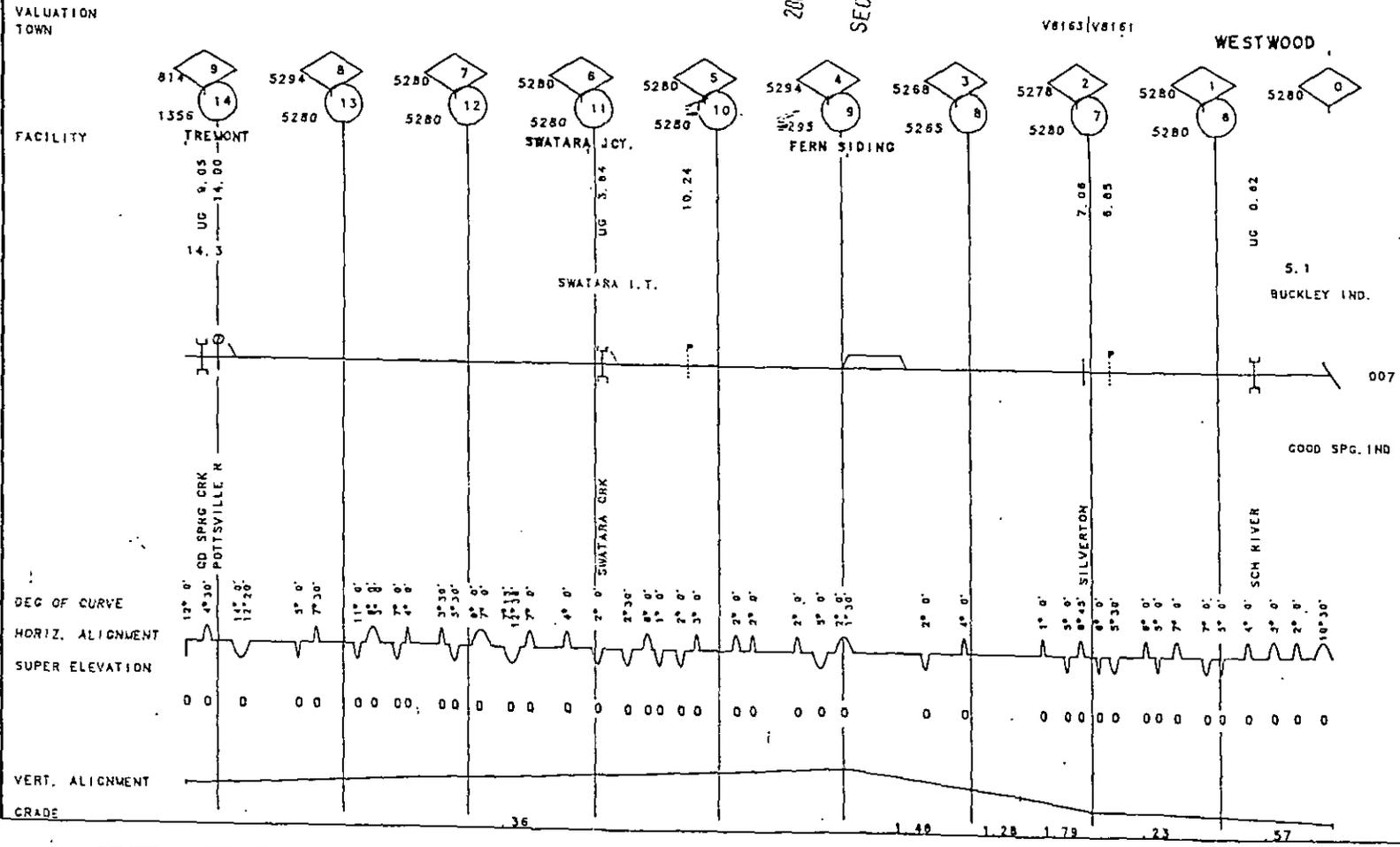
TRACK CHART

Reading Street Epi 2
C-20078010
A-2008-2016324
4/11/08 1405 jar

GRINDING									
SURFACING									
TIES									
UNDERLAYING									
RAIL									
BAL. CLEAN									
TONNAGE (WGT)									
TY SPEED									
UG CABLE									

007

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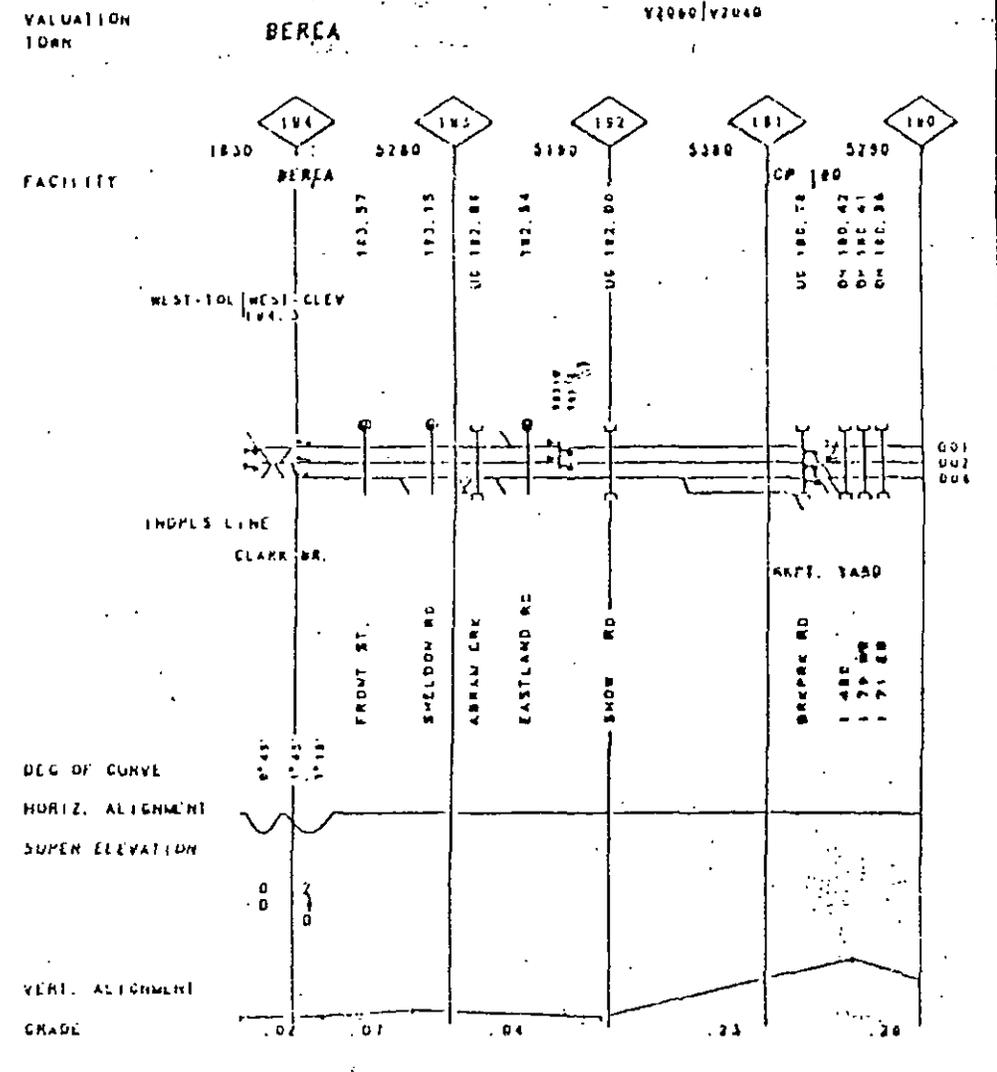
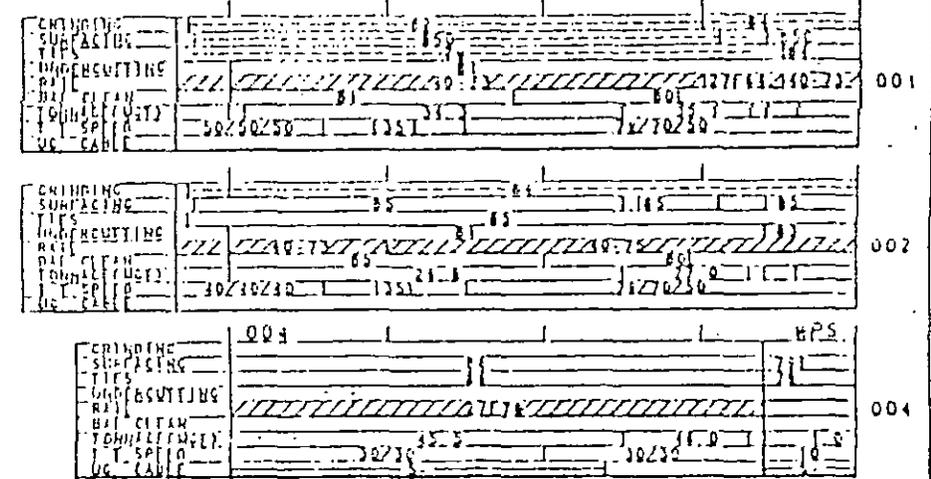
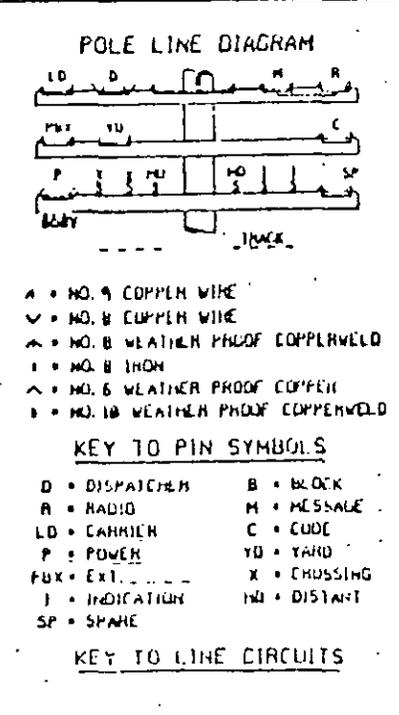
PROGRAM LEGEND
DATE OF WORK PRECEDES CODE (IF KNOWN)

