

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

TOWNSHIP OF PILESGROVE, N.J.) **FINANCE DOCKET**

PETITION FOR DECLARATORY ORDER) **NO. 36770**

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I. PREFACE

Dear Chairman and Board Members:

The Township of Pilesgrove is appreciative of the time, review and consideration by the Surface Transportation Board and for its grant of Pilesgrove's Petition for Declaratory Judgment.

SUMMARY OF PROCEDURAL HISTORY

By way of a summary as to procedural history, this matter was initiated by petition of the Township of Pilesgrove, NJ, (Pilesgrove). Pilesgrove's Petition dated April 22, 2024, was docketed with the Surface Transportation Board ("STB" or Board) on May 1, 2024, and requested the Board to institute a declaratory order proceeding to determine whether and to what extent 49 U.S.C. § 1050(b) preempts certain local and state laws regarding land use and land development by SMS Rail Service, Inc. (SMS). This request was granted by the Board on or about September 13, 2024, as well as a petition to intervene which had been filed by a neighboring township, Township of Mannington, N.J. (Mannington) on or about June 10, 2024. *Twp. of Pilesgrove, NJ – Pet. for Declaratory Ord., FD 36770 (STB served Sept. 13, 2024)*. An initial procedural schedule was adopted by the STB on October 24, 2024; however, was later modified after a request by SMS was received requesting an extension citing health issues of counsel for SMS. On December 6, 2024, the STB adopted a new procedural schedule by Order of that same date, providing that the submissions of SMS and interested parties be submitted by December 16, 2024, and extending the date of the rebuttal statements by Pilesgrove and Mannington and SMS's response to submissions by other interested persons to January 14, 2025.

As such, kindly accept this submission as Pilesgrove's Rebuttal Statement.

II. BACKGROUND SUMMARY

Petitioner references its previous filings and submissions to the STB in connection with its request for the STB to issue a determination whether and to what extent 49 U.S.C.10501(b) preempts certain local and state laws regarding land use and land development by SMS Rail Service, Inc. (SMS).

At issue remain the pre-fabricated structures constructed along the Pilesgrove Township property, Block 73, Lot 1, along with the recently erected “engine house,” on Block 73, Lot 3. Electrical connection to all structures also remains at issue.

Additionally troublesome is SMS’ recent representation on its website promoting “a large rail- served warehouse along the line.” See Exhibit “U.”¹ It is unclear if this promotion of warehouse relates to the structure which SMS claimed would be utilized as an “engine house” by SMS locomotives. If, in fact, the “warehouse” reference relates to the “engine house” structure recently erected on Block 73, Lot 3, then the use of the alleged “engine house” as a “large rail served warehouse” is alarming as the pre-fabricated buildings and the “engine house,” have not gone through the ordinary course of approvals which would allow various issues to be addressed for the benefit of the health, safety and welfare of the public and to ensure compliance with state and local regulations.

Further troublesome is SMS’ request to the Board to hold open its pursuit of Rail Bikes in Pilesgrove Township under the possibility of having such activity covered under federal preemption. The rail bikes which will be most likely operated by a third party should not fall under this Board’s jurisdiction and under federal preemption regardless of the Board’s decision as to whether SMS is a rail line entitled to federal preemption and its subsequent review of the

¹ Petitioner resumes labeling exhibits at Exhibit U to maintain consistency with previous filings.

structures and electricity which are at issue between Pilesgrove and SMS. As can be seen by SMS' non-compliance with the Townships land use regulations, and by the aggressive actions of its attorney, SMS has been attempting to use federal preemption as a sword and its reference to rail bikes here is further proof of SMS' attempt to characterize its actions as protected under federal preemption where clearly there would be no federal preemption afforded. Federal preemption where it relates to railbikes would undermine the ability of local governments to regulate land use and ensure that railroad operations align with community needs and safety. SMS is clearly aware that railbikes are not the type of activity that Congress was attempting to bring under the jurisdiction of the Board. Local zoning regulations exist to address specific environmental, safety, and economic concerns that vary across communities. Without these local checks, small railroads could operate in ways that harm nearby residents, businesses, or natural resources. This loss of oversight may generate resistance to rail expansion or improvement projects, ultimately harming the rail industry.

There is no question that determining whether, and to what extent, SMS is entitled to federal preemption was the motivation behind Pilesgrove's Petition to the STB. Pilesgrove, in light of its application, offered SMS an opportunity to submit documentation as per the guidance of Village of Ridgefield Park, (*supra*), and has asked for SMS to comply with the Construction Office in providing the necessary information it requires by contacting them directly and following the same procedure that any other entity or individual would follow without regard to permitting. The Construction Office requires certain documents and information to be able to perform inspections. This is why SMS was asked to directly confer with the construction office so that the appropriate data could be gathered which would allow the inspector/s to do their inspection. All throughout this process, however, Pilesgrove has made it clear through the filing

of its Petition with the STB that Pilesgrove's position remains that SMS is not entitled to federal preemption until such time as the Board makes such a determination and elaborates to what extent such preemption may apply. Based on SMS' voluminous submission, it would appear that even though SMS claims more than or at least "minimal interstate freight operations" there appear to be no *interstate* freight operations supported within its evidence. This would support a finding of no federal preemption and the Board's inability to exercise jurisdiction over SMS.

III. REVIEW OF APPLICABLE LAW- FEDERAL PREEMPTION

The Interstate Commerce Act ("Act") is "among the most pervasive and comprehensive of federal regulatory schemes." *Chi v. N.W. Transp. Co. v. Kalo Brick & Tile Co.*, 450 U.S. 311, 318 (1981). The Act as revised by the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), expressly provides that the jurisdiction of the Board over "transportation by rail carriers" is "exclusive." 49 U.S.C. § 10501(b).

The preemptive effect of the ICCTA is a question of law. There is a presumption against preemption therefore, the party contending that preemption applies has the burden of persuasion. *Elam v. Kansas City So. Ry. Co.*, 635 F.3d 796, 802 (5th Cir.2011). Determination of whether federal preemption applies requires review on a case-by-case basis. As such, "if a state law is not expressly preempted by the ICCTA, it still may be impliedly preempted if, as applied to a particular case, it has 'the effect of unreasonably burdening or interfering with rail transportation.'" *Elam*, 635 F.3d at 805 (quoting *Franks*, 593 F.3d at 414).

In the ICCTA, Congress established the Surface Transportation Board ("Board" or STB). Congress intended to preempt state and local laws that come within the Board's jurisdiction. See *Franks*, 593 F.3d at 406–07. The Board has jurisdiction over "transportation by rail carriers." 49 U.S.C. § 10501(b)(1).

To determine if the ICCTA overrides a state or local law, there are two key steps. First, the law must regulate “transportation.” Second, this transportation must involve a “rail carrier.” The ICCTA defines “transportation” broadly to include both the movement of passengers and goods by rail, as well as the services related to that movement. Additionally, sections 10501(b)(1) and (2) grant the Board exclusive authority over such transportation and certain aspects of rail carriers’ operations, including tracks and related facilities.

Considered in whether the Board’s exclusive jurisdiction applies to interstate and/or intrastate transportation, the Board’s exclusive jurisdiction over trackage under §10501(b)(2) is broad because it applies to tracks and track-related facilities “even if the tracks are located, or intended to be located, entirely in one state.” However, unlike trackage jurisdiction, the Board’s exclusive jurisdiction over “transportation” pursuant to §10501(b)(1) is *limited* by the prefacing language of §10501(a)(2) which provides that the Board’s jurisdiction over transportation does *not* extend to transportation “between a place in a state and a place in the same state” if such transportation is *not* “part of the interstate rail network.”

Based on the foregoing, if the transportation provided by a regulated rail carrier, whether interstate or intrastate, is *part of the interstate rail network*, then the Board has exclusive jurisdiction over that transportation and municipal regulations are effectively preempted.

IV. SMS RAIL SERVICE, INC., IS NOT A RAIL LINE SUBJECT TO THE BOARD’S EXCLUSIVE JURISDICTION BECAUSE IT DOES NOT PARTICIPATE IN INTERSTATE COMMERCE

Upon review of SMS’s reply evidence and argument, it is clear that SMS’s freight operations do not constitute ICCTA preempted transportation between New Jersey and other states as part of the interstate rail network.

SMS submissions set forth its activities within the State of New Jersey and most particularly in the local settings of its Salem Branch and the neighboring Pureland Branch. A careful review of its submission reveals that there is nothing within the submission or evidence which supports a present role in the interstate rail system. SMS attempts to divert this Board's attention to the fact that there are no interstate freight operations by setting forth the minimal growth and scarce *intrastate* freight activities on the Salem Branch line. It is clear that SMS' focus for the Salem Branch has been the seasonal intrastate passenger excursion rides and only recently, when challenged by Pilesgrove and Mannington, has SMS' focus changed to marketing and seeking freight opportunities for the Salem Branch. There appear to have been no genuine showing of interstate commerce freight activity and the tenuous and unsupported claims made by SMS of the "anticipated opportunities," for freight transportation for the Salem Branch are insubstantial and not enough to support federal preemption from the State and local laws or to support their claim that they maintain more than minimum freight operations.

At page 3 and 4 of its submission, SMS alleges a "new customer scheduled to begin manufacturing operations in a previously dormant part of the Mannington Mills plant in Mannington Township, New Jersey. *See* SMS's notice to Mannington Township, dated October 21, 2024 (attached as Exhibit D). Other freight business from the nearby Pureland Industrial Complex, the east coast's largest industrial park, which is approaching its rail capacity and serviced by SMS, is *anticipated* to utilize the Salem Branch as well." (*emphasis added*).

SMS sets forth in its filing at page 5, that, "SMS has a proven track record as a common carrier in several states and, even more, since 1994, has been the common carrier of the rail line of the highly successful Pureland Industrial Complex in neighboring Logan Township, Gloucester County ("Pureland"), located only few miles from the northerly portion of the Salem

Branch, and where, in the last four years, an average of 6,000 freight cars have been serviced annually. *See J. Pfeiffer Stmt. (Ex. C).* In fact, Pureland and the Salem Branch are connected in Gloucester County by a line owned by Conrail, and the proximity of Pureland to the Salem Branch presents *opportunity* for freight on the Branch. ...” (*emphasis added*). However, SMS has provided no evidence to support that any of the serviced freight cars were, in fact, involved in any interstate commerce. Mr. Pfeiffer’s statement whereby he cites that the Salem Branch is connected in Gloucester County to a line owned by Conrail and that there are anticipated “opportunities” for freight on the Branch, do not support SMS’ rail activities in interstate rail activities which would bring it under the Board’s jurisdiction.

In support of its position, SMS states, on page 7 of its submission, that a “substantial *portion of the 19.4-mile* branch has been made passable and brought into compliance with FRA Class 2 standards. As a result, SMS has been able to bring back freight traffic to the Salem Branch, and it is continuing to pursue additional freight business for the line.” (*emphasis added*). SMS continued citing only **548 freight train miles** as of October 2024, and alleged an increase in freight cars serviced by reinstating intrastate service to South Jersey Farmers Exchange where there were 14 cars in and out.

Mr. Pfeiffer’s statement as to “anticipated opportunities” are not supported by any evidence, nor do any of these three assertions indicate that anticipated freight business from Pureland would constitute *transportation by SMS between the Salem Branch and areas outside the State of New Jersey as part of the interstate rail network*. There has been no submission by SMS of any letters of interest or agreement which would detail any interstate freight commerce by or between SMS, Conrail and/or any other freight carrier or customer.

Throughout the COO's Statement, Mr. Pfieffer makes reference to the Pureland Branch and notates the website. Most recently, in 2025, and most likely in connection to this Board's anticipated review of SMS's activities, the description on the website as to the Salem Branch has changed to include reference to "Class I connections: NS and CSX by virtue of CONRAIL Shared Assets", and to include language to note that in addition to the excursion rides "SMS is actively marketing the line to freight and transloading customers, with the ultimate goal of reestablishing the Salem Branch as a reliable transportation connection. SMS also operates a large rail-served warehouse along the line." This new **2025** description replaces its previous description which appeared until just recently which set forth the following, "[t]hrough its newest division, the Woodstown Central passenger excursion operation, it will showcase the beauty of Salem County, NJ, and hopes to make Salem County a destination for tourism and family fun." *See Exhibit U, SMS Rail website, Salem Branch Description, as updated 2025.*

Given the obvious relevance whether SMS engages in interstate commerce activity to the ICCTA preemption analysis, and the lack of evidence to support SMS' role in the interstate rail network, the Board should presume that, if SMS could have provided evidence to support its current activity within the interstate rail system, it would have, and that the absence of such information indicates that SMS's "freight carload numbers," "freight miles", and other submitted information per Mr. Pfieffer's Statement do not reflect more-than-minimum interstate freight transportation.

In addition, SMS incorrectly relies on *Denver & Rio Grande Railway Historical Foundation d/b/a/ Denver & Rio Grande Railroad, LLC – Petition for Declaratory Order; Docket FD 35496 ("Denver")*, alleging the case to be factually opposite or distinguishable from the case at hand. However, *Denver* is most instructive. SMS has cited to the cases *Denver &*

Rio Grande Railway Historical Foundation D/B/A Denver & Rio Grande Railroad, L.L.C. – Pet. for Declaratory Order, FD 35496 (STB served February 23, 2012); *Denver & Rio Grande Railway Historical Foundation – Pet. for Declaratory Order*, FD 35496 (STB served August 18, 2014); and *Denver & Rio Grande Railway Historical Foundation – Pet. for Declaratory Order*, FD 35496 (STB served March 24, 2015 (referred to hereafter respectively as *DRGHF 1*, *DRGHF 2*, and *DRGHF 3*, and collectively as “the *DRGHF* decisions,”) at several points in its brief beginning on page 9, for the proposition that that the ICCTA’s federal preemption over a rail carrier’s interstate freight operations, if those operations are more than minimum, automatically extends to the carrier’s purely intrastate passenger operations which otherwise would not satisfy the “necessary qualification” described in *DesertXpress*.² However, this was not the Board’s inquiry in the *DRGHF* decisions. Rather, the Board’s inquiry in the *DRGHF* decisions, and its discussion of the “more than minimum” freight concept, pertained to the Board’s attempt to determine whether DRGHF conducted *any* transportation operations, passenger or freight, having sufficient “relation to interstate commerce” to establish ICCTA jurisdiction over the rail car rehabilitation and storage operations.

