



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

IN REPLY PLEASE
REFER TO OUR FILE

April 17, 2026

A-2025-3059296

TO ALL PARTIES OF RECORD

Emergency alteration of the public crossing (DOT 591 836 Y) by the removal of the asphalt crossing surface and temporary replacement with ballast stone where 2nd Street (T-435) and Railroad Street (T-415) cross, at grade, a single track of Reading Blue Mountain & Northern Railroad Company located in the Village of Locust Gap, Mount Carmel Township, Northumberland County.

To Whom It May Concern:

This matter has been initiated by the Bureau of Technical Utility Services Rail Safety Section to affirm the emergency alteration of the public crossing (DOT 591 836 Y) where 2nd Street (T-435) and Railroad Street (T-415) cross, at grade, a single track of Reading Blue Mountain & Northern Railroad Company (RBMN) located in the Village of Locust Gap (Village), Mount Carmel Township (Township), Northumberland County.

On November 3, 2025, RBMN's Maintenance of Way Department reported wide gauge at the subject crossing due to a rail break and determined that immediate emergency repairs were necessary. On November 5, 2025, RBMN closed the crossing to vehicular and pedestrian traffic to make the necessary repairs which resulted in the full asphalt crossing surface being removed. Given the season/time of year suitable hot mix asphalt material was not available to replace the crossing surface in kind, so the area was temporarily filled with ballast stone.

On November 19, 2025, a representative of the Pennsylvania Department of Transportation (Department) discovered that the crossing surface had been removed while performing a site visit and subsequently contacted a Commission staff engineer to inquire about the Commission's knowledge of its removal. Following notification by the Department, a Commission staff engineer contacted representatives of the Township and RBMN to determine the reason for the unapproved alteration of the crossing surface.

Following numerous phone calls and emails exchanged with a Commission staff engineer, RBMN requested affirmation for the emergency alteration of the crossing surface via email on December 15, 2025. Upon receipt of RBMN's request the Commission opened the subject emergency docket on December 16, 2025.

Several attempts were made by a Commission staff engineer to organize and hold an earlier onsite meeting, however due to inclement weather and the availability of the involved parties, the field investigation and conference was not held until February 19, 2026. Representatives of the Township, RBMN, and the Department were in attendance at the field investigation and conference. Although notified by letter sent via electronic mail dated February 12, 2026, there were no representatives from Northumberland County in attendance.

At the field conference, it was noted that 2nd Street (T-435) and Railroad Street (T-415) are each two (2) lane, bi-directional asphalt paved roadways that cross (DOT 591 836 Y), at grade, a single track of RBMN. 2nd Street crosses the tracks orthogonally and is generally oriented north to south, and Railroad Street parallels the tracks and is generally oriented west to east. Because both 2nd Street and Railroad Street cross the tracks at a combined intersection the crossing surface is exceptionally wide to accommodate both roadway geometries. Approximately 90-feet south of the crossing 2nd Street intersects a township roadway designated as No Name (T-444) on the Type 5 municipal map. No Name has no outlet; however, locals have worn a desire path over private property on the east end of the roadway, which loops and connects back to the intersection of 2nd and Railroad Street immediately adjacent to the south side of the crossing.

Active railroad warning devices at the crossing consist of mast-mounted automatically operated flashing-light warning signals, crossbuck (R15-1) signs, and emergency notification (I-13) signs. Each roadway approach has grade crossing advanced warning (W10-1) signs, with the exception of the southern approach from 2nd Street. All existing grade crossing advanced warning (W10-1) signs were improperly mounted on the lefthand side of each approach roadway and stop lines were severely faded or missing in advance of the active railroad warning devices.

According to the Federal Railroad Administration's grade crossing database the crossing is located at mile post 129.20 on RBMN's Mahanoy and Shamokin line. The line experiences 4 total train movements per day at a maximum timetable speed of 10 miles per hour. The Average Daily Traffic volume at the crossing is 175 vehicles per day with 6% truck traffic based on a 2009 traffic count, and the roadways have a posted speed limit of 25 miles per hour. There was no accident history at the subject crossing located within the crossing database.

In addition to the crossing at 2nd Street and Railroad Street (DOT 591 836 Y), the Township indicated that at some point in the past RBMN had trenched across another crossing located within the Village and replaced the removed asphalt surface material with crushed stone aggregate leaving a rough crossing surface. Following discussions pertaining to the 2nd Street and Railroad Street crossing the parties moved to the Main Street (T-421) public crossing (DOT 591 835 S) to investigate the Township's claims.