CONDITIONS	CODES
UNDOING	INQ. OF PASSES
SUPERADING	TYPE OF MACHINE USED
	E = ELECTROMATIC P = PLASSER T = TAMPER C = PLASSER- EXIT. ACTION TAMPER (CAT)
TIES	YEAR INSTALLED ONLY FOR MAJOR REINVESTIGATION ST = SAFETY TIE INSTALLATIONS OF LESS THAN 400 TIES/MILE
UNDERCUTTING	TYPE OF MACHINE USED
	PD = PLOW (BULDOZER) PL = PLOW (LOCOM) UC = UNDERCUT (WRENSHAW) UP = UNDERCUT (PLASSER)
RAIL	TYPE AND CONDITION
	C = CHOPPED F = FIT HI = HEAT TREATED M = MEDIUM MANGANESE /// = CONTINUOUS WELDED RAIL (BUTT WELDED RAILS 74 FEET OR LONGER WHERE LAID IN SUCCESSION)

BALLAST	TYPE OF MACHINE USED
CLEANING	L = LOCOM S = SPEND
TONNAGE	INQ. IN MILLION GROSS TONS (Prior Year)
TIMETABLE	(25) = LOCAL ORDNANCE
SPEED	PASSENGER/FAST FREIGHT/FREIGHT
UG. CABLE	--- CONRAIL --- F.O.C. N. S. E. W. = DIRECTION B = BOTH SIDES
PROGRAMMED WORK	SURFACE AFTER RAIL

CHART LEGEND

CRITICAL CLEARANCE STRUCTURE (SEE STANDARD SHEETS)	C
10% TEST LOCATION	II
TUNNEL	--- ---
BRIDGE (OH & UG)	--- --- ---
LONG BRIDGE	--- --- ---
RR XING	--- --- ---
PUB HO XING (GRADE)	--- --- ---
PUB HO XING (GRADE) (W/FLASH)	--- --- ---
PUB HO XING (GRADE) (W/FLASH & GATES)	--- --- ---
PRIVATE HO XING	--- --- ---
AUTOMATIC SIGNAL	--- --- ---
CURVE LUBRICATION	--- --- ---
DRAWING EQUIP DET	--- --- ---
HOT BOX DET (W/DIR. TRAFFIC)	--- --- ---
HOT BOX & IRING EQUIP (WITHIN 200')	--- --- ---
TIMETABLE M.P.	--- --- ---
VALUATION M.P.	--- --- ---
ENGINEERED PLANT SPECIES	--- --- ---



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497
21

C-20018010 * 11-2000-2016524 6/11/08

nos part Reading Hallett & S

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C-20078010 & H-2008-2016524

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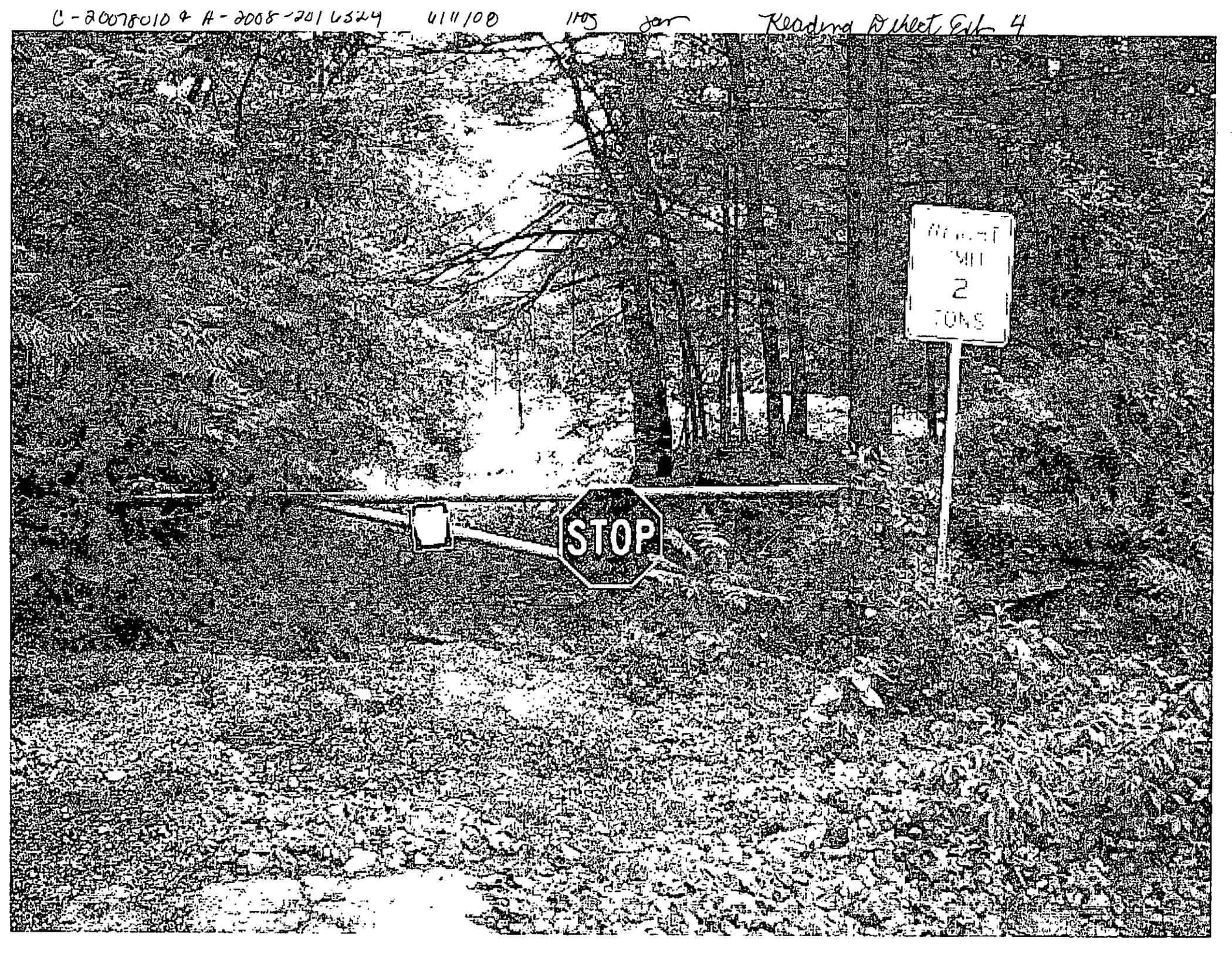
1105