Contrary to SMS’s assertions, the Board in the *DRGHF* decisions was *not* trying to ascertain whether DRGHF’s freight operations *or* its passenger operations were “part of the interstate rail network” for the purpose of extending whatever jurisdiction the Board’s might have over an interstate operation to include also an intrastate operation; rather, the Board was looking for *either* freight or passenger operations along the Creede Branch by which DRGHF’s Monte Vista rail car rehabilitation and storage operations might also be subject to federal preemption. In its decisions, the Board analyzed both of DRGHF’s operations (passenger and freight) for that

² The DRG opinions are also cited by three Interested Parties: ASLRRR brief page 8 footnote; SNR brief page 14, page 16 footnote, and page 17; MRY brief pages 9 and 11.

purpose and found neither was federally protected due to both operations' purely intrastate scope, and also due to the minimal and somewhat questionable nature of DRGHF's "freight."

In its *DRGHF 3* decision the Board summed up its holdings in the *DRGHF* decisions, and in doing so confirmed that ICCTA preemption is not derived from an operator's status as a regulated Class III rail carrier, nor are otherwise non-preempted operations entitled to preemption if conducted by a carrier that also conducts preempted operations. Rather, the Board's preemption analysis under the ICCTA looks to each specific activity or operation to determine whether the activity or operation qualifies as "transportation under the Board's jurisdiction." Specifically, the Board in *DRGHF 3* found as follows:

[The Board's] jurisdiction over transportation by rail carrier (and thus transportation within the reach of §10501(b) preemption) *only extends to transportation between, among other things, "a place in a State and a place in the same or another State as part of the interstate rail network."* [The] limited, wholly intrastate excursion passenger and related raft *operations* that DRGHF has conducted over the Line to date are not transportation under the Board's jurisdiction at §10501. Accordingly...the activities taking place on the [Monte Vista parcel] are not transportation that is conducted under the Board's jurisdiction "as part of the interstate rail network" and thus provide no basis for finding [Monte Vista's] ordinance preempted under §10501(b).

Id. at 3-4 (internal citations omitted; italic emphasis added).

The Board also specifically addressed and rejected the concepts of associative and "status-based" preemption:

As the Board noted in its August 18, 2014 decision, because [DRGHF] bought a line in an OFA sale, DRGHF is indeed considered to be a Class III rail carrier. However, *not all of a rail carrier's activities are inherently transportation falling under the Board's jurisdiction* and thus covered under §10501(b). The Board found that DRGHF was conducting only intrastate passenger excursion service and related movement of rafts. As those *activities* are not transportation under the Board's jurisdiction, neither are DRGHF's *supporting activities* on the [Monte Vista parcel]. *DRGHF's status as a Class III rail carrier does not change the non-jurisdictional character of those activities.*

Id. at 5 (internal citations omitted; italic and underlined emphasis added.)

For all of the above reasons the *DRGHF* decisions confirm that the Board does not look generally at rail carriers but rather at their various specific operations to determine whether, in each instance, the specific operations fall under the Board’s jurisdiction and are thus entitled to ICCTA preemption.

SMS further cites to *DesertXpress Enterprises, LLC – Petition for Declaratory Order*, FD-34914, (STB served May 7, 2010) for the principle that the ICCTA provides a “new, explicit statutory grant of jurisdiction to the Board over intrastate rail transportation.”³ But SMS neglects to point out that the new, explicit statutory grant is subject to *a threshold or necessary qualification* that highlights the inquiry the Board must now make in the instant case, but which is not dispositive of the decision that will result from such inquiry. Specifically, the Board in its *DesertXpress* decision provided the following explanation of the new phrase “as part of the interstate rail network” in connection with the expansion of ICCTA jurisdiction:

[C]ongress added [the phrase “as part of the interstate rail network”] as a *necessary qualification* to its contemporaneous *expansion* of the Board’s jurisdiction under section 10501(a)(2)(A) to apply to *intrastate* rail transportation: transportation between places in the same state would be within the Boards’ jurisdiction *as long as that transportation was related to interstate commerce* – i.e., performed “as part of the interstate rail network.”

Id. at 8 (some italic emphasis added).

The question before the Board in *DesertXpress* did not involve an associative preemption of passenger and freight operations, but rather had to do with whether the Board had jurisdiction over DesertExpress’s proposed new passenger line, whose tracks unquestionably extended across the state boundary between Nevada and California. The petitioners in the *DesertXpress* case were

³ SMS brief pages 13 and 40; see also the indirect citations in SNR brief page 12 and MRY brief page 7.

urging that the new rail line's lack of "connection" with other interstate passenger service deprived the Board of jurisdiction *despite* the interstate trackage.

In light of the above, *DesertXpress* does not offer support for SMS's arguments that SMS's purely intrastate operations on the Salem Branch are entitled to federal preemption by virtue of its status as a Class III rail carrier, or that SMS's purely intrastate passenger operations are entitled to federal preemption by virtue of the purported federal preemption to which SMS's freight operations might be entitled.

V. SMS AND THE INTERESTED PARTIES ARE INCORRECT IN THEIR APPLICATION OF THE LAW AND ARE ASKING THE BOARD TO ENLARGE ITS SCOPE OF FEDERAL PREEMPTION

There have been several interested parties who have submitted comments and/or Amicus briefs in connection to the subject proceeding. The interested parties include California Short Line Railroad Association, Sierra Northern Railway, The American Short Line and Regional Railroad Association and Mendocino Railway.

It is imperative to note that SMS and the interested parties are asking the Board to extend federal preemption to all activities undertaken by a rail carrier as they allege bifurcating preemption would cause great prejudice to small rail lines. SMS and the interested parties in making their argument cite to Board decisions which were rendered under the former Interstate Commerce Commission in support of their position.

Their claims for federal preemption for survival are exaggerated as small railroads are often more flexible and innovative compared to larger rail operators, which allows them to comply with local regulations while remaining profitable. Claiming that federal preemption is necessary for survival may be overstated, as compliance with local regulations often incentivizes

operational improvements, better environmental stewardship, and stronger community partnerships—factors that enhance the competitiveness of small railroads over time.

The decisions cited to by SMS and the interested parties include the decision in *Napa Valley Wine Train, Inc. – Pet. for Declaratory Order*, 7 I.C.C.2d 954 (1991) which was rendered by the former Interstate Commerce Commission prior to enactment of the ICCTA to suggest that if the Wine Train had carried more than minimal freight the ICC would have found a “nexus” between Wine Train’s federally preempted interstate freight transportation and Wine Train’s non-preempted intrastate passenger service to cause the otherwise preempted passenger service also to become preempted (i.e., the “bundled preemption” theory).⁴ The ICC did not, however, say that such associated preemption could somehow apply to the Wine Train because it never reached the point at which such a statement could have been made. Rather, the ICC found that Wine Train’s freight was minimal; that there was insufficient nexus between Wine Train’s freight operations and its passenger operations to permit Congress to regulate the passenger operations; and that there was no indication that Congress chose to do so. In other words, contrary to what is now being urged by SMS and the interested parties, the ICC did *not* find that there was or would have been a sufficient nexus between Wine Train’s two distinct operations to cause Wine Train’s intrastate passenger operations to enjoy “bundled” preemption if only Wine Train had conducted “more than minimal” interstate freight operations.

The ICCTA became effective in 1996, a few years after the ICC’s *Wine Train* decision. Notably, although Congress presumably knew about Wine Train’s unsuccessful “bundled and/ or associative preemption” arguments in that case, Congress nonetheless elected not to include any “nexus” or “integration” provision in the amended preemption language of §10501. Rather, the

⁴ SMS brief pages 11 and 34; ASLRRRA brief pages 8 and 9 footnotes; SNR brief page 14 and page 16 footnote; MRY brief page 9.

ICCTA reconfirmed the previous limitation against preemption for transportation “between a place in a state and a place in the same state” if such transportation is not “part of the interstate rail network.” If Congress, due to Wine Train’s arguments or for any other reason, had wanted to revise §10501 to extend preemption to a carrier’s intrastate passenger transportation if the carrier also conducted interstate freight transportation, or vice versa, it could have. However, Congress did not do so. The language of the ICCTA does not support SMS’s and the Interested Parties arguments for status-based or associative preemption.

Three of the Interested Parties cite *CSX Transp., Inc. v. Georgia Public Service Com’n*, 944 F.Supp. 1573 (1996), for the proposition that, where a rail carrier’s tracks, stations, and facilities are used for both the carrier’s passenger operations and the carrier’s freight operations, there is an “integration” of operations that satisfies a “nexus” requirement for bundled/associated preemption.⁵ But *CSX* did not involve any inquiry as to whether its freight operations, passenger operations, or both, were conducted as part of the interstate rail network. It appears that the parties in that case all agreed as a fundamental matter that *CSX* was an interstate rail carrier, and that the dispute in the case involved whether *CSX* could shut down one of its local agencies. Without making any distinction between freight and passenger operations, the *CSX* court focused on the provisions relating to “services” in §10102(9)(B) of the definition of “transportation,” and the following language from the ICCTA jurisdictional provisions at §10501(b):

Except as otherwise provided in this part, the remedies provided under this part with respect to regulation of rail transportation are exclusive and preempt the remedies provided under Federal or State law.

Id. at 1581.

⁵ SNR brief page 4 and page 12 footnote; MRY brief page 4 and page 7 footnote; CSLRA letter page 2 footnote.

The Court did not have to consider the “exception” noted in the aforesaid language (i.e., the limitation on preemption for intrastate transportation that is not “part of the interstate rail network”) because the closing of a rail carrier agency that is operated by an interstate rail carrier does not implicate that exception. Nowhere in the decision does the Court say, or need to say, that CSX’s freight and passenger operations were “integrated” because they ran on the same tracks (or involved the same “agency” that was being proposed for closure), nor did the Court base its finding of preemption on any such integration. Indeed, the word “freight” does not appear anywhere in the *CSX* decision, and the word “passenger” appears only three times, but only in direct quotations of ICCTA language.

SMS and the interested parties also cite to *Fun Trains, Inc. – Operation Exemption – Lines of CSX Transportation, Inc. and Florida Department of Transportation*, FD 33472 (STB served March 5, 1998), (*Fun Trains*) and allege that it is distinguishable and not applicable to the *case sub judice*.

In *Fun Trains*, the Board interpreted the ICCTA consistent with the decisions in *Wine Train* and *Magner-O’Hara* by focusing on the specific operation of the train and basing its determination of no preemption on the fact that the operation at issue was not part of the interstate rail network. SMS asserts that *Fun Trains* is distinguishable because that operator had no intention of providing interstate service, and SMS, SNR and MRY assert that *Fun Trains* is distinguishable because, unlike, SMS’s operations on the Salem Branch, the Fun Train did not carry freight. However, the Board did not look to Fun Train’s future intentions, and its passenger-only business model, but instead the Board considered the Fun Train’s *specific transportation operations* and confirmed that those operations were solely intrastate and not part of the interstate rail network. The Board should

conduct the same analysis to reach the same conclusion as to SMS's intrastate passenger excursion service in the instant case, and reject SMS' and the interested parties' arguments.

Finally, SMS and the interested parties cite the Board's decision in *Borough of Riverdale* – Petition for Declaratory Order, STB Docket No. 33466 (September 10, 1999), and also the subsequent New Jersey Supreme Court decision of *Village of Ridgefield Park v. New York, Susquehanna & Western Railway Corp.*, 163 N.J. 446 (2000), which provide that, where state and local regulation of a rail operation is preempted by the ICCTA, the preemption does not necessarily extend to *all* state and local regulations.⁶ Rather, these cases entitle state and local agencies to certain notifications and inspection opportunities, and permit limited state and local regulation that does not interfere with interstate rail operations (based on the particular facts of each case) to protect public health and safety. It is important to note that these cases are not applicable to the matter at hand and are only relevant in the sense that SMS has claimed federal preemption and has referenced *Village of Ridgefield Park* when questioned by Pilesgrove representatives as to its actions on the Pilesgrove property.⁷

The Board should disregard SMS' and the interested parties' arguments that the above-referenced cases would act to allow the Board to enlarge its scope and encompass SMS' activities within the umbrella of federal preemption. Further, their argument that this matter here would fall under the guidelines set forth in *Village of Ridgefield Park* is without merit as Pilesgrove maintains that its land use regulations with respect to SMS's structures and electric cut in at the Pilesgrove Property are not pre-empted.

⁶ SMS brief pages 10, 16 and 31; ASLRRRA brief page 7 footnote; SNR brief page 6 footnote; MRY brief page 6 footnote.

⁷ See also Background Summary.

VI. SMS' ARGUMENT THAT THE FACILITIES INCLUDING THE STRUCTURES ON THE PILEGROVE TOWNSHIP PROPERTIES AND THE TRACK OF THE WYE ARE ESSENTIAL TO TRANSPORTATION AND ARE THUS COVERED BY FEDERAL PREEMPTION MUST FAIL

As set forth above, SMS Rail Line does not engage in interstate rail commerce and is, therefore, not a rail line covered by federal preemption. SMS' argument that the rail and excursion related facilities which have been illegally constructed upon the Pilesgrove Township properties and which have exclusively been utilized in connection with their fun excursion rides are without permit and are not subject to federal preemption. SMS attempts to argue that it maintains minimum interstate freight operations and that, as such, the buildings at issue in Pilesgrove are integral to its rail operations would enjoy associative preemption.

