



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
COMMONWEALTH KEYSTONE BUILDING
400 NORTH STREET
HARRISBURG, PENNSYLVANIA 17120

IN REPLY PLEASE
REFER TO OUR FILE

November 12, 2025

A-2025-3057765

TO ALL PARTIES OF RECORD

Application of Reading Blue Mountain & Northern Railroad for approval to alter the public crossing (DOT 591 819 H) by the abolishment of the crossing where Hill Ave/Old Maizeville Road crosses, at grade, one (1) track of Reading Blue Mountain & Northern Railroad located in Borough of Gilberton, Schuylkill County.

To Whom It May Concern:

This matter is before the Commission by reason of an application filed on October 01, 2025, by Reading Blue Mountain & Northern Railroad seeking Commission approval for the abolition of the crossing (DOT 591 819 H) where Hill Ave/Old Maizeville Road crosses, at grade, the track of Reading Blue Mountain & Northern Railroad, located in the Borough of Gilberton, Schuylkill County.

In its application, Reading Blue Mountain & Northern Railroad avers the proposed closure and abolition of the subject crossing is compatible with the public interest, safety and well-being as the subject crossing is a redundant crossing within the Borough of Gilberton.

A field investigation and conference was arranged by a Commission staff engineer and held on October 30, 2025, at the site of the subject crossing. Representatives of Reading Blue Mountain & Northern Railroad, the Borough of Gilberton, Pennsylvania Department of Transportation, Reading Anthracite Company and a private property owner were in attendance.

At the field conference, it was noted that Reading Blue Mountain & Northern Railroad had already removed the highway/rail crossing surface and blocked ingress to the crossing with run of bank material. All parties appeared to have no issue or objection with the removal of the crossing surface and closure of the public roadway.

Hill Ave/Old Maizeville Road is a two-lane bi-directional asphalt paved roadway that crossed the public crossing (DOT 591 819 H) at grade. The warning devices at the crossing consist of two sets of railroad flashing warning lights, crossbucks (R15-1) sign, bell and Emergency Notification System (I-13) sign, all mounted on a single mast pole located at each approach to the crossing.

The Borough of Gilberton closed a highway bridge just south of the public crossing due to critical maintenance deficiencies outlined in its most recent bridge inspection report, which made the public crossing a traffic hazard as vehicular traffic could not turn around efficiently if they crossed the highway/rail crossing. Therefore, the Commission affirms the Reading Blue Mountain & Northern Railroad's temporary closure of the crossing prior to submitting its application.

At the field conference Reading Blue Mountain & Northern Railroad agreed to remove its crossbucks and emergency notification signs, flashing warning lights, support posts, bungalow, crossing surface material and will provide and erect red and white panel Type 3 barricades with appropriate road closed (R11-2) sign mounted on barricade. Reading Anthracite Company agreed to install concrete barriers with red object diamond reflectorized markers and road closed (R11-2) sign on the private property portion of the northbound approach roadway just before the closed bridge leading to the public crossing to prevent access to the closed bridge. The Borough of Gilberton upon closure of the bridge, turned it over to the Reading Anthracite Company because it was unable to maintain it.

The Borough of Gilberton agreed to vacate the roadway property at the subject public crossing and Reading Blue Mountain & Northern Railroad has agreed not to levy any costs to the Borough and/or its Authority's for any of its existing or future facilities, utilities or occupancy through the existing defined public crossing location.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission, we find that a Secretarial Letter can be issued approving the application.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the abolition of the crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

The application of Reading Blue Mountain & Northern Railroad is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The action taken by Reading Blue Mountain & Northern Railroad to close the public crossing to all vehicular traffic and remove the existing crossing surface is hereby affirmed and that all associated costs be borne by Reading Blue Mountain & Northern Railroad, at its sole cost and expense.
3. The crossing (DOT 591 819 H) where Hill Ave/Old Maizeville Road crosses, at grade, the track of Reading Blue Mountain & Northern Railroad located in the Borough of Gilberton, Schuylkill County, be and is hereby abolished upon satisfactory completion of the work directed herein.

4. Reading Blue Mountain & Northern Railroad, at its sole cost and expense, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls that may be required to properly accommodate highway and pedestrian traffic during the time the work is being performed to abolish the crossing.