Jan

Reading Rd West Exit 4

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Reading Riv. Ed 5
C-20078010
A-2008-2016324

6/11/08
HBS joo

**BEFORE THE BOARD OF SUPERVISORS OF REILLY TOWNSHIP,
SCHUYLKILL COUNTY, PENNSYLVANIA**

**PETITION OF READING BLUE MOUNTAIN AND NORTHERN RAILROAD
COMPANY TO VACATE TOWNSHIP ROUTE T-567 (BLACKWOOD ROAD)
FROM SOUTH OF RAILROAD NORTH TO END OF ROAD**

To the Board of Supervisors of Reilly Township, Schuylkill County, Pennsylvania:

1. Your Petitioner is:

Reading, Blue Mountain and Northern Railroad Company
P.O. Box 218
1 Railroad Boulevard
Port Clinton, PA 19549

*marked
but not
admitted*

The name and address of the Petitioner's attorney is:

Paul R. Ober, Esquire
Paul R. Ober & Associates
234 North 6th Street
Reading, PA 19601

2. Reading, Blue Mountain and Northern Railroad ("RBMN") is engaged in providing interstate rail transportation for freight. RBMN is the owner of the lands and rails which cross the bed of Township Road T-567 (Blackwood Road) north of a section of T-567 (Blackwood Road) which has been vacated by Reilly Township and south of a section of T-567 (Blackwood Road) which, although not formally vacated, is in terrible disrepair and virtually impassible.
3. The unvacated section of T-567 (Blackwood Road), from a point 300 feet south and east of the T-567 (Blackwood Road) crossing, intersects with only one road, T-571 (Black Diamond Road).
4. T-571 (Black Diamond Road) was barricaded by gates many years ago by the Township at each end; it is and has been totally closed to vehicular traffic and public travel.
5. Because T-571 (Black Diamond Road) is totally closed to vehicle traffic and public travel, so is T-567 (Blackwood Road).
6. Because T-567 (Blackwood Road) is totally closed to vehicle traffic and public travel, at its northern end [by the gating of T-571 (Black Diamond Road)] and at its southern end (by vacation), T-567 (Blackwood Road) serves no purpose whatsoever.

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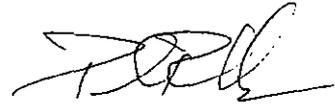
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PA PUC
SECRETARY'S BUREAU

7. RBMN petitions the Board of Supervisors to vacate the portion of T-567 (Blackwood Road) beginning 300 feet south and east of its rails and continuing north of and across its rails within the bed of Township Route T-567 (Blackwood Road) to its intersection with T-571 (Black Diamond Road).
8. Township of Reilly, County of Schuylkill is the only municipality which might have an interest in T-567 (Blackwood Road). RBMN is a property owner of rails crossing the bed of the road. The only property owner which might have an interest in the road are:
 - a) Blackwood, Inc.;
 - b) Alice B. Niskey; and
 - c) Swatara Coal Co.
9. A portion of Township Road T-567 (Blackwood Road) has been vacated by Order of the Court of Common Pleas of Schuylkill County, Pennsylvania, dated May 7, 1946 (said Order is attached hereto, marked as Exhibit "A" and incorporated herein by reference).
10. The Federal Railroad Administration ("FRA") lists this crossing as a "Private" crossing pursuant to direction from the Pennsylvania Public Utility Commission.
11. The road is a road to nowhere, *i.e.* :
 - A. from a point along T-567 (Blackwood Road) 300 feet south of the tracks, for a distance of approximately 400 feet, T-567 (Blackwood Road) has been vacated pursuant to Order of the Court of Common Pleas of Schuylkill County attached hereto as Exhibit "A." Thus, on the south side of the tracks, the purported crossing connects to nothing;
 - B. on the north side of the tracks is a road which may or may not have been vacated known as Township Route T-567 (Blackwood Road). That portion of T-567 (Blackwood Road) ends at T-571 (Black Diamond Road), the only intersecting road; T-571 (Black Diamond Road), in turn, has been barricaded at both ends by the Township for many years, thus preventing access to T-567 (Blackwood Road) from the north.
 - C. T-567 (Blackwood Road) is now little better than a goat track, being accessible only by utilization of the sturdiest of 4-wheel drive vehicles. It is not and has not been maintained by the Township of Reilly for a period believed and, therefore, averred to be in excess of 15 years.
 - D. T-567 (Blackwood Road) is literally in the middle of nowhere and provides access to no one and nothing, serves no purpose, has not been maintained and if vacated will greatly reduce or eliminate the possibility of danger from the road crossing at an unprotected section of the Railroad.

- E. There is no use of T-567 (Blackwood Road) by vehicles or pedestrians to the best of RBMN's knowledge.

Wherefore, Petitioner asks the Board of Supervisors to vacate the portion of Township Road T-567 (Blackwood Road) beginning at a point approximately 300 feet south and east of the point at which that road intersects the railroad tracks north to its terminus at T-571 (Black Diamond Road.)



Paul R. Ober, Esquire
Attorney for RBMN

IN THE COURT OF QUARTER SESSIONS OF SCHUYLKILL COUNTY

IN RE: PETITION OF SUPERVISORS OF REILLY TOWNSHIP, COUNTY OF SCHUYLKILL AND STATE OF PENNSYLVANIA FOR THE VACATION OF A PORTION OF ROAD IN THE VILLAGE OF BLACKWOOD.

NO. 1 - MARCH TERM 1946

REPORT OF VIEWERS

TO THE HONORABLE, THE JUDGES OF SAID COURT:-

THE PETITION OF THE SUPERVISORS OF REILLY TOWNSHIP, SAID COUNTY AND STATE FOR THE APPOINTMENT OF VIEWERS TO VACATE A CERTAIN PORTION OF A PUBLIC ROAD LAID OUT TO JOIN WHAT WAS THEN THE VILLAGE OF LLE WELLYN TO THE VILLAGE OF NEWTOWN, IN SAID COUNTY WAS DULY PRESENTED TO YOUR HONORABLE COURT ON FEBRUARY 25, 1946.

THAT IN ANSWER TO THE PRAYER OF SAID PETITION, THE UNDERSIGNED VIEWERS WERE DULY APPOINTED BY THE COURT ON THE SAME DATE.

AFTER DUE NOTICE OF THE TIME AND PLACE OF VIEW OF SAID PREMISES TO SAID SUPERVISORS, AND TO THE PUBLIC BY POSTING THREE OR MORE NOTICES OF SAID VIEW ON THE PREMISES PROPOSED TO BE VACATED, ALL MORE THAN TEN DAYS PREVIOUS THERETO, AND AFTER BEING DULY SWORN ACCORDING TO LAW, THE UNDERSIGNED VIEWERS MET UPON AND VIEWED SAID PREMISES ON MARCH 11, 1946 AT 10:00 O'CLOCK A.M.