As has been explored in Petitioner's previous filings, there are several structures at issue. Specifically, there are two pre-fabricated sheds along the Salem Branch on the Pilesgrove property at Block 73, Lot 1, and an engine house recently constructed on Block 73, Lot 3, along with the electrical service required for each of those structures. SMS claims that Pilesgrove has blocked electrical service to these structures for over one year; however, it remains Pilesgrove's position that SMS is not entitled to federal preemption and would, therefore, have to comply with Pilesgrove's local land use procedures in having the electrical connection implemented. What is curious to Pilesgrove is the fact that SMS complied with the electrical permitting process in neighboring Logan Township at the Pureland Branch where SMS claims to run a successful freight rail service.⁸ SMS' actions in applying for electrical permits, etc., in neighboring Logan is in direct contradiction to the position it is now claiming with Pilesgrove.

⁸ The OPRA related documents are attached hereto as Exhibit V and they detail a request made by Pilesgrove, through its Clerk, on October 26, 2022, for, "any zoning applications/permit submitted by SMS Rail

SMS claims that the sheds are multifunctional and will serve as a crew office, ticket office, gift shop and storage along with housing track materials and station supplies. SMS further claims that the engine house is to be utilized as a locomotive storage and maintenance facility and includes a pit where inspections will take place. SMS' makes these claims in support of these facilities being an "integral part of its rail operations" and as part of its argument that these facilities should be covered under federal preemption as a integral to its rail operations. This argument must fail as SMS has not satisfied the threshold requirement by which this Board would have jurisdiction by showing that it is active in the "interstate rail network." As set forth herein, SMS has provided no proof of *interstate commerce* which would support the Board's jurisdiction over the rail line and which in turn might have afforded federal preemption status to those structures which were proven to be an integral part of its rail activities. The excursion rail activities and the illegal structures erected on the aforesaid Pilesgrove property are not subject to federal preemption and SMS should comply with the State and local ordinances.

Here, SMS is asking the STB to increase the scope of federal preemption by alleging that the structures (and the electrical connection for said structures) are integral to the intrastate rail transportation provided by SMS. Regardless of whether SMS is a Class III Rail Carrier, SMS has failed to prove that there are any meaningful interstate freight operations being conducted at the Salem Branch which would render the transportation under the Board's jurisdiction. In fact, contrary to what SMS has represented, it appears that the operations at the Salem Branch were

Services for the blocks and lots listed below. Any Construction Jacket, approvals, plans submitted by SMS Rail Services for the blocks and lots listed below. ... Block 2901, Lot 16; Block 2902, Lot 4; Block 2903, Lot 12; Block 104, Lot 5.01." In response, Logan Township provided several documents evidencing SMS' application to Logan Township for electrical permits for various properties which make up its Pureland Branch. Exhibit "V".

targeted to and substantially relate to the passenger excursion rides up until recently when the Townships petitioned this Board for clarification as to SMS' federal preemption status.

VII. THE TOWNSHIPS' ENFORCEMENT EFFORTS ARE REQUIRED BY LAW AND ARE NOT "DELIBERATE ATTACKS AGAINST SMS" OR ATTEMPTS TO "UNDERMINE OR HINDER THE RAILROAD"

SMS makes bold allegations against Mannington and Pilesgrove at various points in its brief. However, there has been no bad faith or attack by either Township. In fact, the Townships are acting in accordance to their obligation to administer and enforce land use regulations uniformly to promote public health, safety and welfare. The MLUL aims to ensure statewide uniformity in zoning and land use practices. Rumson Estates, Inc. v. Mayor & Council of Borough of Fair Haven, 177 NJ 338, (NJ Sup.Ct., 2003). Municipalities must exercise their zoning and land use powers in strict conformity with the MLUL. New Jersey Shore Builders Ass'n v. Township of Jackson, 199 N.J. 449 (NJ Sup. Ct, 2009). The MLUL's purposes include promoting public health, safety, and general welfare, and ensuring that land use regulations are not arbitrary and meet procedural prerequisites. *NJ ST. 40:55D-2*.

Pilesgrove strongly disagrees with SMS's characterization of Pilesgrove's officials and representatives and any claims that Pilesgrove representatives have demonstrated incivility or hostility toward SMS and its representatives. Pilesgrove's enforcement efforts are not motivated by hostility against SMS. Further, although SMS makes several audacious factually inaccurate and hostile accusations against the Pilesgrove Solicitor throughout its submission, the undersigned shall not address those accusations herein as the Board likely wishes to maintain its focus on the real issues in this matter which relate to whether preemption is applicable and, if so, to what extent. While Pilesgrove disagrees with the characterization of its officials' and representatives' actions and the imputed motivation, such motive is not a relevant to the Board's analysis because in

evaluating whether a local regulation is pre-empted by federal law the Board must focus on the federal statute (including its mandates and purposes) and determine the extent to which the actual effects of the local regulation interfere with the intended functioning of the federal law. Florida East Coast Ry. Co. v. City of West Palm Beach, 266 F.3d 1324, 1339 (2001). The Board's analysis is not to include any claims of alleged hostile motive. Therefore, based on the submissions by all parties, the Board must conclude that there is no ICCTA preemption of SMS's intrastate passenger excursion operations and that the application of the Pilesgrove and Mannington land use regulations must be upheld.

VIII. CONCLUSION

As set forth throughout Petitioner's filings, Pilesgrove's intention in filing a Petition for a Declaratory Order with the STB was to settle any questions which exist as to federal preemption under the circumstances in this case. In settling the question of whether federal preemption applies and to what extent, Petitioner requests that the Board would address to what extent Pilesgrove may enforce its land use regulations and local ordinances.

Pilesgrove's attempt to regulate the structures on the Pilesgrove Township properties have not been made in effort to delay, interfere with, frustrate or defeat the efficiency of any of SMS' alleged interstate railroad operations and would not interfere with SMS' ability to conduct freight operations (or any potential ICCTA-preempted interstate passenger service); nor would it in any way impinge upon interstate commerce or the federal regulation thereof. In short, Pilesgrove's regulation of SMS's structures which have been predominantly utilized in passenger excursion rides at the subject property would not impose any unreasonable burden on interstate railroading.

Pilesgrove supports Mannington's petition as Intervenor for reasons stated within Mannington's submissions and for those reasons presented herein. In making its determination, Pilesgrove asks the Board to confirm that SMS' structures at the Pilesgrove property, along with the electric cut in requested, are not entitled to ICCTA preemption because SMS has failed to make an initial showing of interstate commerce and at least "minimum freight activities" along the interstate rail network which would allow for the Board's jurisdiction over its rail operations. As stated herein, since SMS' operations do not constitute or involve interstate rail transportation, the structures would not fall under federal preemption. Therefore, the structures which are the subject of Petitioner's filings would be subject to all state, county, and municipal laws and regulations, including the Township of Pilesgrove's zoning and site plan review requirements. Further, Pilesgrove requests that the STB make clear that any endeavors by SMS as to rail bike, warehousing (if indeed the claimed "engine house" is being held out for this purpose), or other such activities unrelated to railroading would be subject to all state, county, and municipal laws and regulations, including the Township of Pilesgrove's zoning and site plan review requirements.

APPENDIX – LIST OF EXHIBITS

Exhibit U	Pureland/SMS Rail print out from site	printed 1/13/2025, updated 2025
Exhibit V	Township of Logan OPRA documents	

CERTIFICATE OF FILING AND SERVICE

I hereby certify that, on January 14, 2025, I am filing Pilesgrove Rebuttal Statement, including all attachments, using the Board's online filing portal, and that, pursuant to agreement by the parties, I am causing the attorneys for SMS and Mannington, and the attorneys for all interested persons who have filed submissions with the Board, to be served with copies of Pilesgrove's Rebuttal Statement, including all attachments, by email at their email addresses as set forth on the following Service List.

Ekaterine N. Eleftheriou

Ekaterine N. Eleftheriou, Esq.
The Vigilante Law Firm
99 North Main Street
Mullica Hill, NJ 08062
T. (856) 223-9990
F. (856)494-1400
E. kat@thevigilantelawfirm.com
Attorney for Petitioner,
Township of Pilesgrove

SERVICE LIST
(Docket No. FD 36770)

Counsel of Record:

Robert A. Klein, Esq. (Attorney for SMS Rail Service, Inc./Woodstown Central Railroad)
Berkowitz-Klein, LLP
433 West Market Street, Suite 100
West Chester, PA 19382
Email: rak@berklein.com
Phone: (215) 880-6913

William L. Horner, Esq. (Attorney for Intervenor, Mannington Township)
Horner & Horner, LLC
67 Market Street
P.O. Box 66
Salem, NJ 08079
wlh@hornerlaw.net

Interested Parties:

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American Short Line and Regional Railroad Association
50 F. Street, NW, Suite 500
Washington, DC 20001-1537
syurasko@aslrra.org

Torgny Nilsson
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1745 Enterprise Blvd.
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95691
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Donald G. Norton, Executive Director
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Vice President and General Counsel for Mendocino Railway, a wholly owned subsidiary of Sierra
Railroad Company
1655 DaVinci Court
Davis, CA 95618
tnilsson@sierraenergy.com

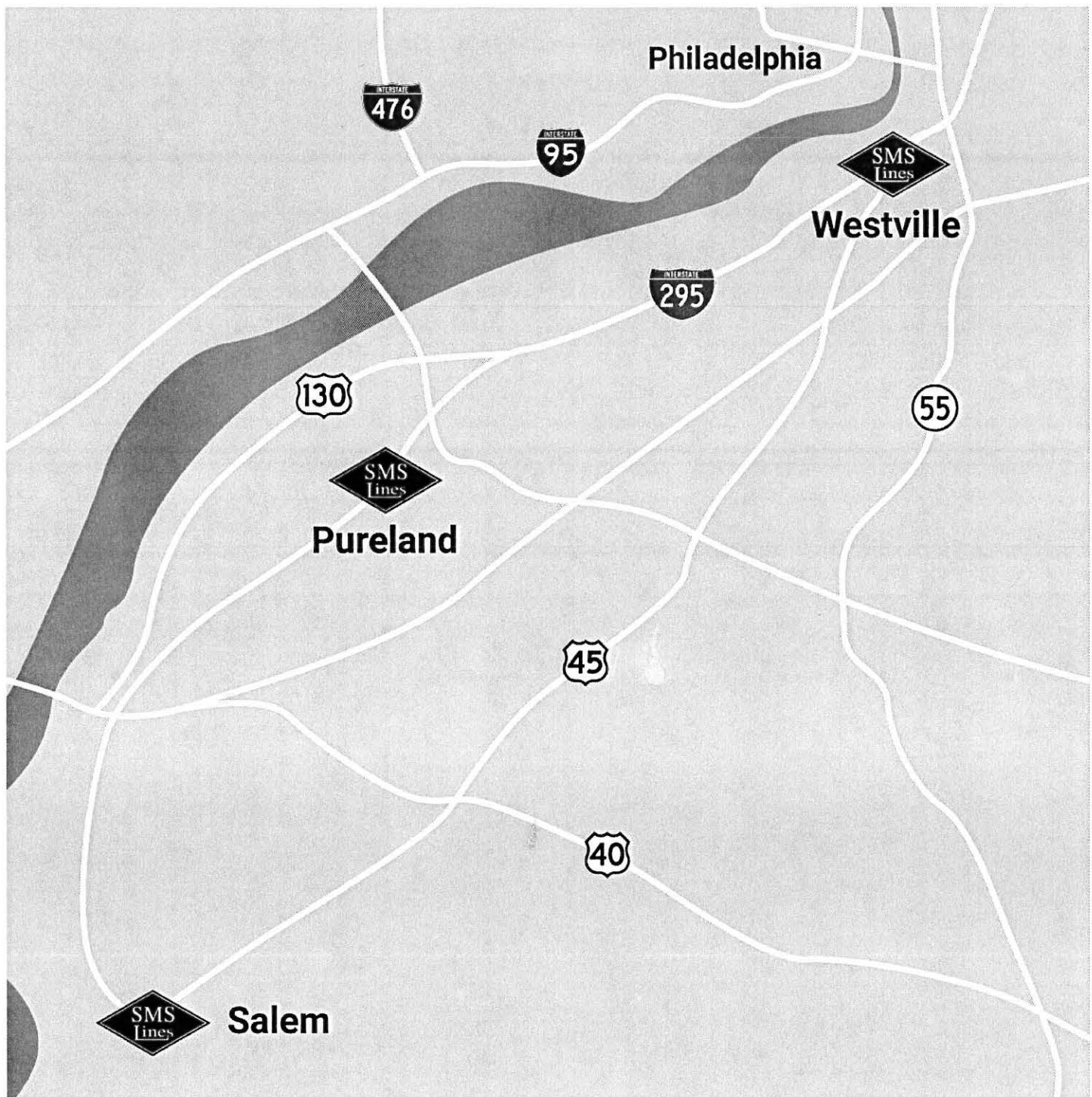
EXHIBIT U

ALL ABOARD! WOODSTOWN CENTRAL RAILROAD IS NOW OPEN — **BOOK NOW!**



LOCATIONS

New Jersey Locations



PURELAND BRANCH

Pureland Industrial Complex, Bridgeport, New Jersey

Class I connections: NS and CSX, by virtue of CONRAIL Shared Assets

SMS' corporate headquarters and locomotive and car shop facilities are located in the heart of this 3,000-acre, planned industrial complex serving the Mid-Atlantic Region, through which SMS owns and operates 15 miles of track. This is also the location of our main transload facilities and the ISO/container depot. Certified truck scales and concrete loading dock are available for use at this location. Rail-served warehouse space is available within the Pureland

complex. Industry can reach forty percent of the United States population in a one day's drive from this location via Interstates 295 and 95, and the New Jersey and Pennsylvania Turnpikes, and Penn Terminal (Eddystone, PA) and the ports of Philadelphia, Wilmington and New York are very conveniently accessed to make the global connection.

