

RO#2 Sept. 1934

Sta 386+00 Const. =
Sta. 386+75 Chain Sur.

Sta 394+35 Const =
Sta 395+25 Chain Sur.

Sta. 451+00 Const. =
Sta. 453+17 Chain Sur.

Sta. 478+00 Const. =
Sta. 483+25 Chain Sur.

Sta. 427+50 Const. =
Sta. 429+55 Chain Sur.

Sta 414+50 Const. =
Sta 416+00 Chain Sur.

Mo. 2 SEPT. SESSIONS 1984
S.E. DICKEY
DIXON TOMB
PHILIP CAULFIELD
VIEWERS

HIGHWAY TO BE VACATED SHOWN THUS
HIGHWAY TO BE RETAINED AS PRIVATE ROAD THUS

PLAN NO. 2
DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF

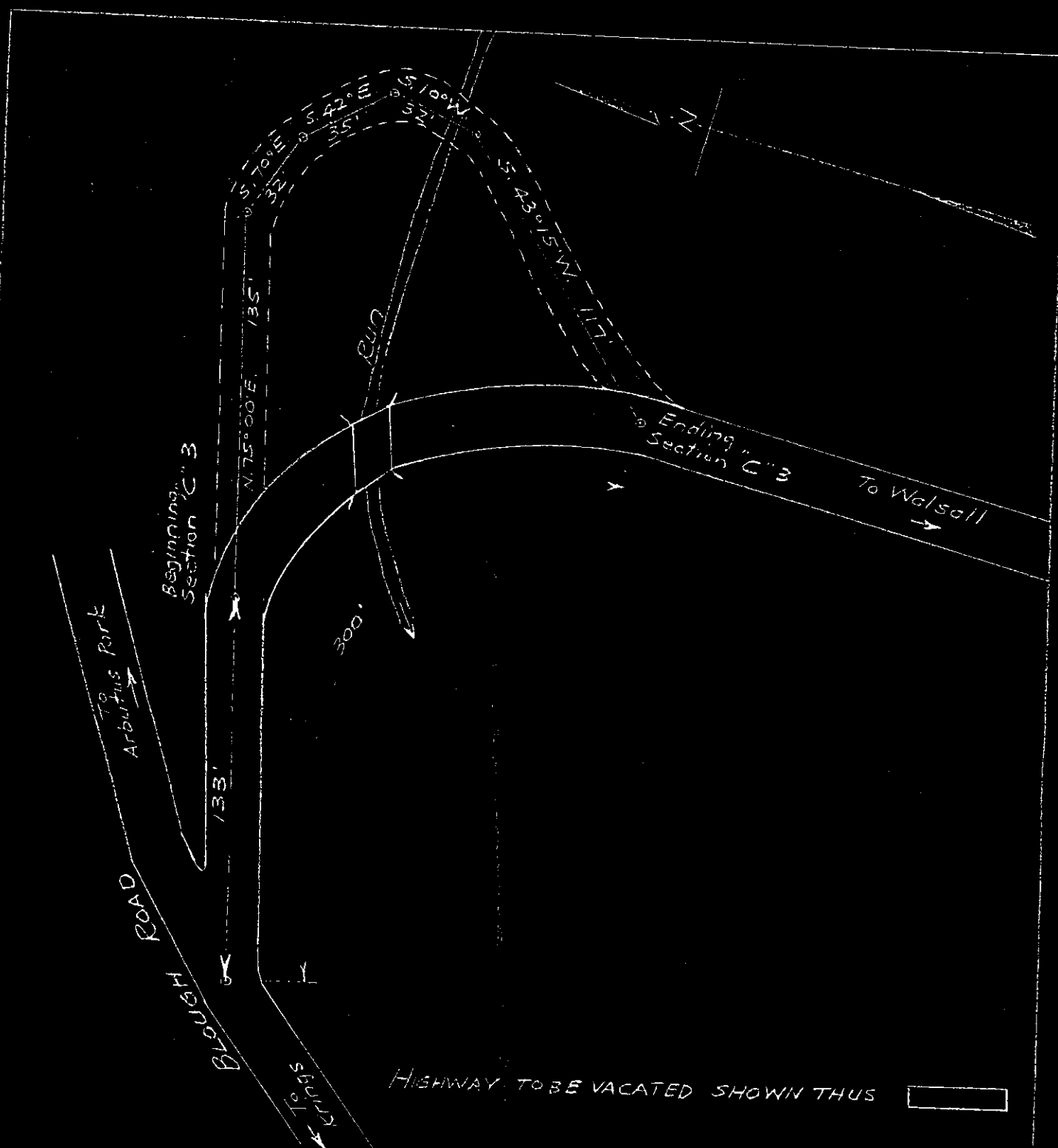
TRAFFIC RT. 183 - RURAL RT. 110 1/2 SEC. 1
RICHILAND TWP CAMBRIA CO.