THERE WERE PRESENT AT SAID VIEW, MICHAEL J. MC GUIRE, AND JOHN KILRAIN, TWO OF THE SUPERVISORS OF SAID TOWNSHIP AND WALTER SIDORIAK, ESQ. REPRESENTING THE BLACKWOOD COAL COMPANY.

THERE WAS A HEARING AT THE COURT HOUSE BEFORE SAID VIEWERS ON MARCH 19, 1946, AT WHICH TIME MICHAEL J. MC GUIRE, ONE OF SAID SUPERVISORS AND WALTER SIDORIAK, ESQ. REPRESENTING SAID BLACKWOOD COAL COMPANY, TESTIFIED AS TO THE PURPOSE AND NECESSITY OF SAID PROPOSED VACATION. AT THE HEARING MR. SIDORIAK, ESQ. ON BEHALF OF BLACKWOOD COAL COMPANY ASSURED THE BOARD OF VIEWERS THAT IF THE PORTION OF ROAD ASKED TO BE VACATED IS ACTUALLY VACATED, THAT A SUBSTITUTE PRIVATE ROAD CONNECTION, OPEN TO THE PUBLIC AT ALL TIMES, WOULD BE MAINTAINED BY THE SAID COMPANY AND ITS SUCCESSORS AND ASSIGNS. THIS HAS BEEN RATIFIED BY AN AGREEMENT MADE WITH SAID SUPERVISORS BY SAID BLACKWOOD COAL COMPANY, ATTACHED HERETO AND MADE A PART HEREOF.

AT THIS HEARING, LEON N. MANDELL, ESQ. APPEARED FOR SAID PETITIONERS. NO ONE APPEARED CONTRA.

WE FIND THE PROCEEDINGS REGULAR AND IN ACCORDANCE WITH THE RULES OF COURT AND ACTS OF ASSEMBLY IN SUCH CASES MADE AND PROVIDED.

VIEWERS WOULD QUESTION THEIR RIGHT TO RECOMMEND THE REQUESTED VACATION, INASMUCH AS IT WOULD MAKE A BREAK IN A REGULARLY LAID OUT PUBLIC ROAD.

IN VIEW OF THE FACT THAT THE SUPERVISORS ALLEGE THAT THE RECONSTRUCTION OF THE OLD BRIDGE WOULD ENTAIL AN EXPENSE GREATER THAN THEY COULD MEET, WITH THE TOWNSHIP FUNDS AVAILABLE, AND THAT THERE MUST BE A BRIDGE AT OR NEAR THE PLACE OF THE BROKEN DOWN BRIDGE, ESPECIALLY FOR THE USE OF SAID COAL COMPANY, AND ALSO IN VIEW OF THE FACT THAT SAID COMPANY HAS AGREED BY AN AGREEMENT HERETO ATTACHED AND ALSO BY THE TESTIMONY OF WALTER SIDORIAK, ESQ. AT THE HEARING THAT SAID CONNECTING LINK OR SUBSTITUTE ROAD SHALL ALWAYS BE OPEN TO THE PUBLIC, WE FEEL THAT THE RIGHTS OF THE PUBLIC WILL NOT BE JEOPARDIZED BY RECOMMENDING SAID VACATION.

WE, THEREFORE, RECOMMEND THE VACATION OF THAT PORTION OF WHAT IS DESIGNATED IN THE PETITION FOR VACATION AS A PUBLIC ROAD JOINING THE VILLAGE OF BLACKWOOD WITH A PUBLIC HIGHWAY KNOWN AS THE BACK ROAD FROM THE VILLAGE OF LLEWELLYN TO THE VILLAGE OF NEWTOWN SPECIFICALLY DESCRIBED IN THE PETITION AS FOLLOWS, TO WIT:

" ALL THAT CERTAIN LOT OR PIECE OF LAND LOCATED IN THE VILLAGE OF BLACKWOOD, REILLY TOWNSHIP, SCHUYLKILL COUNTY, PENNSYLVANIA, BOUNDED AND DESCRIBED AS FOLLOWS, TO WIT:-

BEGINNING AT A POINT APPROXIMATELY THREE HUNDRED THIRTY (330) FEET EAST OF THE POINT WHERE A CERTAIN PUBLIC ROAD CROSSES AND INTERSECTS WITH THE RAILROAD TRACKS OF THE HINE HILL RAILROAD AT A DISTANCE OF FIFTY (50) FEET SOUTH OF THE SOUTHERN EDGE OF THE RIGHT OF WAY OF THE HINE HILL RAILROAD TRACKS; THENCE SOUTH TWENTY-SEVEN AND ONE-QUARTER ($27\frac{1}{4}$) DEGREES EAST OVER THE WOODEN BRIDGE FOR A DISTANCE OF FOUR HUNDRED (400) FEET TO A POINT, OF THE WIDTH OF THIRTY-THREE (33) FEET THROUGHOUT".

ATTACHED HERETO AND MADE A PART HEREOF IS THE PETITION FOR APPOINTMENT OF VIEWER AND ORDER OF COURT THEREON, OATH OF VIEWERS, AFFIDAVIT OF SERVING AND POSTING OF NOTICES, COPY OF NOTICE OF VIEW, TESTIMONY OF WITNESSES AND SKETCH OF THE PORTION OF ROAD TO BE VACATED AS MADE BY HARRY K. PORTZ, C.E. ENGINEER FOR BOARD OF VIEWERS AND AGREEMENT OF BLACKWOOD COAL COMPANY WITH THE SUPERVISORS OF REILLY TOWNSHIP.

WITNESS OUR HANDS THIS 30TH DAY OF MARCH A.D. 1946.

RESPECTFULLY SUBMITTED:

F.V. FILBERT

HARRY K. PORTZ

SIMON MECH

VIEWERS.

AND NOW, APRIL 5, 1946, ON MOTION OF F.V. FILBERT, ESQ. THE WITHIN REPORT OF VIEWERS IS CONFIRMED HISI, AND DIRECTED TO BE FILED.

BY THE COURT

DALTON J.

AND NOW, MAY 7TH, 1946, NO EXCEPTIONS HAVING BEEN FILED NOR APPEAL TAKEN UPON MOTION OF WALTER SIDORIAK, THE WITHIN REPORT IS CONFIRMED ABSOLUTE.

BY THE COURT, PALMER P.J.

ORDER OF COURT

AND NOW, TO WIT: MAY 7, 1946, IT IS ORDERED AND DECREED, UPON RECOMMENDATION OF THE BOARD OF VIEWERS, THAT THE FOLLOWING ROAD BE AND IS HEREBY VACATED.