WESTVILLE BRANCH

Westville, New Jersey

Class I connections: NS and CSX, by virtue of CONRAIL Shared Assets

Eagle Point Tank Farm, Westville, New Jersey

SMS provides industrial switching and railcar offloading services to Energy Transfer Partners at this location.

SALEM BRANCH

Swedesboro to Salem, NJ

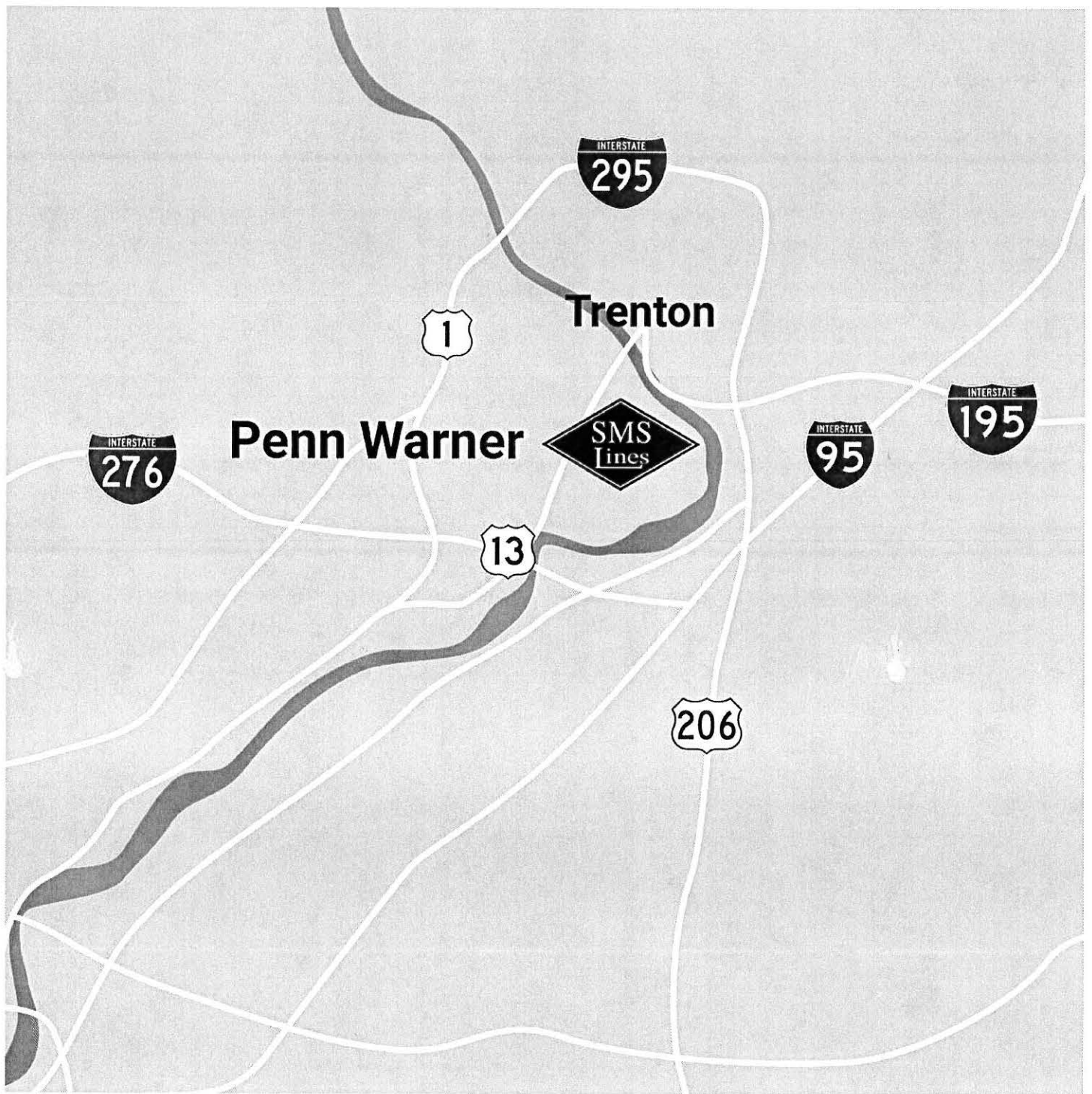
Class I connections: NS and CSX, by virtue of CONRAIL Shared Assets

Swedesboro to Salem, New Jersey

SMS operates 19 miles of rail lines from Swedesboro, New Jersey to the Port of Salem in Salem City, NJ. This is the home of our newest operation, the Woodstown Central Railroad. In addition to providing tourist excursion service through the beautiful countryside of Salem and Gloucester counties, SMS is actively marketing the line to freight and transloading customers, with the ultimate goal of reestablishing the Salem Branch as a reliable transportation connection. SMS also operates a large rail-served warehouse along the line.

Pennsylvania Locations





PENN WARNER BRANCH

Penn Warner Industrial Park, Morrisville, Pennsylvania

Class I connections: NS and CSX, by virtue of CONRAIL Shared Assets

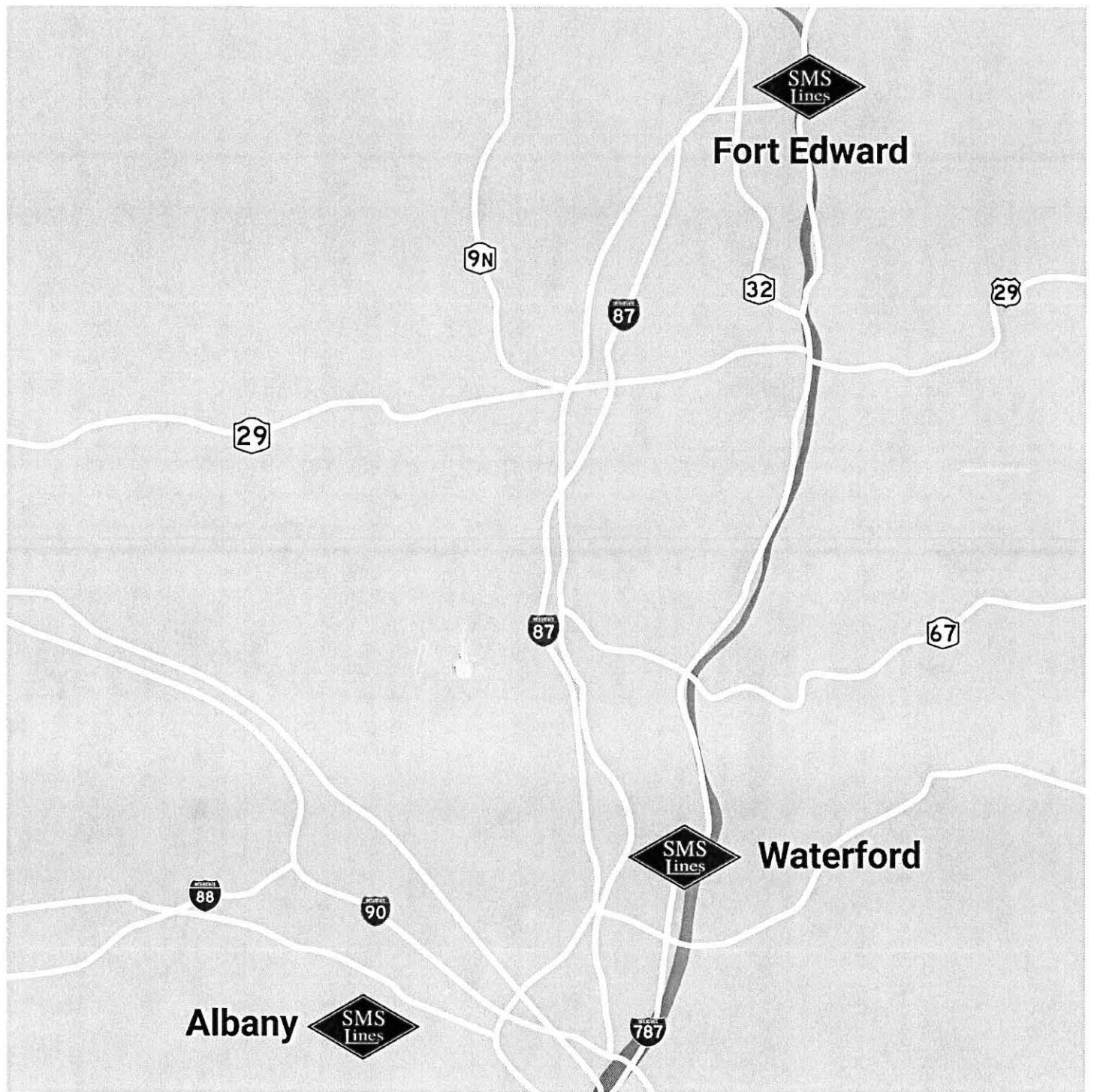
Penn Warner Industrial Park, Morrisville, Pennsylvania

Rail served transfer locations, as well as a roll-on-roll-off ramp, are available for industry looking to sell or buy products from the region while wanting the savings economics to make the deal. At this location the Kitchenman Terminal specializes in transloading, storage and distribution of both hazardous and non-hazardous materials for the chemical industry. This

location has 45,000 square feet of outdoor storage and 60,000 square feet of indoor warehouse space with multiple sidings and a truck scale. The industrial park has excellent highway access to reach all markets in the northeastern United States via the Pennsylvania and New Jersey Turnpikes, Interstate 95 and Route 1.

New York Locations





NORTHEAST INDUSTRIAL BRANCH

Northeast Industrial Park, Albany, New York

Class I connections: NS and CSX

Northeast Industrial Park, Guilderland Center (Albany), New York

In partnership with SMS Rail Lines, Distribution Unlimited provides warehousing and distribution services with over 10 million square feet of standard and food-grade, heated and non-heated indoor storage space and 600 acres of outdoor operational support. Cross-modal transloading services are available to handle ALL commodities. This park is one of the largest

facilities of its type in the Eastern United States, strategically located on the New York Thruway near Albany, NY providing easy access to the entire North-Atlantic Region and Canada.

WATERFORD BRANCH

Waterford, New York

Class I connection: Canadian Pacific

Momentive Performance Materials, Waterford, New York

SMS provides industrial switching services to Momentive Performance Materials at this location.

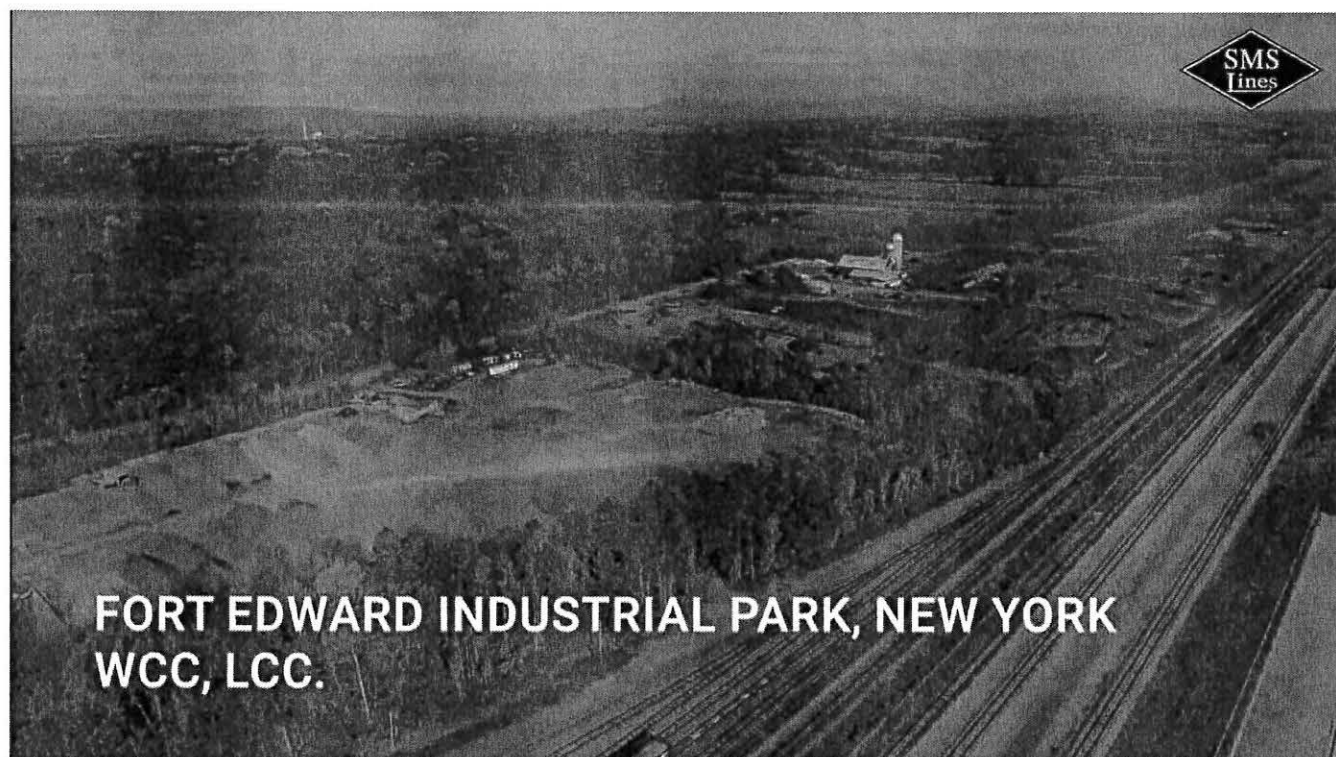
FORT EDWARD BRANCH

Industrial Park, Fort Edward, New York

Class I connection: Canadian Pacific

Ft. Edward Industrial Park, Glens Falls, New York

In partnership with D.A. Collins Company and the Warren-Washington Counties Industrial Developmental Agency, SMS provides an array of logistical solutions for industry looking at markets north to Canada and throughout the Northeast region. With access to the Route 87 Thruway and a direct connection to Canadian Pacific Railway, we can provide cost-effective solutions to industry. The Ft. Edward branch provides ample space for product transloading and railcar storage.