DIST. 9 DIV. 5
SCALE 1" = 600' S. E. DICKEY & CO.
CIVIL AND MINING ENGRS.
JOHNSTOWN, PA.

Nov 9, 1934.

Q

RD# 2 Sept. 1934



NO. 2 SEPT. SESSIONS 1934
 S. E. DICKEY
 DIXON TOMB
 PHILIP CAULFIELD
 VIEWERS

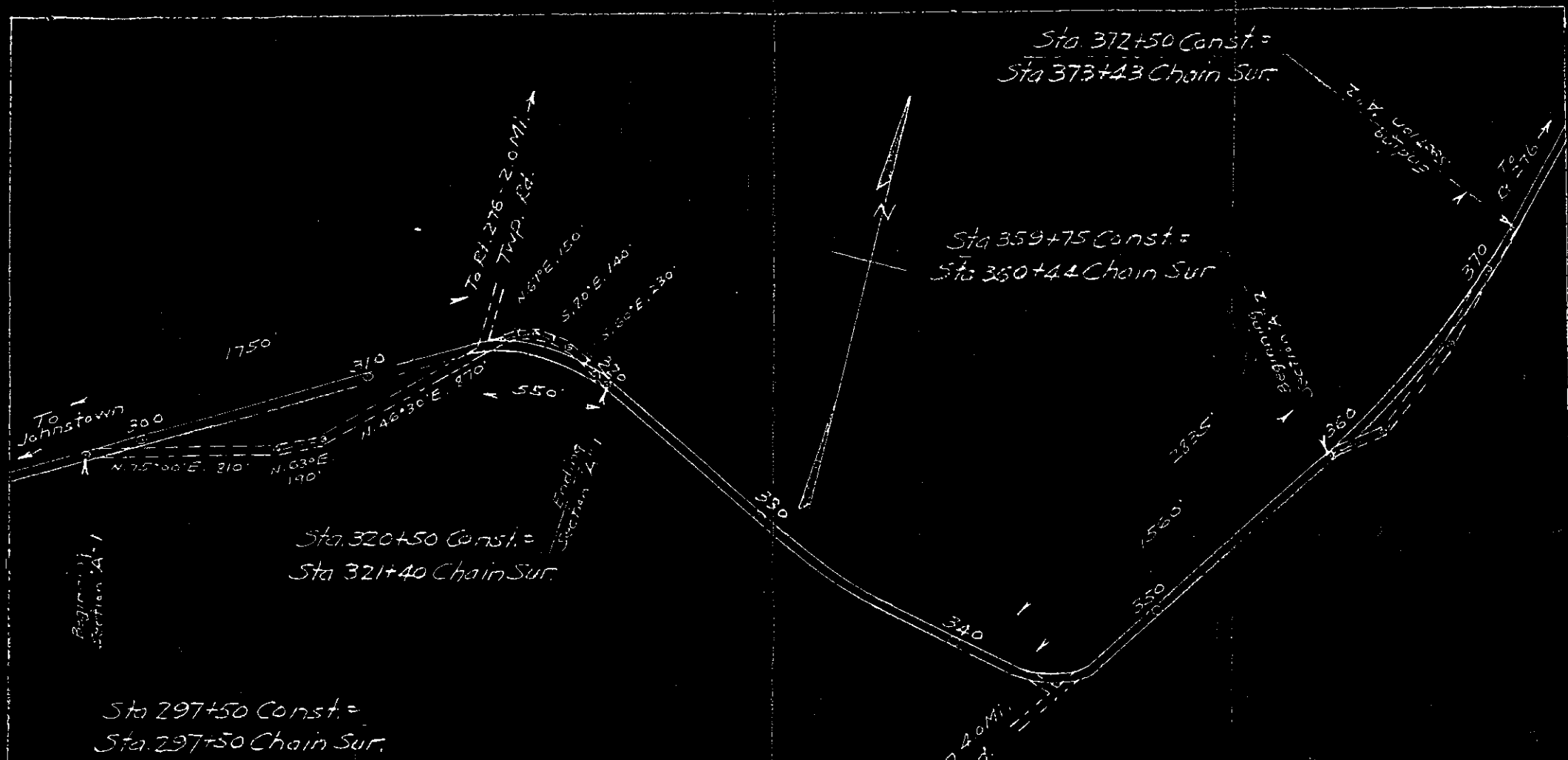
PLAN NO. 6
 DRAWING SHOWING
 ABANDONED & RELOCATED PORTION
 OF
 PINCHOT ROAD
 FROM
 KRINGS STATION TO WALSALL
 RICHLAND TWP. CAMBRIA CO.
 SCALE 1"=50' S. E. DICKEY & CO. NOV. 13, 1934
 CIVIL & MINING ENGRS.
 JOHNSTOWN, PA.