ALL THAT CERTAIN LOT OR PIECE OF LAND LOCATED IN THE VILLAGE OF BLACKWOOD, REILLY TOWNSHIP, SCHUYLKILL COUNTY, PENNSYLVANIA, BOUNDED AND DESCRIBED AS FOLLOWS, TO WIT:

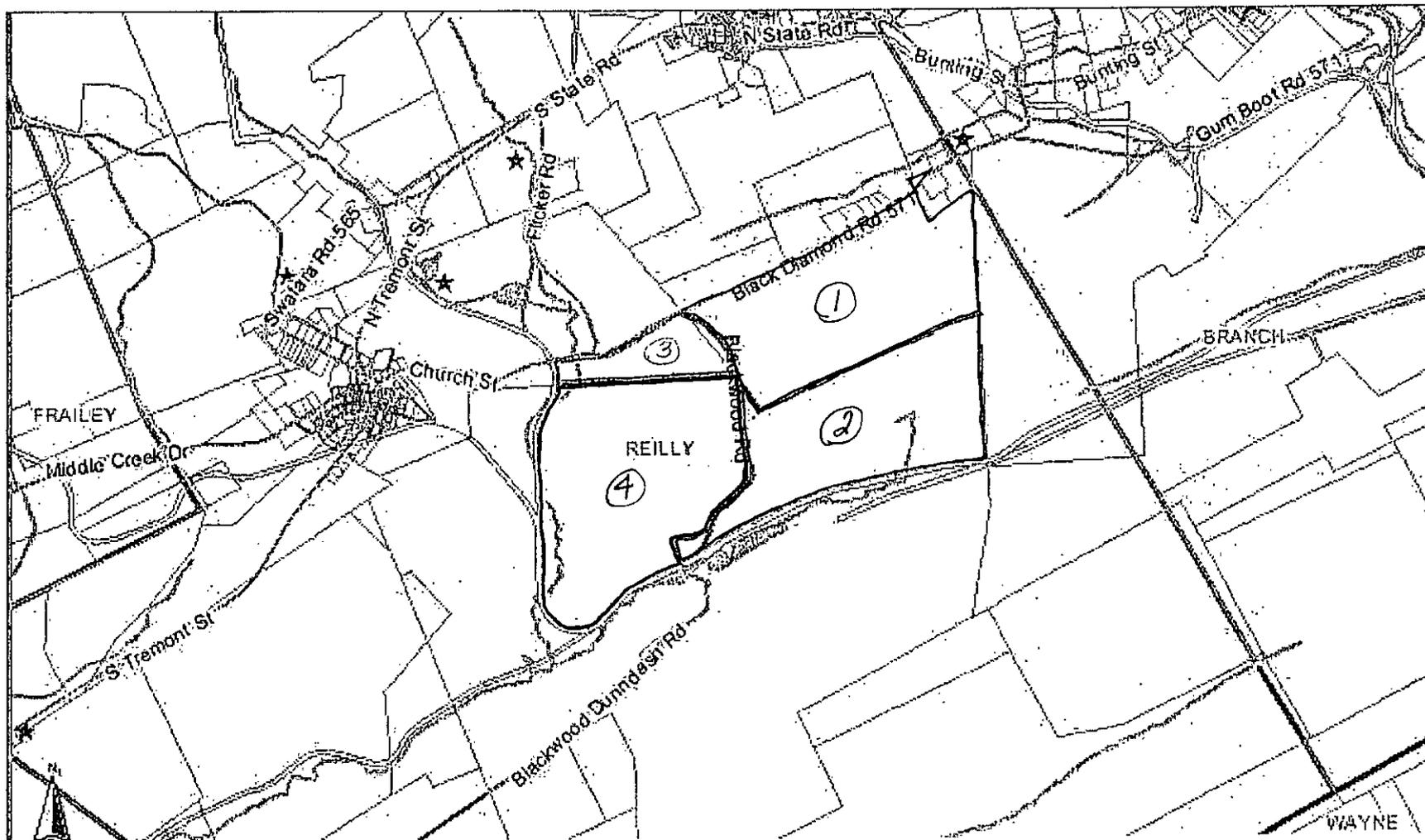
BEGINNING AT A POINT APPROXIMATELY THREE HUNDRED THIRTY (330) FEET EAST OF THE POINT WHERE A CERTAIN PUBLIC ROAD CROSSES AND INTERSECTS WITH THE RAILROAD TRACKS OF THE MINE HILL RAILROAD AT A DISTANCE OF FIFTY (50) FEET SOUTH OF THE SOUTHERN EDGE OF THE RIGHT-OF-WAY OF THE MINE HILL RAILROAD TRACKS; THENCE SOUTH TWENTY-SEVEN AND ONE QUARTER ($27\frac{1}{4}$) DEGREES EAST OVER THE WOODEN BRIDGE FOR A DISTANCE OF FOUR HUNDRED (400) FEET TO A POINT; OF THE WIDTH OF THIRTY-THREE (33) FEET THROUGHOUT.

BY THE COURT

PALMER P.J.

J.

CERTIFIED COPY TO HIGHWAY DEPT. 5/6/46



- | | | |
|------------------|---------------------|-------------------|
| ① 24-04-0037.000 | Ms. Alice B. Niskey | Black Diamond Rd. |
| ② 24-05-0005.000 | Blackwood Inc. | Black Diamond Rd. |
| ③ 24-04-0038.000 | Ms. Alice B. Niskey | Route T-0567 |
| 24-64-0068.001 | Swatara Coal Co. | Route T-0567 |
| ④ 24-04-0068.000 | Blackwood, Inc. | Route T-0567 |

BEFORE PENNSYLVANIA PUBLIC UTILITY
COMMISSION

Blackwood, Inc.	:	
Plaintiff	:	
	:	
Vs.	:	
	:	
Reading, Blue Mountain & Northern	:	Docket No.
Railroad Company	:	

CERTIFICATE OF SERVICE

The document listed below was served on the named party, person or entity as follows:

1. Document - **Petition to Vacate**

2. Party, person or Entity served -

James McNulty, Jr., Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Leonard Zito, Esquire
Attorney for Blackwood Coal
641 Market Street
Bengor, PA 18013

Robert S. Frycklund, Esquire
Schuylkill County Solicitor
Schuylkill County Courthouse
401 North Second Street
Pottsville, PA 17901

William C. Reiley, Esquire
Reilly Township Solicitor
Garfield Square
510 West market Street
Pottsville, PA 17901

Thomas J. Pellish, Esquire
Pottsville City Solicitor
P.O. Box 50
Pottsville, PA 17901

Jason D. Sharp, Esquire
Andrew S. Gordon, Esquire
PA Dept. of Transportation
Office of Chief Counsel
Real Property Division
P.O. Box 8212
Harrisburg, PA 17105

Heidi L. Wushinske, Esquire
PA Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

David C. Hart, P.E. Manager
PA Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105

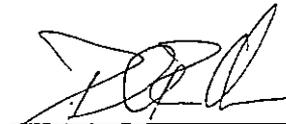
Gary C. Fawver, P.E. Chief
PA Department of Transportation
P.O. Box 3362
Harrisburg, PA 17105

David A. Oliver, P.E.
PA Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105

3. Date and/or time of service -

4. Manner of Service - **Regular First Class Mail**

Date: _____



Paul R. Ober, Esquire
Attorney for Reading, Blue Mountain and
Northern Railroad Company

Reading Am. Est. Co
C-20078010
A-2008-2016324

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PA PUC
SECRETARY'S BUREAU

WILLIAM C. REILEY
ATTORNEY AT LAW
GARFIELD SQUARE
510 WEST MARKET STREET
POTTSVILLE, PENNSYLVANIA 17901-2809
(570) 622-0900

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1769
Jan

Received
MAR 31 2008

March 28, 2008

READING, BLUE MOUNTAIN and NORTHERN
RAILROAD COMPANY
c/o PAUL R. OBER, ESQUIRE
234 NORTH 6TH STREET
READING, PA 19601

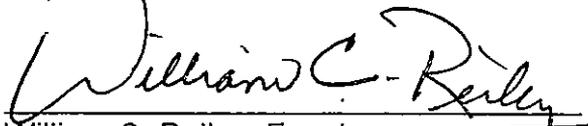
**RE: Petition of Reading, Blue Mountain and Northern Railroad
Company to Vacate Township Route T-567 (Blackwood Road)
from South End of Railroad North to End of Road**

Dear Attorney Ober,

At the March 26, 2008 regular monthly meeting of the Board of Supervisors of Reilly Township, the Supervisors were provided with an update on the information involving the pending case before the Pennsylvania Public Utility Commission which was recently received by the Township, including a review of the Reilly Township Road Docket housed in the County Courthouse office of the Clerk of Courts of Schuylkill County.

