



Environmental Assessment
Benjamin Dunlap

to:

Troy.Brady

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From: "Benjamin Dunlap" <bdunlapjr@NSSH.com>

To: Troy.Brady@stb.dot.gov

Mr. Brady,

You had asked me to clarify those places in the Environmental Assessment where the identification of the two bridges over the former Berks Street Industrial Track were transposed. As noted in Conrail's Environmental and Historic Report, attached to its Notices of Exemption at numbered page 22, the two undergrade bridges are at Milepost 2.92 over Allegheny Avenue (built in 1901) and at Milepost 2.80 over Conrail's Richmond Industrial Track (built in 1946). Photos of these bridges are at numbered pages 38-42 of the Notices of Exemption.

References to these structures are transposed in the EA in the second paragraph under "Description of the Rail Line" on page 2 and in the first full paragraph on page 5. Note that it is the bridge over Allegheny Avenue that is slated for removal pursuant to an Order of the Pennsylvania Public Utility Commission.

On a different matter, I did not receive your message regarding Mr. Strohmeyer's walking of the line until yesterday afternoon. I am sure that Conrail would not have accompanied him in any event. Conrail does not contend that any portion of the line north of Milepost 0.60 was salvaged. It is my understanding that Mr. Strohmeyer contends the segment of the line from Milepost 0.60 to 2.80 may be more intact (meaning not subject to extreme deterioration or vandalism) than Conrail contends. Nonetheless, the line has not been used or maintained for 30 years. In any event, I do not see how his contentions as I understand them have any bearing on whether or not this portion of the line was salvaged, which neither he nor Conrail are contending.

Please let me know if you have any further questions or needs.

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