Rat Microfilm
R.D.# 2 Sept: 1934

Richland Twp., Vacate
Portions of Routes 193,
183, 218, 103,

Plan 170.5

1-6



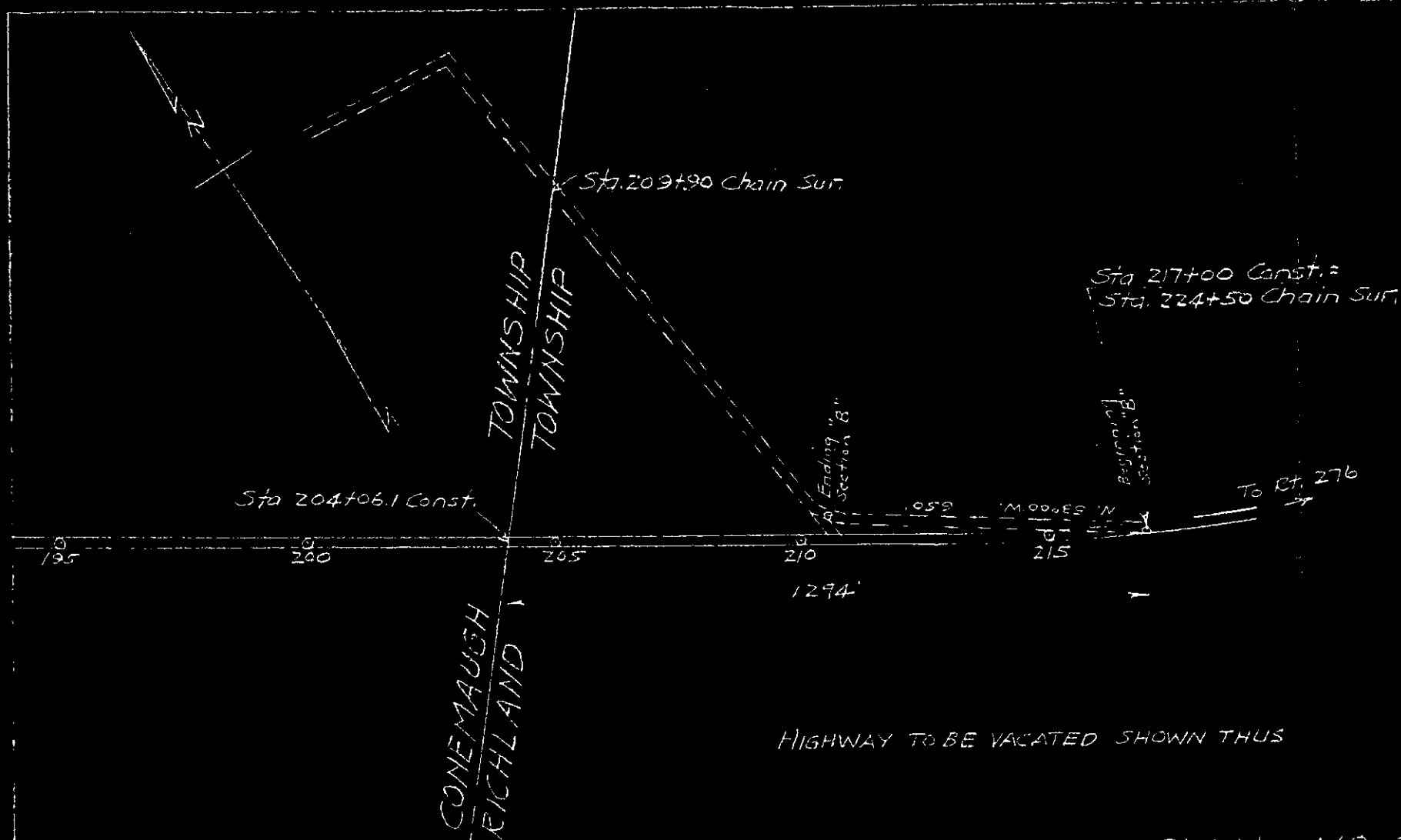
No 2 SEPT. SESSIONS 1934
 S. E. DICKEY
 DIXON TOMB
 PHILIP CAULFIELD
 VIEWERS

HIGHWAY TO BE VACATED SHOWN THIS

PLAN NO. I
 DRAWING SHOWING
 ABANDONED & RELOCATED PORTION
 OF
 TRAFFIC RT. 183 RURAL RT. 11012 SEC. 1
 RICHLAND TWP. CAMBERIA CO.