RBMN, at its sole cost and expense, agrees to 1) remove the ballast stone and repave the 2nd Street and Railroad Street crossing surface with hot mix asphalt when material becomes available in the spring of 2026, and 2) remove the crushed stone aggregate from the trench across the Main Street crossing surface (DOT 591 835 S) and replace it with hot mix asphalt material.

RBMN agrees to provide for maintenance and protection of highway and pedestrian traffic during the time the work is being performed and agrees to the future maintenance of all railroad facilities at the subject crossings including the active railroad warning devices and the crossing surfaces, at its sole cost and expense.

The Township, at its initial cost and expense, agrees to place, as soon as possible, "ROUGH ROAD" (W8-8) signs on each roadway approach to the 2nd Street and Railroad Street crossing (DOT 591 836 Y), to remain in place until the surface is repaved by RBMN.

The Township, at its sole cost and expense, agrees to 1) install a grade crossing advanced warning (W10-1) sign on the southern roadway approach of 2nd Street to the public crossing (DOT 591 836 Y), 2) reinstall all existing grade crossing advanced warning (W10-1) signs on the 2nd Street and Railroad Street approaches to the crossing (DOT 591 836 Y) on the righthand sides of each approach, and 3) paint stop lines in advance of the active railroad warning devices at the crossing (DOT 591 836 Y).

The Township agrees to maintain its highway facilities in advance of and at the subject public crossings including the roadway surfaces, advanced grade crossing warning signs, and stop lines, at its sole cost and expense.

Non-carrier public utilities or municipal authorities are not anticipated to be affected by the work at the subject crossings however, if deemed necessary they will be directed to relocate their facilities, at their initial cost and expense. It will not be necessary for the Commission to appropriate railroad property to accommodate the work.

The alteration was discussed in detail at the field conference with all attending parties of record and none have advised that they object to the issuance of a Secretarial Letter, prior to hearing, affirming the emergency actions taken by RBMN, and approving the work to reestablish the condition of the involved crossing surfaces.

The Commission hereby establishes its jurisdictional limits at the public crossings as the area within the confines of the railroad and highway right-of-way.

The parties are reminded that changes in maintenance, alterations of signs, paint markings, warning devices, or crossing surfaces are matters to be memorialized, affirmed, and approved under Section 2702 of the Pennsylvania Public Utility Code for all Commission jurisdictional public crossings.

The Commission has exclusive jurisdiction over public crossings and is the final arbiter of any fees associated with the alteration of a public crossing. Any conditions, including fees associated with the alteration of a crossing, must be approved by the Commission.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that affirmation of the alteration of the 2nd Street and Railroad Street crossing for the purpose of making emergency repairs to railroad facilities and the approval of the work to reestablish the altered public crossing surfaces is necessary and proper for the service, accommodation, convenience or safety of the public.

Upon review of the circumstances regarding the involved crossings and in the interest of safety to the public, we will affirm the alteration of the 2nd Street and Railroad Street crossing and direct the parties to perform the following work accordingly; THEREFORE:

1. The caption of the subject proceeding is hereby revised as shown herein.

2. The emergency actions taken by Reading Blue Mountain & Northern Railroad Company to repair its railroad facilities and alter the public crossing (DOT 591 836 Y) by the removal and replacement of the asphalt crossing surface with ballast stone where 2nd Street (T-435) and Railroad Street (T-415) cross, at grade, a single track of Reading Blue Mountain & Northern Railroad Company in the Village of Locust Gap, Mount Carmel Township, Northumberland County, be and is hereby affirmed.

3. The public crossing (DOT 591 836 Y) where 2nd Street (T-435) and Railroad Street (T-415) in addition to (DOT 591 835 S) where Main Street (T-421) each cross, at grade, a single track of Reading Blue Mountain & Northern Railroad Company in the Village of Locust Gap, Mount Carmel Township, Northumberland County be altered as herein directed.

4. Reading Blue Mountain & Northern Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary to 1) remove the ballast stone and repave the 2nd Street and Railroad Street crossing surface with hot mix asphalt when material becomes available in the spring of 2026, and 2) remove the crushed stone aggregate from the trench across the Main Street crossing surface (DOT 591 835 S) and replace it with hot mix asphalt material; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

5. Reading Blue Mountain & Northern Railroad Company, 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 and safely accommodate vehicular and pedestrian traffic during the time the crossings are being altered.