Contact Us

NAME *

FIRST

LAST

EMAIL *

SUBJECT *

TRANSLOADING AND ISO/CONTAINER DEPOT ▼

COMMENT OR MESSAGE

SUBMIT



"SMS's solid reputation has been built on the shoulders of each and every talented individual who works tirelessly every day to deliver the highest quality service to our customers." – Jim Pfeiffer, C.O.O.

Contact Us

Address: Corporate Office 513 Sharptown Road Logan Township, NJ 08085

Phone: 856-467-4800

Rail: kelder@smsrail.com



Transloading & Logistics: kelder@smsrail.com

Safety: bfediuk@smsrail.com

H.R.: aconnor@smsrail.com

HOME SERVICES TRANSLOADING & ISO/CONTAINER DEPOT RAIL INFRASTRUCTURE RAILCAR STORAGE
WAREHOUSE & TRUCK BROKERAGE EQUIPMENT LOCATIONS ABOUT CAREERS SAFETY
CONTACT WOODSTOWN CENTRAL RAILROAD

Copyright © 2025 SMS Rail Lines



EXHIBIT V

**TOWNSHIP OF LOGAN
OPEN PUBLIC RECORDS ACT REQUEST FORM**

125 Main Street, PO Box 314, Bridgeport, NJ 08014
Phone: (856) 467-3424 ext. 2 Fax: (856) 467-1081
linda@logan-twp.org
Linda Oswald, Municipal Clerk

254-2022

Important Notice

The last page of this form contains important information related to your rights concerning government records. Please read it carefully.

Requestor Information - Please Print

First Name Melissa MI Last Name Fackler
E-mail Address pilesgroveclerk@comcast.net
Mailing Address 1180 Route 40
City Piles Grove State NJ Zip 08078
Telephone 856-769-3222 ext 3 FAX
Preferred Delivery: Pick Up US Mail On-Site Inspect Fax E-mail X
If you are requesting records containing personal information, please circle one: Under penalty of N.J.S.A. 2C:28-3, I certify that I HAVE / HAVE NOT been convicted of any indictable offense under the laws of New Jersey, any other state, or the United States.
Signature Melissa Fackler Date 10/26/22

Payment Information

Maximum Authorization Cost \$
Select Payment Method
Cash Check Money Order
Fees: Letter size pages - \$0.05 per page
Legal size pages - \$0.07 per page
Other materials (CD, DVD, etc.) - actual cost of material
Delivery: Delivery / postage fees additional depending upon delivery type.
Extras: Special service charge dependant upon request.

Record Request Information: Please be as specific as possible in describing the records being requested. Also, please note that your preferred method of delivery will only be accommodated if the custodian has the technological means and the integrity of the records will not be jeopardized by such method of delivery.

Any Zoning Applications/Permit Submitted by SMS Rail Service for the blocks + Lots listed below.

Any Construction Jacket, Approvals, Plans submitted by SMS Rail Services for the blocks + Lots listed below.

If plans are too large + there is a cost we do not need them.

Any planning board applications Submitted by SMS Rail Services.

B: 2901 L: 16, B: 2902 L: 4, B: 2903 L: 12, B: 3104 L: 5, B: 3104 L: 5.01

AGENCY USE ONLY

Est. Document Cost
Est. Delivery Cost
Est. Extra Cost
Total Est. Cost
Deposit Amount
Estimated Balance

Deposit Date

AGENCY USE ONLY

Disposition Notes
Custodian: If any part of request cannot be delivered in seven business days, detail reasons here.

In Progress Open
Denied Closed
Filed Closed
Partial Closed

AGENCY USE ONLY

Tracking Information
Tracking # 254-2022
Rec'd Date 10-26-22
Ready Date 11-4-22
Total Pages 13
Records Provided

Final Cost
Total
Deposit
Balance Due
Balance Paid

Linda Oswald 10/26/2022
Custodian Signature Date

Property History Reports + Permits

Township of Logan

Linda L. Oswald, RMC, CMR
Municipal Clerk
RMC License # C-1293
CMR License # 1965
email: loswald@logan-twp.org



125 Main Street • P.O. Box 314
Bridgeport, New Jersey 08014
Phone: (856) 467-3424
Fax: (856) 467-1061

November 4, 2022

Melissa Fackler
Pilesgrove Municipal Clerk
1180 Route 40
Pilesgrove, NJ 08098
VIA: email: pilesgroveclerk@comcast.net

RE: OPRA #254-2022
SMS Rail Service
B/L:2901/16, 2902/4, 2903/12, 3104/5, 3104/5.01

Dear Ms. Fackler,

As the Official Records Custodian for Logan Township, I received your Open Public Records Act (OPRA) request on October 26, 2022. As such, the seven (7) business day deadline to respond to your request is November 4, 2022. This response to your request is being provided to you on the seventh (7th) day after the Township's Records Custodian's receipt of said request.

The following records are provided in their entirety and responsive to your request.

1. Property History Report and Permits for B:2901/L:16, 2 pages
2. Property History Report and Permits for B:2902/L:4, 10 pages
3. Property History Report and Permits for B:2903/L:12, 2 pages
4. Property History Report for B:3104/L:5, 1 page
5. Property History Report and Permits for B:3104/5.01, 2 pages

There are no zoning applications on file.

Copying fee not applicable with this request since documents provided by email per your request. These are all the documents on file pertaining to your OPRA Request.

If your request for access to a government record has been denied or unfilled within the (7) business days required by law, you have a right to challenge the decision by Logan Township to deny access. At your option, you may either institute a proceeding in the Superior Court of New Jersey or file a complaint with the Government Records Counsel (GRC) by completing the Denial of Access Complaint Form. You may contact the GRC by toll-free telephone at 866-850-0511, by mail at P.O. Box 819, Trenton, NJ 08625, by e-mail at grc@dca.state.nj.us, or at their web site at www.state.nj.us/grc.

Sincerely,

Linda L. Oswald, RMC, CMR
Municipal Clerk
Records Custodian

Property History

745 VETERANS DR

Block/Lot **2901/16**
Owner **SMS RAIL SERVICE INC**
PO BOX 711
BRIDGEPORT, NJ

08014

Log of Actions, Letters and Contacts

<u>Date</u>	<u>Type</u>	<u>Name</u>	<u>Summary</u>
(None on File)			

Construction Permits

<u>Permit No.</u>	<u>Date</u>	<u>Description (May be Shortened)</u>	<u>Subcodes</u>	<u>Cert Date</u>	<u>Est Value</u>
202200328	8/26/22	INSTALL 100 AMP SERVICE & 225 AMP SUB PANEL	ELE	8/29/22	3500

Planning/Zoning Applications

<u>Applic No.</u>	<u>Type</u>	<u>Venue</u>	<u>Applic</u>	<u>Approved</u>	<u>Project</u>	<u>Applicant</u>
(None on File)						

Construction Permit Inspections

<u>Date</u>	<u>Permit No.</u>	<u>Type</u>	<u>Subcode</u>	<u>P/F</u>	<u>By</u>	<u>Result(May be Shortened)</u>
8/24/22	#####	FIN	ELEC	F	BS	
8/29/22	#####	FIN	ELEC	P	BS	

Code Enforcement & Zoning Inspections

<u>Insp#</u>	<u>Date</u>	<u>P/F</u>	<u>Type</u>	<u>Regist#</u>	<u>Unit</u>	<u>Inspctr</u>	<u>Zone</u>	<u>Z-Type</u>	<u>Board Action</u>	<u>Apprvl Type/Date</u>	<u>Comment (May be Shortened)</u>
..... If Zoning-Related											
(None on File)											

Tickets Issued

<u>Ticket No.</u>	<u>Date</u>	<u>Inspector</u>	<u>Violation</u>	<u>Hearing</u>	<u>Disposition</u>	<u>Fine w Costs</u>
(None on File)						

Photos

(None on File)

LOGAN TOWNSHIP

P.O. BOX 314
BRIDGEPORT, NJ 08014
(856)467-3424 FAX (856)467-9260

11/02/22

CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

1. IDENTIFICATION

1. Proposed Work Site at: 745 Vearns Drive

2. Name of Owner in Fee: Sms Rail Services

Tel. (856) 467-4800 e-mail JEFF@SMSRAIL.COM

Address PO Box 711 Budgeport NJ 08014

street municipality zip code

3. Ownership in Fee: Public Private

4. Principal Contractor: JSMackey Elec. Tel. (609) 685-4219

Address 391 Tomlinson Mill e-mail JSMackey_Electr

Macton NJ 08053 @Gmail.com

License No. OR, if new home, Builder Reg. No. #10842 Exp. Date 6/23

Home Improvement Contractor Registration No. or Exemption Reason (if applicable):

Federal Emp. ID No. 83-1971 FAX: (856) 482-1639

5. Architect or Engineer ICA Contact

Address e-mail

Tel. () FAX: ()

6. Responsible Person in Charge once Work has Begun MATTHEW Mackey

Tel. (609) 685-4219 FAX: (856) 482-1639

V. FEE SUMMARY (for office use only)		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal			
7. Less 20% for State Plan Review	\$		
8. Subtotal	\$		
9. State Permit Surcharge Fee			
10. Subtotal	\$		
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS		(office use only)
1. Number of Stories _____		_____
2. Height of Structure _____ ft.		_____
3. Area — Largest Floor _____ sq. ft.		_____
4. New Building Area _____ sq. ft.		_____
5. Volume of New Structure _____ cu. ft.		_____
6. Max. Live Load _____		_____
7. Max. Occupancy Load _____		_____
8. If Industrialized Building: State Approved _____ HUD _____		_____
9. Total Land Area Disturbed _____ sq. ft.		_____
10. Flood Hazard Zone _____		_____
11. Base Flood Elevation _____ ft.		_____
12. Wetlands yes _____ no _____		_____

IIa. PROPOSED WORK ☐ Minor Work ☐ New Building ☐ Addition ☐ Demolition ☐ Repair ☐ Alteration ☐ Renovation ☐ Reconstruction ☐ Asbestos Abat. -Subch. 8 ☐ Lead Hazard Abatement ☐ Radon Remediation ☐ Annual Permit									
FOR OFFICE USE ONLY (Optional)									
IIb. SUBCODES <i>(Check all that apply)</i>	Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer
☐ Building									
☒ Electrical					8-24-22				
☐ Plumbing									
☐ Fire Protection									
☐ Elevator									
TOTAL COST									

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (*primary use*)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

4. No. of dwelling units: Total Units Income-restricted

Gained, Sale	_____	_____
Gained, Rental	_____	_____
Lost, Sale	_____	_____
Lost, Rental	_____	_____

B. NON-RESIDENTIAL (*primary use*)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____

Proposed _____

III. PLAN REVIEW (optional)		IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?				Proposed _____	
DO YOU WANT: 1. ☐ Partial Releases		1. ☐ Elevators/Escalators/Lifts/ Dumbwaiters/Moving Walks				4. ☐ Refrigeration Systems 5. ☐ Cross-Connections/Backflow Preventers	
						8. ☐ Smoke Control Systems in Open Wells 9. ☐ Underground Storage Tanks	
						12. ☐ Fire Alarm	

Property History

513 SHARPTOWN RD

Block/Lot **2902/4**
Owner **SMS RAIL SERVICE INC**
PO BOX 711
BRIDGEPORT, NJ

08014

Log of Actions, Letters and Contacts

Date Type Name Summary

(None on File)

Construction Permits

<u>Permit No.</u>	<u>Date</u>	<u>Description (May be Shortened)</u>	<u>Subcodes</u>	<u>Cert Date</u>	<u>Est Value</u>
9100101	6/04/91	STORAGE FAC DAY PRODUCTS	BLD ELE	4/29/92	275759
9400307	11/30/94	ELEC FOR TEMP OFFICE TRAILER	ELE	11/20/94	200
2002017	1/17/02	ELEC ALTS	ELE	2/25/02	3000
2002017 U	2/22/02	ELEC ALTS	ELE	2/25/02	3000
2005099	3/30/05	60 AMP SERVICE	ELE	8/03/05	750
2007233	7/10/07	2 sewer lines	PLU		20000
2007233 A	7/23/07	additional sewer line	PLU		1800
201100216	7/19/11	new storage building	BLD	12/29/11	600000
201100216 A	7/28/11	SPRINKLER SYSTEM new storage building	FIR	6/21/12	44000
201100216 B	10/25/11	ELECTRIC SERVICE FOR NEW BUILDING	ELE	11/08/11	129000
201100216 C	12/08/11	Balance of permits for New Facility	BLD ELE FIR PLU	6/21/12	170800
201100216 D	3/20/12	installation of warning devices	ELE FIR	6/21/12	3700
201100216 E	5/02/12	installation of FACP	ELE FIR	6/21/12	2500
202100002	1/19/21	NEW NATURAL GAS SUPPLY PIPING TO EXISTING PROCESS STEAM I	PLU		2500

Planning/Zoning Applications

<u>Applic No.</u>	<u>Type</u>	<u>Venue</u>	<u>Applic</u>	<u>Approved</u>	<u>Project</u>	<u>Applicant</u>
(None on File)						