 DIST. 9 DIV. 5
 SCALE 1" = 600' S. E. DICKEY & Co.
 CIVIL AND MINING ENGRS.
 JOHNSTOWN, PA. NOV. 9, 1934.

RD# 2 Sept. 1934

Not Microfilmed



Highway to be vacated shown thus

PLAN. NO. 3
DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF

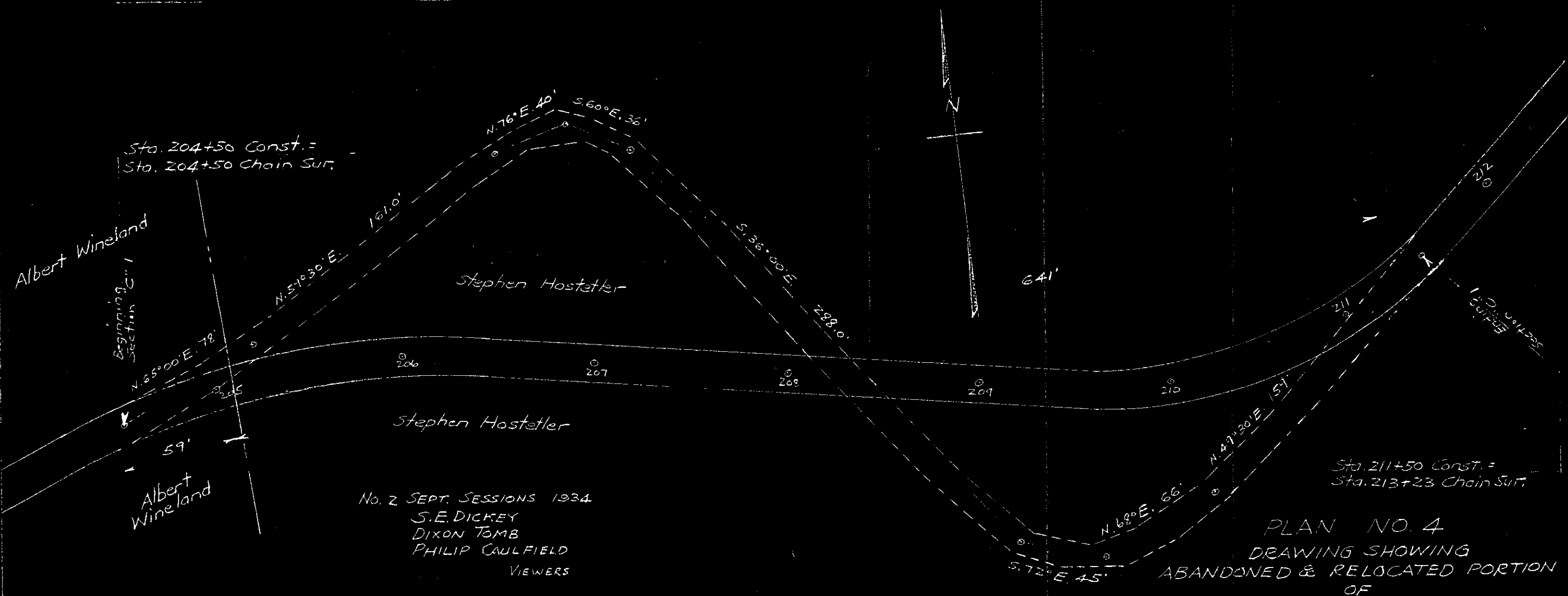
No. 2 SEPT. SESSIONS 1934
S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD
VIEWERS:

TRAFFIC RT. 193 RURAL RT. 11016 SEC. 1
RICHLAND TWP. CAMBRIA CO.
DIST. 9 DIV. 5
SCALE 1"=300' S. E. DICKEY & Co. NOV. 12, 1934
CIVIL AND MINING ENGRS
JOHNSTOWN, PA.

0

RO#2 Sept. 1954

Not Microfilmed



Sta. 204+50 Const. =
Sta. 204+50 Chain Sur.

Albert Wine land

Beginning Section

N. 65° 00' E. 78'

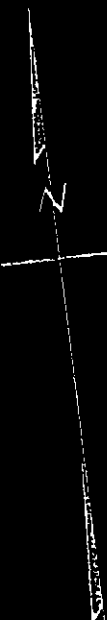
Albert Wine land

Stephen Hostetter

Stephen Hostetter

No. 2 SEPT. SESSIONS 1934
S.E. DICKEY
DIXON TOMB
PHILIP CAULFIELD
VIEWERS

HIGHWAY TO BE VACATED SHOWN THUS



641'

Sta. 211+50 Const. =
Sta. 213+23 Chain Sur.

Ending Section

PLAN NO. 4
DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF
TRAFFIC RT. 163 RURAL RT. 11004
RICHLAND TWP. CAMBRIA CO.
DIST. 9 DIV. 5
SCALE 1" = 50' S.E. DICKEY & CO. CIVIL AND MINING ENGRS. JOHNSTOWN, PA. Nov. 12, 1934

Not Microfilmed

RD# 2 Sept. 1934
Richland Twp.,
Vacate Portions
of Routes 193, 183,
218, 143

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS

CAMBRIA COUNTY, PENNSYLVANIA

NO. 2, SEPTEMBER SESSIONS, 1934

VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the Solomon Run Road at the end of the present brick pavement in Richland Township, Cambria County, Pa., on the 9th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION A:

1. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction Survey or Chain survey station 297+50 and ending at Chain survey station 321+40, a distance of 2390 feet.

2. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 359+75 or Chain survey station 360+44 and ending at Chain survey station 373+43, a distance of 1299 feet.

3. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 386+00 or Chain survey station 386+75 and ending at Chain survey station 395+85, a distance of 910 feet.

4. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 414+50 or Chain survey station 416+00 and ending at Chain survey station 429+55, a distance of 1355 feet.

5. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 451+00 or Chain survey station 453+17 and ending at Chain survey station 483+25, a distance of 3006 feet.

6. A section of highway leading from the Frankstown Road to Salix, beginning at the intersection of the Solomon Run Road Extension with said road leading from the old Frankstown Road to Salix at a point 614.52 feet eastwardly along said road from the old Frankstown Road and extending in an easterly direction a distance of 1356 feet to the Adams Township line.

7. A section of the old Frankstown Road, beginning at the intersection of a road leading from the Solomon Run Road toward the Frankstown Road and known as the Bloom Road and extending in a northerly direction a distance of 2625 feet to the intersection of the newly constructed Solomon Run Road at Chain survey station 483+25.

8. A portion of the Bloom Road, beginning at the intersection of said road with the Solomon Run Road at State Highway Construction survey station 444+00 and extending in an easterly direction approximately 763 feet to the Adams Township line.

SECTION B:

A portion of the Clapboard Run Road extending from Franklin Borough to the Frankstown Road, beginning at Chain survey station 224+50 in the newly constructed section of said road and extending in a northerly direction to the Conemaugh Township line to Chain survey station 209+90, a distance of 1460 feet.