6. Reading Blue Mountain & Northern Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary to 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 facilities are being altered.

7. Mount Carmel Township, at its initial cost and expense, furnish all material and perform all work necessary to place, as soon as possible, "ROUGH ROAD" (W8-8) signs on each roadway approach to the 2nd Street and Railroad Street crossing (DOT 591 836 Y), to remain in place until the surface is repaved by Reading Blue Mountain & Northern Railroad Company; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

8. Mount Carmel Township, at its sole cost and expense, furnish all material and perform all work necessary to 1) install a grade crossing advanced warning (W10-1) sign on the southern roadway approach of 2nd Street to the public crossing (DOT 591 836 Y), 2) reinstall all existing grade crossing advanced warning (W10-1) signs on the 2nd Street and Railroad Street approaches to the crossing (DOT 591 836 Y) on the righthand sides of each approach, and 3) paint stop lines in advance of the active railroad warning devices at the crossing (DOT 591 836 Y); all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

9. Any relocation of, changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility company or municipal authority at its initial cost and expense, and in such a manner as will not interfere with the alteration of the crossing; and such relocated or altered facilities thereafter be maintained by said public utility or municipal authority at its sole cost and expense.

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

11. Reading Blue Mountain & Northern Railroad Company, cooperate with the non-carrier utilities involved, so that during the alteration of the involved crossings, the facilities of the non-carrier utilities will not be endangered or unnecessarily interrupted.

12. Reading Blue Mountain & Northern Railroad Company, at least ten (10) days prior to the start of work, notify local emergency management services and all parties of record of the actual date on which work will begin.

13. The alteration of the crossings be completed on or before May 31, 2026, and that on or before said date Reading Blue Mountain & Northern Railroad Company, report in writing the date of actual completion of the work to this Commission and certify to the parties of record and this Commission that the work has been satisfactorily completed in accordance with this Secretarial Letter.

14. Reading Blue Mountain & Northern Railroad Company, at its sole cost and expense, pay all compensation for damages, if any, due to the owners of property taken, injured, or destroyed by reason of the alteration of the crossings in accordance with this Secretarial Letter.

15. This Secretarial Letter is without prejudice to the right of any party to recover part or all of any costs incurred by said party in compliance with the provisions of this Secretarial Letter, in accordance with any lawful agreement between it and any other party.

16. The terms of any agreement established in accordance with this Secretarial Letter shall not preclude the Pennsylvania Public Utility Commission from taking any action necessary to protect the public interest, including but not limited to the reassignment or enforcement of any costs or responsibilities assigned or transferred as a result of this Secretarial Letter.

17. Upon completion of the alteration of the crossings, Reading Blue Mountain & Northern Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the public crossings involved (DOT Nos. 591 836 Y & 591 835 S), including the warning devices and all appurtenant equipment, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, and this Secretarial Letter. Additionally, Reading Blue Mountain & Northern Railroad Company is directed to maintain, at all times, the crossing surfaces located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails, in a safe, smooth and satisfactory condition. Reading Blue Mountain & Northern Railroad Company is to provide Mount Carmel Township at least ten (10) business days' advance notice when performing any work as directed by this paragraph that may affect their facilities.

18. Upon completion of the alteration of the crossings, Mount Carmel Township, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the highway approach roadways of the public crossings involved (DOT Nos. 591 836 Y & 591 835 S) to points twenty-four (24) inches beyond each outside rail. Additionally, Mount Carmel Township is directed to maintain the grade crossing advance warning signs and stop lines in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter. Mount Carmel Township is to provide Reading Blue Mountain & Northern Railroad Company at least ten (10) business days' advance notice when performing any work as directed by this paragraph that may affect their facilities.

19. Upon completion of the alteration of the crossings, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the improvement.

20. 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 costs incurred by the non-carrier utility companies and municipal authorities 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.

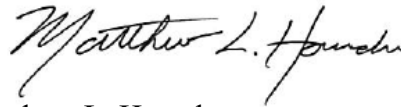
All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax 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 cursive script that reads "Matthew L. Homsher".

Matthew L. Homsher
Secretary