Construction Permit Inspections

<u>Date</u>	<u>Permit No.</u>	<u>Type</u>	<u>Subcode</u>	<u>P/F</u>	<u>By</u>	<u>Result(May be Shortened)</u>
/ /	#####	A	HYDR FIRE	-	PDA	
4/04/05	2005099	SERV ELEC	F	CRB		
4/06/05	2005099	SERV ELEC	P	CRB		
8/03/05	2005099	FIN ELEC	P	CRB		

LOGAN TOWNSHIP

P.O. BOX 314
BRIDGEPORT, NJ 08014
(856)467-3424 FAX (856)467-9260

11/03/22

Property History

513 SHARPTOWN RD

Block/Lot **2902/4**
 Owner **SMS RAIL SERVICE INC**
PO BOX 711
BRIDGEPORT, NJ

08014

7/16/07	2007233	SC PLUM	P DC	
7/25/11	#####	FRAM BLDG	P CRB	
7/27/11	#####	FOOT BLDG	N CRB	
7/28/11	#####	PROG BLDG	P CRB	
8/01/11	#####	FOOT BLDG	P CRB	
8/04/11	#####	PROG BLDG	P CRB	
10/27/11	#####	SLAB BLDG	P FS	
11/02/11	#####	FORM BLDG	P CRB	
11/08/11	##### B	SERV ELEC	P CRB	
11/09/11	#####	SLAB BLDG	N CRB	
11/10/11	#####	SLAB BLDG	P CRB	
12/05/11	#####	PROG BLDG	P CRB	
12/08/11	#####	SLAB BLDG	P CRB	
12/13/11	#####	SLAB BLDG	P CRB	
12/19/11	#####	SLAB BLDG	P CRB	
12/27/11	##### C	SLAB BLDG	P CRB	
12/28/11	#####	FRAM BLDG	P FS	
12/29/11	#####	FOUN BLDG	P FS	
1/18/12	#####	FRAM BLDG	P CRB	office framing
1/18/12	##### C	ROUG ELEC	P PDA	office rough only
1/18/12	##### C	ROUG PLUM	P BC	part of rough/front baths
1/30/12	##### C	FRAM BLDG	P CRB	
1/30/12	##### C	ROUG ELEC	P CRB	
1/30/12	##### C	ROUG PLUM	F BC	shower not ready
2/01/12	##### C	ROUG PLUM	P BC	
2/02/12	2007233	FIN PLUM	F BC	
2/22/12	##### C	GASP PLUM	P BC	
2/22/12	##### C	FIN PLUM	P BC	

LOGAN TOWNSHIP

P.O. BOX 314
 BRIDGEPORT, NJ 08014
 (856)467-3424 FAX (856)467-9260

11/02/22

Property History

513 SHARPTOWN RD

Block/Lot **2902/4**
 Owner **SMS RAIL SERVICE INC**
PO BOX 711
BRIDGEPORT, NJ

08014

2/22/12	#####	C	GASP	PLUM	P	BC
3/08/12	#####	C	CEIL	BLDG	P	CRB
3/08/12	#####	C	ABCE	ELEC	P	CRB
3/08/12	#####	A	CEIL	FIRE	P	PDA
5/16/12	#####	C	FIN	PLUM	F	BC
6/21/12	#####	E	FIN	ELEC	P	CRB
6/21/12	#####	E	FIN	FIRE	P	PDA
6/21/12	#####	D	FIN	ELEC	P	CRB
6/21/12	#####	D	FIN	FIRE	P	PDA
6/21/12	#####	C	FIN	BLDG	P	CRB
6/21/12	#####	C	FIN	ELEC	P	CRB
6/21/12	#####	C	FIN	FIRE	P	PDA
6/21/12	#####	A	FIN	FIRE	P	PDA
2/04/21	#####		GP	PLUM	P	PZ

Code Enforcement & Zoning Inspections

<u>Insp#</u>	<u>Date</u>	<u>P/F</u>	<u>Type</u>	<u>Regist#</u>	<u>Unit</u>	<u>Inspctr</u>	<u>Zone</u>	<u>Z-Type</u>	<u>Board Action</u>	<u>Apprvl Type/Date</u>	<u>Comment (May be Shortened)</u>
2320	7/15/08	P	PER	0		BLM		BULK		P	
2466	3/05/09	P	PER	0		BLM		USE		P	

Tickets Issued

<u>Ticket No.</u>	<u>Date</u>	<u>Inspector</u>	<u>Violation</u>	<u>Hearing</u>	<u>Disposition</u>	<u>Fine w Costs</u>
(None on File)						

Photos

(None on File)

LOGAN TOWNSHIP

P.O. BOX 314
 BRIDGEPORT, NJ 08014
 (856)467-3424 FAX (856)467-9260

11/02/22

BLOCK 2902 LOT 4 ADDRESS (SITE) 540 PEPPER TOWN RD PERMIT NO. 2002017



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI and VII

1. IDENTIFICATION

1. Proposed Work-site at: 540 PERRICKTOWN RD BRIDGEPORT NJ 08014
2. Name of Owner in Fee: SMS RAIL LINES Tel. (886) 467-41800
Address PO Box 711 Bridgeport NJ 08014
street municipality zip code
3. Ownership in Fee: Public _____ Private ☒
4. Principal Contractor: RS ELECTRICAL CONTR. INC. Tel. (856) 697-3310
Address PO Box 607 Buena NJ 08310
License No. OR, if new home, Builder Reg. No. 7432 Exp. Date _____
Federal Emp. No. 221836943 Social Security No. _____
5. Architect or Engineer _____ Tel. (____) _____
Address _____
6. Responsible Person in Charge of Work KEITH LAURENCE Tel. (609) 685-6921

II. PROPOSED WORK

1. ☐ Minor work
(single trade)
 2. ☐ Small Job (\$5,000
and no prior approvals)
 3. ☐ New Building
 4. ☐ Addition
 5. ☐ Alteration
 6. ☐ Fire Protection
 7. ☐ Plumbing
 8. ☒ Electrical
 9. ☐ Elevator Devices
 10. ☐ Asbestos Abatement
 11. ☐ Demolition
- TOTAL COSTS**

Est. Cost

3,550

OPTIONAL (for office use only)

Plans Rec'd By	Date Rec'd	Rejection Date	Approval Date	Re- viewer	Resubmission Dates		Re- viewer
					Approval	Rejection	
			1-16-02	PLB			

III. DO YOU WANT: (optional) 1 ☐ Partial Releases 2. ☐ Prototype Processing

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts/
Dumbwaiters/Moving Walks
2. ☐ High Pressure Boilers
3. ☐ Pressure Vessels
4. ☐ Refrigeration Systems
5. ☐ Cross-Connections/Backflow
Preventers
6. ☐ Hazardous Uses/Places of Assembly
7. ☐ Sprinklers
8. ☐ Smoke Control Systems in Open Wells
9. ☐ Underground Storage Tanks

V. FEE SUMMARY (for office use only)

		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal	\$		
7. Less 20% for State Plan Review			
8. Subtotal	\$		
9. DCA Training Fee			
10. Subtotal	\$		
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS

1. Number of Stories _____
2. Height of Structure _____ ft.
3. Area—Largest Floor _____ sq. ft.
4. New Building Area _____ sq. ft.
5. Volume of New Structure _____ cu. ft.
6. Construction Classification _____
7. Total Land Area Disturbed _____ sq. ft.
8. Flood Hazard Zone _____
9. Base Flood Elevation _____ ft.
10. Wetlands yes _____ sq. ft.
 no _____
11. Max. Live Load _____
12. Max. Occupancy Load _____

(office use only)

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL

1. ☐ Hotels (R-1)
2. ☐ Multi-Family (R-2)
3. ☐ Two-Family (R-3) BOCA
4. ☐ Two-Family (R-4) CABO
5. ☐ One-Family (R-3) BOCA
6. ☐ One-Family (R-4) CABO

No of dwelling units:

Before Construction _____
After Construction _____
Net gain or loss _____

B. NON-RESIDENTIAL

1. State Specific Use:
2. Use Group:
3. Change in Use Group, Indicate Former:

BLOCK 2908 LOT 4 QUALIFICATION CODE _____ ADDRESS (SITE) 540 PEDRICKTOWN RD. PERMIT NO. 2002104



CONSTRUCTION PERMIT APPLICATION

Application Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 540 Pedricktown Rd.
 2. Name of Owner in Fee: SPS Rail Lines Tel. (856) 462-4800
 Address P.O. Box 711 Bridgeport N.J. 08014
street municipality zip code
 3. Ownership in Fee: Public ☐ Private ☒
 4. Principal Contractor: R.S. Frataraci Const. Inc. Tel. (856) 697-3310
 Address 948 Rt. 40 Buena N.J. 08310
 License No. OR, if new home, Builder Reg. No. 7438 Exp. Date 03-30-03
 Federal Employee No. 22-1836943 FAX: (856) 697-0013
 5. Architect or Engineer _____ Tel. (_____) _____
 Address _____
 6. Responsible Person in Charge of Work Glenn Fenton
 Tel. (856) 697-3310 FAX (856) 697-0013

V. FEE SUMMARY (for office use only)

		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal	\$		
7. Less 20% for State Plan Review			
8. Subtotal	\$		
9. DCA Training Fee			
10. Subtotal			
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS

	(office use only)
1. Number of Stories	
2. Height of Structure	ft.
3. Area — Largest Floor	sq. ft.
4. New Building Area	sq. ft.
5. Volume of New Structure	cu. ft.
6. Construction Classification	
7. Total Land Area Disturbed	sq. ft.
8. Flood Hazard Zone	
9. Base Flood Elevation	ft.
10. Wetlands	yes _____ no _____
11. Max. Live Load	
12. Max. Occupancy Load	

II. PROPOSED WORK

- ☐ Minor Work
- ☐ New Building
- ☐ Addition
- ☐ Alteration
- ☐ Fire Protection
- ☐ Plumbing
- ☒ Electrical
- ☐ Elevator Devices
- ☐ Asbestos Abat. Subch. 8
- ☐ Lead Hazard Abatement
- ☐ Demolition

Est. Cost

2500.00

OPTIONAL (for office use only)

Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer

TOTAL COSTS

2,500.00

III. DO YOU WANT: (optional)

- ☐ Partial Releases
- ☐ Prototype Processing

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

- ☐ Elevators/Escalators/Lifts/Dumbwaiters/Moving Walks
- ☐ High Pressure Boilers
- ☐ Pressure Vessels
- ☐ Refrigeration Systems
- ☐ Cross-Connections/Backflow Preventers
- ☐ Hazardous Uses/Places of Assembly
- ☐ Sprinklers
- ☐ Smoke Control Systems in Open Wells
- ☐ Underground Storage Tanks

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL

- ☐ Hotels (R-1)
- ☐ Multi-Family (R-2)
- ☐ Two-Family (R-3) BOCA
- ☐ Two-Family (R-4) CABO
- ☐ One-Family (R-3) BOCA
- ☐ One-Family (R-4) CABO

No. of dwelling units:

Before Construction _____
 After Construction _____
 Net Gain or Loss _____

B. NON-RESIDENTIAL

1. State Specific Use:

2. Use Group:

3. Change in Use Group, Indicate Former:

03/30/05

BLOCK 2908 LOT 4 QUALIFICATION CODE _____ADDRESS (SITE) 540 Pedricktown Rd.PERMIT NO. 2005099

CONSTRUCTION PERMIT APPLICATION

Application Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 540 Pedricktown Road - Bridgeport, NJ 08014
2. Name of Owner in Fee: SMS Rail Lines Tel. (856) 467-4800
Address P.O. Box 711 - Bridgeport, NJ 08014-0711
street municipality zip code
3. Ownership in Fee: Public _____ Private X
4. Principal Contractor: Jack Plale Electrical Contr. Tel. (856) 299-6497
Address 344 North Virginia Avenue - Carneys Point, NJ 08069
License No. OR, if new home, Builder Reg. No. 6520 Exp. Date 3/06
Federal Employee No. 22-2353286 FAX: (856) 299-3576
5. Architect or Engineer _____ Tel. (_____) _____
Address _____
6. Responsible Person in Charge of Work Jack G. Plale
Tel. (856) 299-6497 FAX (856) 299-3576

V. FEE SUMMARY (for office use only)

		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal	\$		
7. Less 20% for State Plan Review			
8. Subtotal	\$		
9. DCA Training Fee			
10. Subtotal			
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS

1. Number of Stories _____
2. Height of Structure _____ ft.
3. Area — Largest Floor _____ sq. ft.
4. New Building Area _____ sq. ft.
5. Volume of New Structure _____ cu. ft.
6. Construction Classification _____
7. Total Land Area Disturbed _____ sq. ft.
8. Flood Hazard Zone _____
9. Base Flood Elevation _____ ft.
10. Wetlands yes _____
no _____
11. Max. Live Load _____
12. Max. Occupancy Load _____

(office use only)

II. PROPOSED WORK	Est. Cost	OPTIONAL (for office use only)							
		Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates		Re-viewer
							Approval	Rejection	
1. ☐ Minor Work									
2. ☐ New Building									
3. ☐ Addition									
4. ☐ Alteration									
5. ☐ Fire Protection									
6. ☐ Plumbing									
7. ☐ Electrical									
8. ☐ Elevator Devices									
9. ☐ Asbestos Abat. Subch. 8									
10. ☐ Lead Hazard Abatement									
11. ☐ Demolition									
TOTAL COSTS									

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts/
Dumbwaiters/Moving Walks
2. ☐ High Pressure Boilers
3. ☐ Pressure Vessels
5. ☐ Cross-Connections/Backflow Preventers
6. ☐ Hazardous Uses/Places of Assembly
7. ☐ Sprinklers
8. ☐ Smoke Control Systems in Open Wells