S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD

Viewers

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA.
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS
CAMBRIA COUNTY, PENNSYLVANIA
NO. 2 SEPTEMBER SESSIONS, 1934
VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the highway leading from Arbutus Park to the Windber Road at the intersection of the property line between property of Albert Wineland and Stephen Hostetler, in Richland Township, Cambria County, Pa., on the 10th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION C:

1. A portion of the highway leading from the Windber Road to Arbutus Park, State Highway Rural Rt. 11004, Traffic Rt. 163, beginning at State Highway Construction or Chain Survey station 204+50 and ending at Chain survey station 213+23, a distance of 873 feet.
2. A portion of the highway leading from Windber to Elton by the way of Recreation Park, State Highway Rural Rt. 11002, Traffic Rt. 218, beginning at State Highway Relocation station 69+00 or Chain survey station 32+58 and ending at Chain survey station 51+90, a distance of 1932 feet.
3. A portion of a public road known as the road leading from Krings Station to Walsall, beginning at a point 100 feet west of the intersection of the Blough road and ending 200 feet east of the intersection of the Blough Road, a distance of 300 feet.
4. A portion of the old highway leading from Windber to Elton by the way of Recreation Park, beginning at a point on the new highway 528 feet in the direction of Windber and following along Recreation Park crossing the improved highway to the Somerset County line, a distance of 4224 feet.
5. A portion of a highway leading from the road from Windber to Elton passing the homes of Hoffman and Grush, beginning at the private lane leading to the Grush home and extending to the Adams Township line, a distance of 1056 feet.