It appears that at least as of July 4, 1992, Blackwood Road, which formerly had been designated as Township Road T-567, was considered vacated as that road was not part of the Reilly Township road system that was declared opened and adopted pursuant to the attached Reilly Township Road Ordinance No. 92-2 (Exhibit "A") which previously had been advertised in the Pottsville Republican newspaper before it was enacted.

Accordingly, the Board of Supervisors of Reilly Township directed this response be sent to explain why the Supervisors are unable to act on the Vacation Petition of Reading, Blue Mountain and Northern Railroad Company which you presented on February 27, 2008.



William C. Reiley, Esquire
Solicitor for Board of Supervisors of Reilly Township

Cc: All parties to PUC Case #C-20078010
Board of Supervisors of Reilly Township

TOWNSHIP OF REILLY
County of Schuylkill in the Commonwealth of Pennsylvania

Ordinance No. 92-2

7 Road Petition, 1992

Enacted: June 23, 1992
Effective: July 4, 1992

FILED

JUL 24 1992

Stephen M Lukach Jr
Clerk of Courts

CERTIFICATION

Per me I, the undersigned, Secretary of the Township of Reilly, County of Schuylkill in the Commonwealth of Pennsylvania, the "Township", certify that: the within is a true and correct copy of an Ordinance of the Board of Supervisors of the Township which was duly enacted by affirmative vote of the majority of the members of the Board of Supervisors of the Township at a regular meeting duly held on June 23, 1992, with a quorum present; said Ordinance has been duly recorded; notice of said Ordinance was duly published and on file for public inspection according to law; and, such Ordinance remains unaltered and unamended as of the day of this Certificate effective on the July 4, 1992.

Action on said Ordinance was taken only after public hearing, which hearing was held during a recess in the Township Board of Supervisors' Meeting on June 23, 1992, and with notice of said hearing duly given and published according to law.

IN WITNESS WHEREOF, I set my hand and affix the official seal of the Township, this 2nd day of July, 1992.



Mary Ann Matukewicz
MARY ANN MATUKEWICZ,
Secretary for the Township of
Reilly

EXHIBIT A

TOWNSHIP OF REILLY

County of Schuylkill in the
Commonwealth of Pennsylvania

Ordinance No. 92-2

AN ORDINANCE OF THE TOWNSHIP OF REILLY, COUNTY OF SCHUYLKILL IN THE COMMONWEALTH OF PENNSYLVANIA, LAYING OUT, OPENING, CLOSING, AND VACATING OF ROADS AND HIGHWAYS AND SECTIONS THEREOF WITHIN THE TOWNSHIP FOR THE NECESSITY AND CONVENIENCE OF THE PUBLIC.

WHEREAS, the within described roads have been in existence and used by the public for a considerable period of time, including for a period in excess of twenty-one (21) years;

WHEREAS, the within described roads have been maintained by the Township of Reilly and some or all have previously been adopted by the Board of Supervisors for the Township of Reilly;

WHEREAS, there may be other roads, highways, or sections thereof which have at some time been maintained by the Township of Reilly, but have not been generally used for a period of time notwithstanding that the Board of Supervisors for the Township of Reilly has, or may have at some point prior in time, taken action to adopt same;

WHEREAS, there may be still other roads, highways, or sections thereof which have been included in prior plans but not actually opened or brought to the required standards which are not included herein;

WHEREAS, the Board of Supervisors for the Township of Reilly along with the engineer for the Township of Reilly has viewed and reviewed all roads and highways and sections thereof within the Township including specifically those described herein and also including some not described herein;

WHEREAS, the Board of Supervisors for the Township of Reilly at its regular monthly meeting on March 24, 1992, adopted a road map prepared by Edward J. Gaydos, Registered Engineer No. 16384-E, and dated October 14, 1991; and,

WHEREAS, the roads and highways and sections thereof described herein are necessary and desirable for the public convenience, and none not described herein have been found necessary and desirable for the public convenience;

NOW THEREFORE, BE IT ENACTED AND ORDAINED by the Board of Supervisors for the Township of Reilly; and, by the authority of the same, it is hereby

ENACTED and ORDAINED as follows: -----

Section 101 - SHORT TITLE

This Ordinance Shall be known and may be cited as the "Reilly Township Road Ordinance."

Section 102 - INTENT AND CONSTRUCTION

The intent of this Ordinance is to fully exercise the authority granted by the General Assembly of the Commonwealth of Pennsylvania Act of 1933, May 1, P.L. 103, Article XI, Sec. 1101 et seq., as amended [53 P.S. Sec. 66101, et seq.] as to laying out, opening, changing and vacating of roads and highways and sections thereof. As far as possible, this Ordinance shall be read as consistent with the aforementioned Act of the General Assembly.

Section 103 - APPLICATION

This Ordinance shall apply uniformly to all persons, property, property owners, roads, highways and sections thereof within the Township of Reilly, except same be operated by, through, or under authority of the Commonwealth of Pennsylvania whether or not such be joined with the United States of America.

Section 104 - ROADS, HIGHWAYS, AND SECTIONS THEREOF

The following shall and are hereby declared opened and adopted by the Township of Reilly according to the location and dimensions as follows:

<u>NUMBER</u>	<u>COMMON NAME</u>	<u>BEGINNING</u>	<u>ENDING</u>	<u>LENGTH (MILES)</u>	<u>RIGHT OF WAY WIDTH (FT.)</u>
T-571	Black Diamond Rd.	Branch Twp. Line	SR 0209	2.40	33
T-562	Flicker Rd.	SR 0209	T-571	0.90	33
T-565	Swatara Rd.	SR 0025	SR 0209	0.80	33
T-571	Black Diamond Rd.	Frailey Twp. Line	SR 0209	0.80	33
T-572	Spruce St.	SR 0209	T-590	0.20	33
T-573	Hill Crest Rd.	SR 0209	To NE	0.15	33
T-574	New Hill Rd.	SR 4008	To SE	0.25	33
T-575	Stone Row	SR 4008	To E	0.25	33
T-576	Donaldson St.	SR 0209	T-578	0.07	33
T-576	Donaldson St.	T-578	T-581	0.02	33
T-577	Meadow St.	T-581	T-578	0.02	33
T-577	Meadow St.	T-578	SR 0209	0.07	33
T-577	Meadow St.	SR 0209	To W	0.20	33
T-578	Wood St.	T-576	T-577	0.07	33
T-578	Wood St.	T-577	To S	0.07	33
T-579	St. Mary's Ave.	SR 0209	To S	0.08	33
T-580	St. Mary's Ave.	T-579	To W	0.04	33
T-581	Stein Ave.	T-576	T-577	0.09	33
T-582		SR 0209	T-571	0.06	33

T-583 Willow Ave.	T-577	T-584	0.05	33
T-583 Willow Ave.	T-584	To S	0.03	33
T-584	SR 0209	T-583	0.03	33
T-585	SR 4008	To W	0.03	33
T-586	SR 4008	T-585	0.03	33
T-586	SR 4008	T-587	0.02	33
T-587	T-586	To E	0.02	33
T-587	T-586	To W	0.02	33
T-813 Sport Hill Rd.	SR 4008	To W	0.10	33
T-595 Lower Branch Rd.	SR 0209	Branch	0.10	33
		Twp. Line		
--- Minniback St.	T-571	T-577	0.05	25

Section 105 - DESIGNATION OF ROADS, HIGHWAYS, AND SECTIONS THEREOF

a) The roads listed in Section 104 and shown on the map referred to in Section 106 shall be described according to the number used for each; and, they may alternatively be officially referred to by said number or the designated Common Name.

b) The Cartway Width of each road shall be not less than sixteen (16) feet; and, the cartway shall have the actual width provided on the map referred to in Section 106.