VII. DESCRIPTION OF BUILDING USE**A. RESIDENTIAL**

1. ☐ Hotels (R-1)
2. ☐ Multi-Family (R-2)
3. ☐ Two-Family (R-3) BOCA
4. ☐ Two-Family (R-4) CABO
5. ☐ One-Family (R-3) BOCA
6. ☐ One-Family (R-4) CABO

No. of dwelling units:

Before Construction _____

After Construction _____

Net Gain or Loss _____

B. NON-RESIDENTIAL

1. State Specific Use:

2. Use Group:

3. Change in Use Group, Indicate Former:

III. DO YOU WANT: (optional)

1. ☐ Partial Releases

BLOCK 2902 LOT 4 QUALIFICATION CODE _____ ADDRESS (SITE) _____ PERMIT NO. 200723



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 513 Sharp Road 540 P.O. Box

2. Name of Owner in Fee: S.M.S. RAIL Lines

Tel. (856) 467-8954 e-mail _____

Address 513 Sharp Road Logan Township street municipality zip code

3. Ownership in Fee: Public _____ Private _____

4. Principal Contractor: Gary Thomas P/B Tel. (856) 627-1014

Address P.O. Box 224 Stratford NJ e-mail GARY25T@AOL.COM

License No. OR, if new home, Builder Reg. No. 06947 Exp. Date 06-09

Home Improvement Contractor Registration No. or Exemption Reason (if applicable): _____

Federal Emp. ID No. 223557884 FAX: (856) 627-1014

5. Architect or Engineer _____ Contact _____

Address _____ e-mail _____

Tel. (_____) _____ FAX: (_____) _____

6. Responsible Person in Charge once Work has Begun Gary Thomas

Tel. (856) 627-1014 FAX: (856) 627-7070

V. FEE SUMMARY (for office use only)		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal			
7. Less 20% for State Plan Review	\$		
8. Subtotal	\$		
9. State Permit Surcharge Fee			
10. Subtotal	\$		
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS

1. Number of Stories _____ (office use or)

2. Height of Structure _____ ft.

3. Area — Largest Floor _____ sq. ft.

4. New Building Area _____ sq. ft.

5. Volume of New Structure _____ cu. ft.

6. Construction Classification _____

7. Total Land Area Disturbed _____ sq. ft.

8. Flood Hazard Zone _____

9. Base Flood Elevation _____ ft.

10. Wetlands yes _____ no _____

11. Max. Live Load _____

12. Max. Occupancy Load _____

IIa. PROPOSED WORK

☐ Minor Work ☐ New Building ☐ Addition ☐ Demolition

☐ Repair ☐ Alteration ☐ Renovation ☐ Reconstruction

☐ Asbestos Abat. -Subch. 8 ☐ Lead Hazard Abatement ☐ Radon Remediation ☐ Annual Permit

IIb. SUBCODES
(Check all that apply)

	Est. Cost	FOR OFFICE USE ONLY (Optional)							
		Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer
☐ Building									
☐ Electrical									
☒ Plumbing									
☐ Fire Protection									
☐ Elevator									
TOTAL COSTS									

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group: _____

3. Change in Use Group, Indicate Former: _____

4. No. of dwelling units: All Units restric

Before Construction _____

After Construction _____

Net Gain or Loss _____

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group: _____

3. Change in Use Group, Indicate Former: _____

C. MIXED USE -List secondary use(s): _____

III. PLAN REVIEW (optional)

DO YOU WANT:

1. ☐ Partial Releases

2. ☐ Prototype Processing

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts/
Dumbwaiters/Moving Walks

2. ☐ High Pressure Boilers

3. ☐ Pressure Vessels

4. ☐ Refrigeration Systems

5. ☐ Cross-Connections/Backflow Preventers

6. ☐ Hazardous Uses/Places of Assembly

7. ☐ Sprinklers

8. ☐ Smoke Control Systems in Open Wells

9. ☐ Underground Storage Tanks

10. ☐ Swimming Pools, Spas and Hot Tubs

BLOCK 2902 LOT 4 QUALIFICATION CODE _____ ADDRESS (SITE) 513 Sharpton Rd SMS BR PERMIT NO. 201100216



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 513 Sharpton Rd (SMS BR)

2. Name of Owner in Fee: SMS Bail Service Inc.
Tel. (856) 467-4800 e-mail _____
Address PO Box 711 Bridgeport NJ 08014 zip code _____

3. Ownership in Fee: Public _____ Private ☒ Municipality _____

4. Principal Contractor: C.S. Builders LLC Tel. (856) 294-9288
Address 545 Beckett Rd Suite 204 Swedesboro, N.J. 08085 e-mail _____

License No. OR, if new home, Builder Reg. No. _____ Exp. Date _____

Home Improvement Contractor Registration No. or Exemption Reason (if applicable): _____

Federal Emp. ID No. 208350914 FAX: (856) 467-5552

5. Architect or Engineer Harry Bopp Contact Harry Bopp
Address 35 Spruce St - Newford NJ 08055 e-mail _____
Tel. (856) 596-9265 FAX: (____) _____

6. Responsible Person in Charge once Work has Begun Michael Grippo
Tel. (609) 820-4178 FAX: (856) 467-5552

V. FEE SUMMARY (for office use only)

	Update	Update
1. Building	\$	
2. Electrical		
3. Plumbing		
4. Fire Protection		
5. Elevator Devices		
6. Subtotal		
7. Less 20% for State Plan Review	\$	
8. Subtotal	\$	
9. State Permit Surcharge Fee		
10. Subtotal	\$	
11. Cert. of Occupancy		
12. Other		
13. TOTAL	\$	

VI. BUILDING/SITE CHARACTERISTICS

	(office use only)
1. Number of Stories	
2. Height of Structure	ft.
3. Area — Largest Floor	sq. ft.
4. New Building Area	sq. ft.
5. Volume of New Structure	cu. ft.
6. Max. Live Load	
7. Max. Occupancy Load	
8. If Industrialized Building: State Approved _____ HUD _____	
9. Total Land Area Disturbed	sq. ft.
10. Flood Hazard Zone	
11. Base Flood Elevation	ft.
12. Wetlands yes _____ no _____	

IIa. PROPOSED WORK

- | | | | |
|---|--|--|---|
| ☐ Minor Work | ☐ New Building | ☐ Addition | ☐ Demolition |
| ☐ Repair | ☐ Alteration | ☐ Renovation | ☐ Reconstruction |
| ☐ Asbestos Abat. -Subch. 8 | ☐ Lead Hazard Abatement | ☐ Radon Remediation | ☐ Annual Permit |

IIb. SUBCODES

(Check all that apply)

- ☐ Building
- ☐ Electrical
- ☐ Plumbing
- ☐ Fire Protection
- ☐ Elevator

FOR OFFICE USE ONLY (Optional)

Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer
<u>130,000</u>				<u>11-10-11</u>	<u>CRB</u>			
<u>38,000</u>				<u>11-10-11</u>	<u>CRB</u>			
<u>19,000</u>				<u>11-7-11</u>	<u>B/C</u>			
<u>118,000</u>				<u>11-3-11</u>	<u>pdc</u>			

TOTAL COST

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____
2. Use Group, Proposed: _____
3. Change in Use Group, Indicate Present: _____
4. No. of dwelling units: Total Units Income-restrict
- | | |
|----------------|--|
| Gained, Sale | |
| Gained, Rental | |
| Lost, Sale | |
| Lost, Rental | |

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____
2. Use Group, Proposed: _____
3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____

Proposed _____

III. PLAN REVIEW (optional)

DO YOU WANT:

1. ☐ Partial Releases

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

- | | | |
|---|---|---|
| 1. ☐ Elevators/Escalators/Lifts/
Dumbwaiters/Moving Walks | 4. ☐ Refrigeration Systems | 8. ☐ Smoke Control Systems in Open Wells |
| | 5. ☐ Cross-Connections/Backflow Preventers | 9. ☐ Underground Storage Tanks |



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 513 SHARPTOWN ROAD LOGAN TWP NJ 08085

2. Name of Owner in Fee: SMS RAIL LINES, INC.
Tel. (856) 467-4800 e-mail KELDER@SMSRAIL.COM
Address 513 SHARPTOWN RD. LOGAN TWP, NJ 08085
street municipality zip code

3. Ownership in Fee: Public _____ Private X

4. Principal Contractor: EDWARD KURTH & SONS, INC. Tel. (856) 227-5252
Address 220 BLACKWOOD BARNSBORO RD SEWELL NJ 08080 e-mail ALK@EDKURTHSONS.COM

License No. OR, if new home, Builder Reg. No. 10,868 Exp. Date 6/30/21
Home Improvement Contractor Registration No. or Exemption Reason (if applicable): PLUMBER
Federal Emp. ID No. 22 2205717 FAX: (856) 227-9394

5. Architect or Engineer ANDREW L. KURTH Contact ANDY KURTH
Address 220 BLACKWOOD BARNSBORO RD e-mail ALK@EDKURTHSONS.COM
Tel. (609) 685-8745 SEWELL NJ FAX: (856) 227-9394

6. Responsible Person in Charge once Work has Begun ANDREW L. KURTH
Tel. (609) 685-8745 FAX: (856) 227-9394

V. FEE SUMMARY (for office use only)

		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing	<u>50</u>		
4. Fire Protection			
5. Elevator Devices			
6. Subtotal			
7. Less 20% for State Plan Review	\$		
8. Subtotal	\$		
9. State Permit Surcharge Fee			
10. Subtotal	\$		
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS

	(office use only)
1. Number of Stories	
2. Height of Structure	ft.
3. Area — Largest Floor	sq. ft.
4. New Building Area	sq. ft.
5. Volume of New Structure	cu. ft.
6. Max. Live Load	
7. Max. Occupancy Load	
8. If Industrialized Building: State Approved _____ HUD _____	
9. Total Land Area Disturbed	sq. ft.
10. Flood Hazard Zone	
11. Base Flood Elevation	ft.
12. Wetlands yes _____ no _____	

IIa. PROPOSED WORK

- | | | | |
|---|--|--|---|
| ☐ Minor Work | ☐ New Building | ☐ Addition | ☐ Demolition |
| ☐ Repair | ☐ Alteration | ☐ Renovation | ☐ Reconstruction |
| ☐ Asbestos Abat. -Subch. 8 | ☐ Lead Hazard Abatement | ☐ Radon Remediation | ☐ Annual Permit |

IIb. SUBCODES

(Check all that apply)

- ☐ Building
- ☐ Electrical
- ☐ Plumbing
- ☐ Fire Protection
- ☐ Elevator

FOR OFFICE USE ONLY (Optional)

Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer

TOTAL COST

III. PLAN REVIEW (optional)

- DO YOU WANT:
1. ☐ Partial Releases
2. ☐ Prototype Processing

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

- | | | | |
|--|---|---|---|
| 1. ☐ Elevators/Escalators/Lifts/ Dumbwaiters/Moving Walks | 4. ☐ Refrigeration Systems | 8. ☐ Smoke Control Systems in Open Wells | 12. ☐ Fire Alarm |
| 2. ☐ High Pressure Boilers | 5. ☐ Cross-Connections/Backflow Preventers | 9. ☐ Underground Storage Tanks | |
| 3. ☐ Pressure Vessels | 6. ☐ Hazardous Uses/Places of Assembly | 10. ☐ Swimming Pools, Spas and Hot Tubs | |
| | 7. ☐ Sprinklers/Standpipes | 11. ☐ LPGas Tanks | |

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____
2. Use Group, Proposed: _____
3. Change in Use Group, Indicate Present: _____
4. No. of dwelling units: Total Units Income-restrict
- | | |
|----------------|-------|
| Gained, Sale | _____ |
| Gained, Rental | _____ |
| Lost, Sale | _____ |
| Lost, Rental | _____ |

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____
2. Use Group, Proposed: _____
3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____

Proposed _____

Property History

3 OSPREY CT

Block/Lot **2903/12**
Owner **SMS RAIL SERVICE INC**
513 SHARPTOWN RD
LOGAN, NJ

08085

Log of Actions, Letters and Contacts

Date Type Name Summary

(None on File)

Construction Permits

<u>Permit No.</u>	<u>Date</u>	<u>Description (May be Shortened)</u>	<u>Subcodes</u>	<u>Cert Date</u>	<u>Est Value</u>
201500308	6/02/15	site lighting and provisions for off loading tank cars.	ELE	5/24/16	85000
201600107	5/02/16	connect equipment	ELE		56000
201600107 A	1/11/18	INSTALL (1) 400 AMP SERVICE	ELE	1/24/18	14000

Planning/Zoning Applications

<u>Applic No.</u>	<u>Type</u>	<u>Venue</u>	<u>Applic</u>	<u>Date</u>	<u>Approved</u>	<u>Project</u>	<u>Applicant</u>
(None on File)							

Construction Permit Inspections

<u>Date</u>	<u>Permit No.</u>	<u>Type</u>	<u>Subcode</u>	<u>P/F</u>	<u>By</u>	<u>Result(May be Shortened)</u>
/ /	#####	FIN	ELEC	-	BH	
/ /	##### A	SERV	ELEC	-	BH	
5/24/16	#####	FIN	ELEC	P	BH	
1/24/18	##### A	SERV	ELEC	P	BH	
1/24/18	##### A	FIN	ELEC	P	BH	

Code Enforcement & Zoning Inspections

<u>Insp#</u>	<u>Date</u>	<u>P/F</u>	<u>Type</u>	<u>Regist#</u>	<u>Unit</u>	<u>Inspctr</u>	<u>Zone</u>	<u>Z-Type</u>	<u>Board Action</u>	<u>Apprvl Type/Date</u>	<u>Comment (May be Shortened)</u>
(None on File)											