5. Reading Blue Mountain & Northern Railroad, at its sole cost and expense, furnish all material and perform all work necessary to remove the remaining portion of the at-grade roadway crossing surface and approach roadway if any, that lies within the limits of the railroad right-of-way and remove the crossbuck and emergency notification signs, flashing warning lights, posts, bungalow, post foundations and any other facility associated with the public crossing located within railroad right of way.

6. Reading Blue Mountain & Northern Railroad, at its sole cost and expense, furnish and place red and white panel Type 3 barricades with appropriate road closed signage (R11-2) across the full width of the roadway and shoulders at the railroads right of way limits on the southbound roadway approach on the Borough of Gilberton side of the public crossing, all signs and barricade shall be in accordance with Parts 2 and 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

7. Reading Anthracite Company, at its sole cost and expense and having agreed to do so on behalf of the Borough of Gilberton, furnish and place concrete median type barriers with red object diamond reflectorized markers (OM4-3) across the full width of the roadway and shoulders on the northbound approach roadway prior to the closed bridge leading to the public crossing, all signs in accordance with Parts 2 and 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

8. Any relocation of, changes in and/or removal of any adjacent structures, equipment or any other existing facilities of any non-carrier public utility, located within the limits of the roadway, which may be required as incidental to the construction of the project, be made by said public utility and in such a manner as will not interfere with the construction of the project; and such relocated or altered facilities thereafter be maintained by said public utility, at its sole cost and expense.

9. Reading Blue Mountain & Northern Railroad, at its sole cost and expense, furnish all material and perform all work relating to its facilities which may be required as incidental to the performance of the proposed work and furnish any watchmen, flagmen, inspectors and/or engineering services that may be deemed necessary to protect the railroad's operations or facilities during the time the crossing is be altered.

10. All work necessary to complete the alteration of the subject crossing, be done in a manner satisfactory to this Commission, on or before December 31, 2025, and that on or before said date, Reading Blue Mountain & Northern Railroad and the Borough of Gilberton report to this Commission the actual date of completion of work.

11. Reading Blue Mountain & Northern Railroad pay all compensation for damages, if any, due to owners of property taken, injured or destroyed by reason of the work performed necessary for the southbound closure and abolition of the subject crossing in accordance with this letter.

12. All parties involved herein cooperate fully and coordinate work with each other so that during the time the work is being performed, vehicular and pedestrian traffic will not be endangered or unnecessarily inconvenienced and said requirements of each of the parties will be provided for and accommodated insofar as possible.

13. Upon completion of the alteration and abolition of the public crossing, Reading Blue Mountain & Northern Railroad, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its track, signals, wire lines, and any other railroad facilities located in the vicinity of the alteration.

14. Upon completion of the alteration and abolition of the public crossing, the Borough of Gilberton, at their sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the red & white Type III barricade and road closed (R11-2) sign, on the southbound approach to the crossing in a safe and satisfactory condition, all in accordance with this Secretarial Letter.

15. Each non-carrier public utility company, at its sole cost and expense, furnish all material and perform all work required hereafter to maintain its respective facilities that lie within the limits of this Commission's jurisdiction.

16. Upon completion of the alteration and abolition of the public crossing, Reading Anthracite Company on behalf of the Borough of Gilberton, at their sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the concrete barriers and red object diamond reflectorized markers (OM4-3) on the northbound approach to the crossing in a safe and satisfactory condition, all in accordance with this Secretarial Letter.

17. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any remaining costs incurred by the non-carrier utility companies and other matters relevant to this proceeding.

The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. §3301.

All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax or by e-mail. Parties are encouraged to file formal documents by eFiling with the Secretary of the Commission by opening an eFiling account through the Commission's website (the account is free of charge) and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>.

If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission. There are certain filings that cannot be eFiled, such as filings containing confidential or proprietary material. These must be submitted to the Secretary by overnight delivery, priority, or certified mail to allow tracking of your filing.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be eFiled with the Secretary of the Commission or sent to: Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120, and must be filed within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right-hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Sincerely,

A handwritten signature in black ink that reads "Matthew L. Homsher". The signature is written in a cursive style with a large, stylized initial "M".

Matthew L. Homsher
Secretary