Section 106 - ROAD MAP

a) The roads, highways, and sections thereof as shown and set forth above in Section 104 hereof are more fully shown and set out on the Road Map for the Township of Reilly, County of Schuylkill, dated October 14, 1991, prepared by Edward J. Gaydos, Registered Engineer No. 16384-E, which Road Map was previously adopted as the official Road Map for the Township of Reilly by the Board of Supervisors at its regular monthly meeting held on March 24, 1992.

b) The roads shall follow the courses as they now exist according to the descriptions on the aforementioned map.

Section 107 - SEVERABILITY

In the event any provisions, section, sentence, clause or part of this Ordinance shall be held to be invalid, such invalidity shall not affect or impair any remaining provision, section, sentence, clause or part of this Ordinance; it being the intent that all parts and provisions hereof are severable; and, all provisions of this Ordinance are hereby declared to be severable.

Section 108 - REPEALER

Repealed effective on even date with the effective date of this Ordinance are all provisions, sections, sentences, clauses, and parts of any and all ordinances, resolutions, and other enactments of the Township of Reilly dealing with the same or similar subject matter; PROVIDED, HOWEVER, that all existing rights and liabilities which have accrued under said repealed ordinances

shall remain fully enforceable as aforementioned; and, this Ordinance is intended as a full replacement for Ordinance No. 88-1, enacted May 24, 1988 with the intent that the enactment of this Ordinance shall fully supersede all prior Reilly Township Road Ordinances.

Section 109 - EFFECTIVE DATE

This Ordinance shall become fully effective and binding on July 4, 1992.

DULY ENACTED AND ORDAINED, this 23rd day of June, 1992, by the Board of Supervisors for the Township of Reilly, County of Schuylkill in the Commonwealth of Pennsylvania, in lawful session duly assembled, after full consideration and opportunity for public hearing.

TOWNSHIP OF REILLY
SCHUYLKILL COUNTY, PENNSYLVANIA

BY:

James M. Zinn
Acting Chairman of the
Board of Supervisors

(SEAL)

ATTEST:

Mary Ann Matuszewicz
Township Secretary

Francis J. McGowan
Member of the Board of Supervisors

The elected Chairman of the Board of Supervisors, Michael J. Conway, had given advanced notice that he would be, and in fact was, outside of the Commonwealth of Pennsylvania on June 23, 1992, both at the time of the Hearing on this Ordinance and at the time of the meeting when action was taken to adopt this Ordinance No. 92-2.

COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION

BLACKWOOD, INC., : No. C-20078010
Plaintiff :
vs. :
READING, BLUE MOUNTAIN :
& NORTHERN RAILROAD :
COMPANY, :
Defendant :

CERTIFICATE OF SERVICE

The attached March 28, 2008 response of the Board of Supervisors of Reilly Township to the Petition of Reading, Blue Mountain & Northern Railroad Company to Vacate a designated portion of former Township Route T-567 known as Blackwood Road was served this date on the parties below by first class mail, postage prepaid and addressed as follows:

James McNulty, Sr., Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, Pa. 17105-3265

Leonard Zito, Esquire
Attorney for Blackwood, Inc.
641 Market Street
Bangor, Pa. 18013

Paul R. Ober, Esquire
Attorney for Reading, Blue Mountain and Northern Railroad Company
234 North Sixth Street
Reading, PA, 19601

James D. Sharp, Esquire
Andrew S. Gordon, Esquire
Pa. Department of Transportation
Office of Chief Counsel
Real Property Division
P.O. Box 8212
Harrisburg, Pa. 17105

Robert S. Frycklund, Esquire
Schuylkill County Solicitor
Schuylkill County Courthouse
401 North Second Street
Pottsville, Pa. 17901

Heidi L. Wushinske, Esquire
Pa. Public Utility Commission
P.O. Box 3265
Harrisburg, Pa. 17105-3265

David C. Hart, P.E. Manager
Pa. Public Utility Commission
P.O. Box 3265
Harrisburg, Pa. 17105

Gary C. Fawver, P.E. Chief
Pa. Department of Transportation
P.O. Box 3362
Harrisburg, Pa. 17105

David A. Oliver, P.E.
Pa. Public Utility Commission
P.O. Box 3265
Harrisburg, Pa. 17105

3/28/2008
Date


WILLIAM C. REILEY, ESQUIRE
GARFIELD SQUARE, 510 WEST MARKET STREET
POTTSVILLE, PA 17901
ATTORNEY ID. NO. 38685
SOLICITOR FOR BOARD OF SUPERVISORS--
REILLY TOWNSHIP

RECEIVED

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PAUL R. OBER & ASSOCIATES

BY: Paul R. Ober, Esquire

Attorney I.D. #17998

234 North Sixth Street

Reading PA 19601

(610) 378-0121

Reading Air. Ex 7

CD 20078010

A-2008-2016324

u/11/08

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dao

Attorney for Appellant

Reading Blue Mountain & Northern Railroad Company,	:	IN THE COURT OF COMMON PLEAS
	:	SCHUYLKILL COUNTY,
	:	PENNSYLVANIA
Appellant	:	
	:	
vs.	:	Appeal from Refusal of Petition
	:	to Vacate Road
Township of Reilly	:	
	:	
Appellee	:	No.

APPEAL OF READING BLUE MOUNTAIN AND NORTHERN RAILROAD COMPANY FROM ADVERSE DETERMINATION OF PETITION TO VACATE TOWNSHIP ROUTE T-567 (BLACKWOOD ROAD) FROM SOUTH OF RAILROAD NORTH TO END OF ROAD BY TOWNSHIP OF REILLY, SCHUYLKILL COUNTY

1. Your Petitioner/Appellant is:

Reading, Blue Mountain and Northern Railroad Company
P.O. Box 218
1 Railroad Boulevard
Port Clinton, PA 19549

2. Petitioner/Appellant filed a petition to vacate Township Route T-567 (Blackwood Road) on February 8, 2008. A copy of the Petition and its attachments are attached hereto, are marked as Exhibit "A" and are incorporated herein by reference.

3. Reilly Township's Response to this petition was received on March 31, 2008. A copy of this Response and its attachments are attached hereto, are marked as Exhibit "B" and are incorporated herein by reference.

4. This decision does not adequately vacate or confirm the vacation of Township Route T-567 (Blackwood Road).

5. Reading, Blue Mountain and Northern Railroad ("RBMN") is engaged in providing interstate rail transportation for freight. RBMN is the owner of the lands and rails which cross the bed of Township Road T-567 (Blackwood Road) north of a section of T-567 (Blackwood Road) which has been vacated by Reilly Township and south of a section of T-567 (Blackwood Road) which, although not formally vacated, is in terrible disrepair and virtually impassible.
6. The unvacated section of T-567 (Blackwood Road), from a point 300 feet south and east of the T-567 (Blackwood Road) crossing, intersects with only one road, T-571 (Black Diamond Road).
7. T-571 (Black Diamond Road) was barricaded by gates many years ago by the Township at each end; it is and has been totally closed to vehicular traffic and public travel.
8. Because T-571 (Black Diamond Road) is totally closed to vehicle traffic and public travel, so is T-567 (Blackwood Road).
9. Because T-567 (Blackwood Road) is totally closed to vehicle traffic and public travel, at its northern end [by the gating of T-571 (Black Diamond Road)] and at its southern end (by vacation), T-567 (Blackwood Road) serves no purpose whatsoever.
10. RBMN petitions the Board of Supervisors to vacate the portion of T-567 (Blackwood Road) beginning 300 feet south and east of its rails and continuing north of and across its rails within the bed of Township Route T-567 (Blackwood Road) to its intersection with T-571 (Black Diamond Road).
11. Township of Reilly, County of Schuylkill is the only municipality which might have an interest in T-567 (Blackwood Road). RBMN is a property owner of rails crossing the bed of the road. The only property owner which might have an interest in the road are:
 - a) Blackwood, Inc.;
 - b) Alice B. Niskey; and
 - c) Swatara Coal Co.
12. A portion of Township Road T-567 (Blackwood Road) has been vacated by Order of the Court of Common Pleas of Schuylkill County, Pennsylvania, dated May 7, 1946.
13. The Federal Railroad Administration ("FRA") lists this crossing as a "Private" crossing pursuant to direction from the Pennsylvania Public Utility Commission.
14. The road is a road to nowhere, *i.e.* :
 - A. from a point along T-567 (Blackwood Road) 300 feet south of the tracks, for a distance of approximately 400 feet, T-567 (Blackwood Road) has been

vacated pursuant to Order of the Court of Common Pleas of Schuylkill County attached hereto as Exhibit "A." Thus, on the south side of the tracks, the purported crossing connects to nothing;