Tickets Issued

<u>Ticket No.</u>	<u>Date</u>	<u>Inspector</u>	<u>Violation</u>	<u>Hearing</u>	<u>Disposition</u>	<u>Fine w Costs</u>
(None on File)						

Photos

(None on File)

LOGAN TOWNSHIP

P.O. BOX 314
BRIDGEPORT, NJ 08014
(856)467-3424 FAX (856)467-9260

11/02/22

BLOCK 2903 LOT 12 QUALIFICATION CODE _____ ADDRESS (SITE) 3 Osprey Ct PERMIT NO. 201600107



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 3 Osprey Ct Logan township, NJ

2. Name of Owner in Fee: Coraluzzo

Tel. (856) 691-1142 e-mail _____

Address _____

3. Ownership in Fee: Public _____ Private _____

4. Principal Contractor: Hayman Electric Tel. (609) 381-4018

Address 885 e. Sherman Ave e-mail walthayelect@gmail.com

Vineland, NJ 08360

License No. OR, if new home, Builder Reg. No. _____ Exp. Date _____

Home Improvement Contractor Registration No. or Exemption Reason (if applicable): _____

Federal Emp. ID No. _____ FAX: (_____) _____

5. Architect or Engineer _____ Contact _____

Address _____ e-mail _____

Tel. (_____) _____ FAX: (_____) _____

6. Responsible Person in Charge once Work has Begun _____

Tel. (_____) _____ FAX: (_____) _____

V. FEE SUMMARY (for office use only)		Update	Update
1. Building	\$		
2. Electrical			
3. Plumbing			
4. Fire Protection			
5. Elevator Devices			
6. Subtotal			
7. Less 20% for State Plan Review	\$		
8. Subtotal	\$		
9. State Permit Surcharge Fee			
10. Subtotal	\$		
11. Cert. of Occupancy			
12. Other			
13. TOTAL	\$		

VI. BUILDING/SITE CHARACTERISTICS (office use only)

1. Number of Stories _____

2. Height of Structure _____ ft.

3. Area — Largest Floor _____ sq. ft.

4. New Building Area _____ sq. ft.

5. Volume of New Structure _____ cu. ft.

6. Max. Live Load _____

7. Max. Occupancy Load _____

8. If Industrialized Building: State Approved _____ HUD _____

9. Total Land Area Disturbed _____ sq. ft.

10. Flood Hazard Zone _____

11. Base Flood Elevation _____ ft.

12. Wetlands yes _____ no _____

IIa. PROPOSED WORK

☐ Minor Work ☐ New Building ☐ Addition ☐ Demolition

☐ Repair ☐ Alteration ☐ Renovation ☐ Reconstruction

☐ Asbestos Abat. -Subch. 8 ☐ Lead Hazard Abatement ☐ Radon Remediation ☐ Annual Permit

IIb. SUBCODES (Check all that apply)

☐ Building ☒ Electrical ☐ Plumbing

☐ Fire Protection ☐ Elevator

FOR OFFICE USE ONLY (Optional)								
Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval	Rejection	Re-viewer
				3-15-16	B. B.			

TOTAL COST _____

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

4. No. of dwelling units: Total Units Income-restricted

Gained, Sale _____

Gained, Rental _____

Lost, Sale _____

Lost, Rental _____

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____ Proposed _____

III. PLAN REVIEW (optional)

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts 4. ☐ Refrigeration Systems 8. ☐ Smoke Control Systems in Open Wells 12. ☐ Fire Alarm

Property History

BIRCH CREEK RD

Block/Lot **3104/5**
Owner **SMS RAIL SERVICE INC**
PO BOX 711
BRIDGEPORT, NJ

08014

Log of Actions, Letters and Contacts

Date Type Name Summary

(None on File)

Construction Permits

Permit No. Date Description (May be Shortened) Subcodes Cert Date Est Value

(None on File)

Planning/Zoning Applications

Applic No. Type Venue Date
Applic Approved Project Applicant

(None on File)

Construction Permit Inspections

Date Permit No. Type Subcode P/F By Result(May be Shortened)

(None on File)

Code Enforcement & Zoning Inspections

..... If Zoning-Related
Insp# Date P/F Type Regist# Unit Inspctr Zone Z-Type Board Action Apprvl Type/Date Comment (May be Shortened)

(None on File)

Tickets Issued

Ticket No. Date Inspector Violation Hearing Disposition Fine w Costs

(None on File)

Photos

(None on File)

LOGAN TOWNSHIP

P.O. BOX 314
BRIDGEPORT, NJ 08014
(856)467-3424 FAX (856)467-9260

11/02/22

Property History

201 BIRCH CREEK RD

Block/Lot **3104/5.01**
Owner **SMS RAIL SERVICE INC**
P O BOX 711
BRIDGEPORT, NJ

08014

Log of Actions, Letters and Contacts

Date Type Name Summary

(None on File)

Construction Permits

<u>Permit No.</u>	<u>Date</u>	<u>Description (May be Shortened)</u>	<u>Subcodes</u>	<u>Cert Date</u>	<u>Est Value</u>
202200311	8/17/22	INSTALL CT CABINET, HOT TROUGH, ENCLOSED BREAKER, TRANSF(	ELE		7000

Planning/Zoning Applications

<u>Applic No.</u>	<u>Type</u>	<u>Venue</u>	<u>Applic</u>	<u>Approved</u>	<u>Project</u>	<u>Applicant</u>
(None on File)						

Construction Permit Inspections

<u>Date</u>	<u>Permit No.</u>	<u>Type</u>	<u>Subcode</u>	<u>P/F</u>	<u>By</u>	<u>Result(May be Shortened)</u>
8/23/22	#####	SERV	ELEC	P	TS	
8/23/22	#####	TRCH	ELEC	P	TS	

Code Enforcement & Zoning Inspections

<u>Insp#</u>	<u>Date</u>	<u>P/F</u>	<u>Type</u>	<u>Regist#</u>	<u>Unit</u>	<u>Inspctr</u>	<u>Zone</u>	<u>Z-Type</u>	<u>Board Action</u>	<u>Apprvl Type/Date</u>	<u>Comment (May be Shortened)</u>
(None on File)											

Tickets Issued

<u>Ticket No.</u>	<u>Date</u>	<u>Inspector</u>	<u>Violation</u>	<u>Hearing</u>	<u>Disposition</u>	<u>Fine w Costs</u>
(None on File)						

Photos

(None on File)

LOGAN TOWNSHIP

P.O. BOX 314
BRIDGEPORT, NJ 08014
(856)467-3424 FAX (856)467-9260

11/02/22



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 201 Birch Creek Rd

2. Name of Owner in Fee: Sms Rail Services
 Tel. (856) 467-4800 e-mail _____
 Address 513 Sharpsham Rd Logan Twp
street municipality zip code

3. Ownership in Fee: Public _____ Private _____

4. Principal Contractor: Eric M. Kruse Electrical Contractor Tel. (856) 769-3932
 Address P.O. Box 381, 82 Broad St e-mail info@erickruselectrical.com
Elmer, NJ 08313
 License No. OR, if new home, Builder Reg. No. 16241 Exp. Date _____
 Home Improvement Contractor Registration No. or Exemption Reason (if applicable): _____
 Federal Emp. ID No. 87-2911358 FAX: (856) 769-0228

5. Architect or Engineer _____ Contact _____
 Address _____ e-mail _____
 Tel. (_____) _____ FAX: (_____) _____

6. Responsible Person in Charge once Work has Begun John Herbage
 Tel. (856) 769-3932 FAX: (856) 769-0228

V. FEE SUMMARY (for office use only)

	Update	Update
1. Building	\$	
2. Electrical		
3. Plumbing		
4. Fire Protection		
5. Elevator Devices		
6. Subtotal		
7. Less 20% for State Plan Review	\$	
8. Subtotal	\$	
9. State Permit Surcharge Fee		
10. Subtotal	\$	
11. Cert. of Occupancy		
12. Other		
13. TOTAL	\$	

VI. BUILDING/SITE CHARACTERISTICS (office use only)

1. Number of Stories	_____
2. Height of Structure	_____ ft.
3. Area — Largest Floor	_____ sq. ft.
4. New Building Area	_____ sq. ft.
5. Volume of New Structure	_____ cu. ft.
6. Max. Live Load	_____
7. Max. Occupancy Load	_____
8. If Industrialized Building: State Approved _____ HUD _____	
9. Total Land Area Disturbed	_____ sq. ft.
10. Flood Hazard Zone	_____
11. Base Flood Elevation	_____ ft.
12. Wetlands yes _____ no _____	

IIa. PROPOSED WORK

☐ Minor Work	☐ New Building	☐ Addition	☐ Demolition
☐ Repair	☐ Alteration	☐ Renovation	☐ Reconstruction
☐ Asbestos Abat. -Subch. 8	☐ Lead Hazard Abatement	☐ Radon Remediation	☐ Annual Permit

IIb. SUBCODES (Check all that apply)

AUG 12 2022
LOGAN TOWNSHIP

	FOR OFFICE USE ONLY (Optional)						
	Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates Approval Rejection
☐ Building							
☒ Electrical						<u>832 BS</u>	
☐ Plumbing							
☐ Fire Protection							
☐ Elevator							

TOTAL COST _____

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

4. No. of dwelling units: Total Units Income-restricted

Gained, Sale	
Gained, Rental	
Lost, Sale	
Lost, Rental	

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____ Proposed _____

III. PLAN REVIEW (optional)

DO YOU WANT:

1. ☐ Partial Releases

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts/ Dumbwaiters/Moving Walks	4. ☐ Refrigeration Systems	8. ☐ Smoke Control Systems in Open Wells	12. ☐ Fire Alarm
5. ☐ Cross-Connections/Backflow Preventers	9. ☐ Underground Storage Tanks		



CONSTRUCTION PERMIT APPLICATION

Applicant Completes: Sections I, II, III (optional), IV, VI, and VII

I. IDENTIFICATION

1. Proposed Work Site at: 201 Birch Creek Rd

2. Name of Owner in Fee: Sms Rail Services
 Tel. (856) 467-4800 e-mail _____
 Address 513 Sharpsham Rd Lugan Twp
street municipality zip code

3. Ownership in Fee: Public _____ Private _____

4. Principal Contractor: Eric M Kruse Electrical Contractor Tel. (856) 769-3932
 Address P.O. Box 381, 82 Broad St e-mail info@erickruselectrical.com
Elmer, NJ 08313
 License No. OR, if new home, Builder Reg. No. 16241 Exp. Date _____
 Home Improvement Contractor Registration No. or Exemption Reason (if applicable): _____
 Federal Emp. ID No. 87-2911358 FAX: (856) 769-0228

5. Architect or Engineer _____ Contact _____
 Address _____ e-mail _____
 Tel. (_____) _____ FAX: (_____) _____

6. Responsible Person in Charge once Work has Begun John Herbage
 Tel. (856) 769-3932 FAX: (856) 769-0228

V. FEE SUMMARY (for office use only)

	Update	Update
1. Building	\$	
2. Electrical		
3. Plumbing		
4. Fire Protection		
5. Elevator Devices		
6. Subtotal		
7. Less 20% for State Plan Review	\$	
8. Subtotal	\$	
9. State Permit Surcharge Fee		
10. Subtotal	\$	
11. Cert. of Occupancy		
12. Other		
13. TOTAL	\$	

VI. BUILDING/SITE CHARACTERISTICS (office use only)

1. Number of Stories	_____
2. Height of Structure	_____ ft.
3. Area — Largest Floor	_____ sq. ft.
4. New Building Area	_____ sq. ft.
5. Volume of New Structure	_____ cu. ft.
6. Max. Live Load	_____
7. Max. Occupancy Load	_____
8. If Industrialized Building: State Approved _____ HUD _____	
9. Total Land Area Disturbed	_____ sq. ft.
10. Flood Hazard Zone	_____
11. Base Flood Elevation	_____ ft.
12. Wetlands yes _____ no _____	

IIa. PROPOSED WORK

☐ Minor Work	☐ New Building	☐ Addition	☐ Demolition
☐ Repair	☐ Alteration	☐ Renovation	☐ Reconstruction
☐ Asbestos Abat. -Subch. 8	☐ Lead Hazard Abatement	☐ Radon Remediation	☐ Annual Permit

IIb. SUBCODES (Check all that apply)

LOGAN TOWNSHIP

☐ Building

☒ Electrical

☐ Plumbing

☐ Fire Protection

☐ Elevator

FOR OFFICE USE ONLY (Optional)

Est. Cost	Plans Rec'd by	Date Rec'd	Rejection Date	Approval Date	Re-viewer	Resubmission Dates		Re-viewer
						Approval	Rejection	

TOTAL COST _____

VII. DESCRIPTION OF BUILDING USE

A. RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

4. No. of dwelling units: Total Units Income-restricted

Gained, Sale	
Gained, Rental	
Lost, Sale	
Lost, Rental	

B. NON-RESIDENTIAL (primary use)

1. State Specific Use: _____

2. Use Group, Proposed: _____

3. Change in Use Group, Indicate Present: _____

C. MIXED USE -List secondary use(s): _____

D. Construct. Classification: Present _____ Proposed _____

III. PLAN REVIEW (optional)

DO YOU WANT:

1. ☐ Partial Releases

IV. DOES OR WILL YOUR BUILDING CONTAIN ANY OF THE FOLLOWING?

1. ☐ Elevators/Escalators/Lifts/ Dumbwaiters/Moving Walks	4. ☐ Refrigeration Systems	8. ☐ Smoke Control Systems in Open Wells	12. ☐ Fire Alarm
5. ☐ Cross-Connections/Backflow Preventers	9. ☐ Underground Storage Tanks		