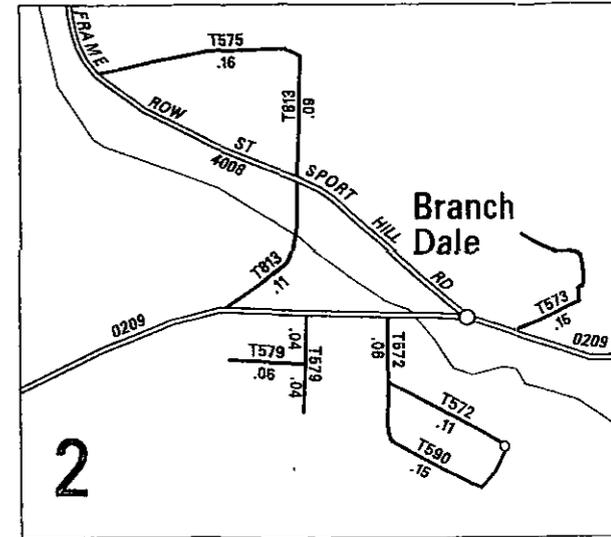
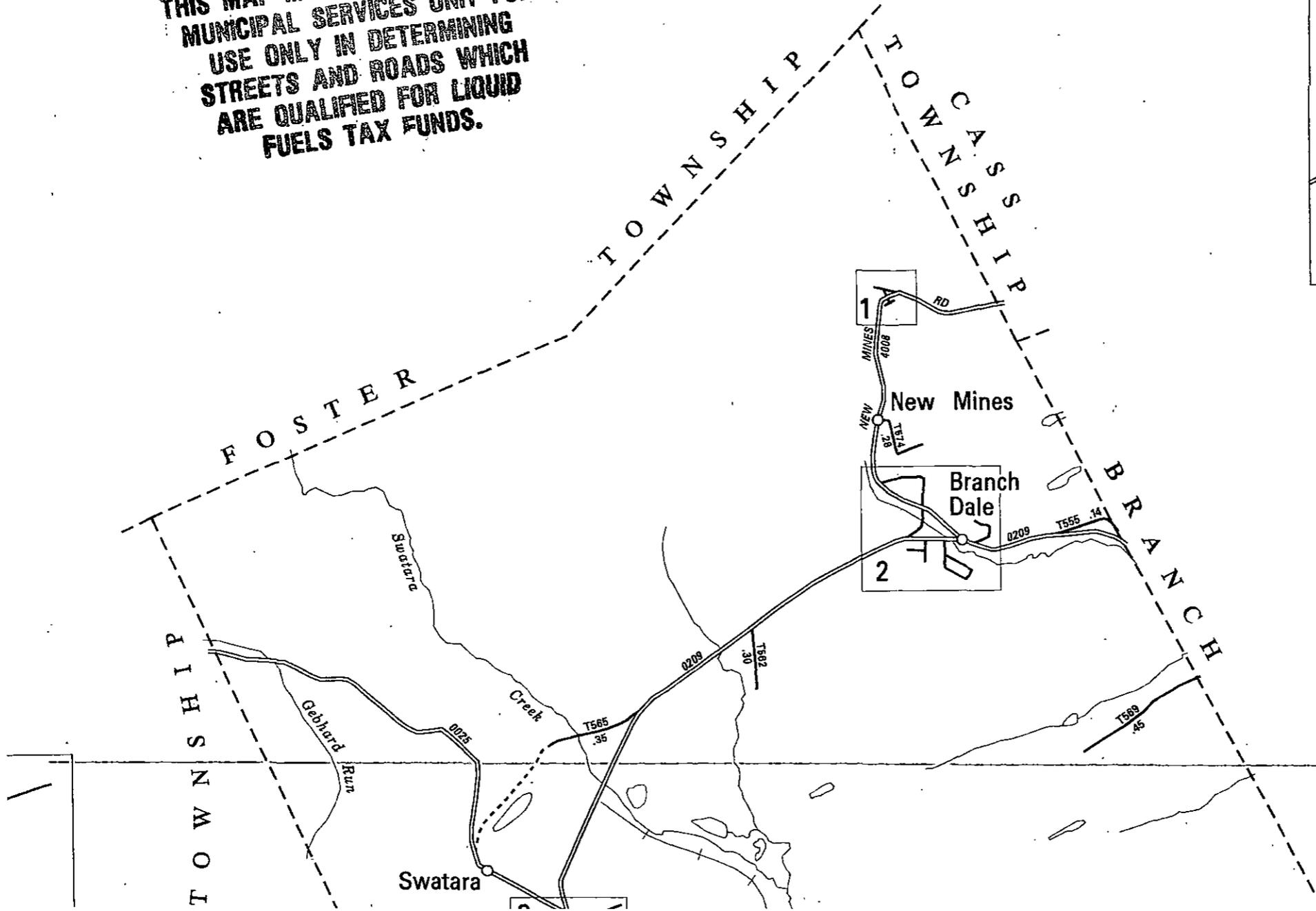
- B. on the north side of the tracks is a road which may or may not have been vacated known as Township Route T-567 (Blackwood Road). That portion of T-567 (Blackwood Road) ends at T-571 (Black Diamond Road), the only intersecting road; T-571 (Black Diamond Road), in turn, has been barricaded at both ends by the Township for many years, thus preventing access to T-567 (Blackwood Road) from the north.
- C. T-567 (Blackwood Road) is now little better than a goat track, being accessible only by utilization of the sturdiest of 4-wheel drive vehicles. It is not and has not been maintained by the Township of Reilly for a period believed and, therefore, averred to be in excess of 15 years.
- D. T-567 (Blackwood Road) is literally in the middle of nowhere and provides access to no one and nothing, serves no purpose, has not been maintained and if vacated will greatly reduce or eliminate the possibility of danger from the road crossing at an unprotected section of the Railroad.
- E. There is no use of T-567 (Blackwood Road) by vehicles or pedestrians to the best of RBMN's knowledge.

WHEREFORE, Petitioner asks this Court to vacate the portion of Township Road T-567 (Blackwood Road) beginning at a point approximately 300 feet south and east of the point at which that road intersects the railroad tracks north to its terminus at T-571 (Black Diamond Road), or, alternatively, to declare it to have been vacated by action of the Township of Reilly, effective on July 4, 1992.



Paul R. Ober, Esquire
Attorney for Reading, Blue Mountain
and Northern Railroad

UNOFFICIAL
THIS MAP MODIFIED BY PA D.O.T.
MUNICIPAL SERVICES UNIT FOR
USE ONLY IN DETERMINING
STREETS AND ROADS WHICH
ARE QUALIFIED FOR LIQUID
FUELS TAX FUNDS.



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OVER SIZED DOCUMENTS