S. E. DICKEY
DIXON TOEB
PHILIP CAULFIELD

Viewers

Rat Measurmed

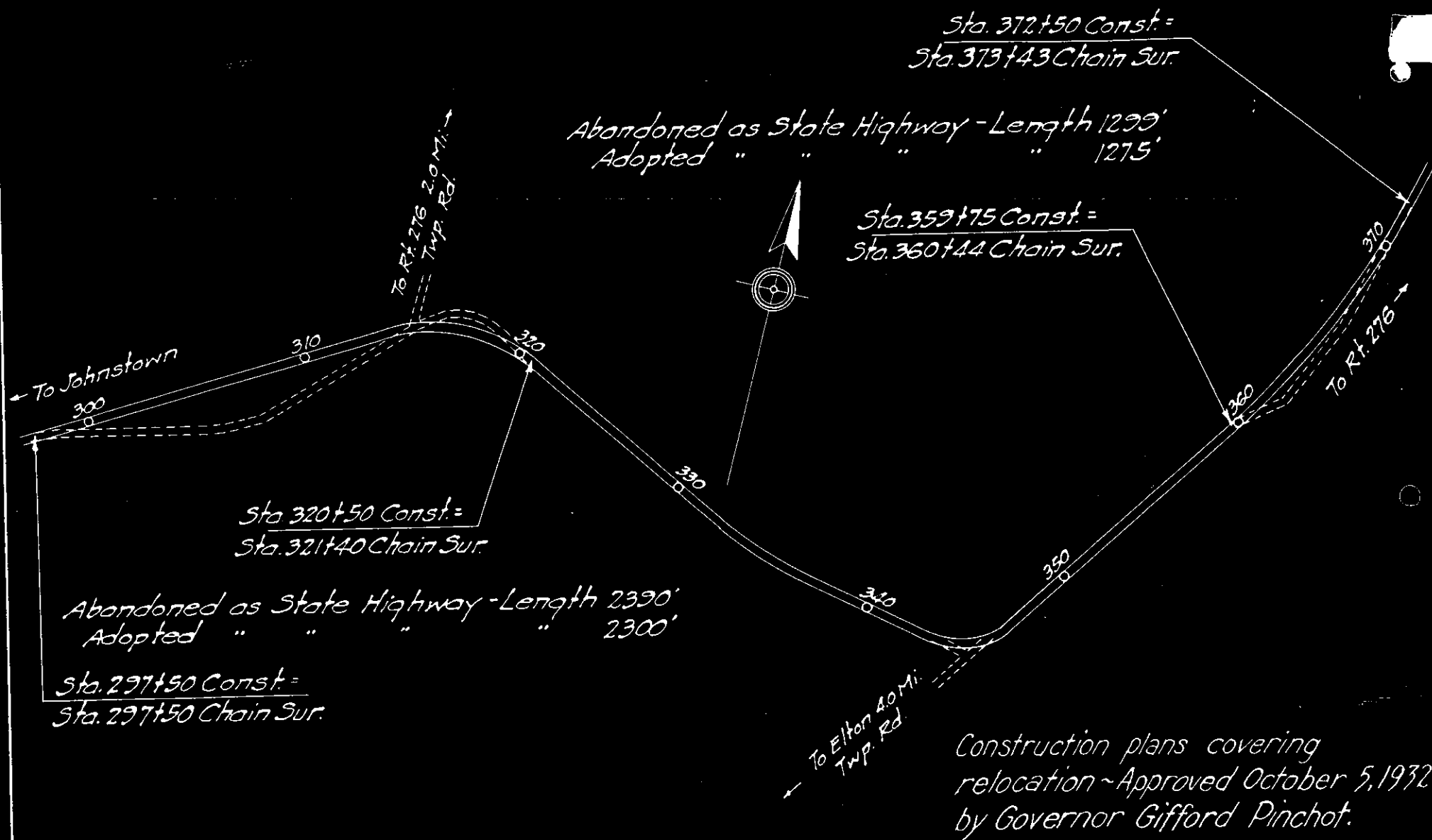
RD # 2 Sept. 1934

Richland Wp.

Vacate Portions of

Route 193, 183, 218, 163

1-5



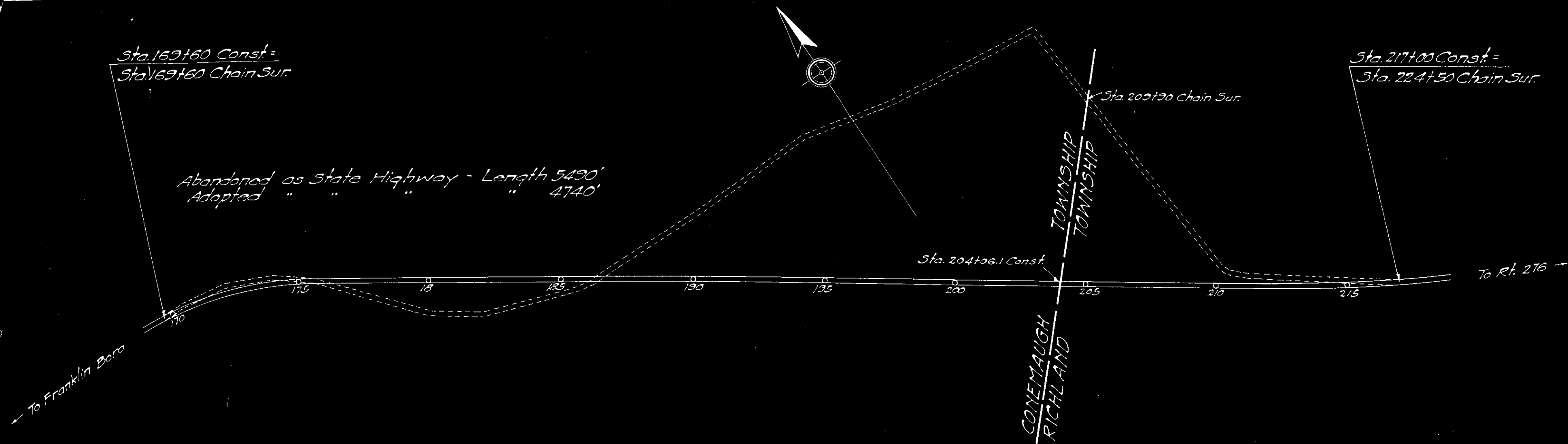
TABULATION OF CHANGES BY RELOCATION

Route Changed From	RELOCATED			ABANDONED		
	Imp.	Unimp.	Total	Imp.	Unimp.	Total
Sta. 297+50 to Sta. 321+40	2300'	—	2300'	—	2390'	2390'
360+44 373+43	1275'	—	1275'	—	1299'	1299'

DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF
TRAFFIC RT. 183 RURAL RT. 11012 SEC. 1
RICHLAND TWP. CAMBRIA CO.
DIST. 9 DIV. 5
SCALE: 1" = 600'

Not Microfilmed

RD#2 Sept. 1934



TABULATION OF CHANGES BY RELOCATION

Route Changed From	RELOCATED		ABANDONED		
	Imp.	Unimp. Total	Imp.	Unimp. Total	
Sta. 169+60 to Sta. 209+90	3446.1'	— 3446.1'	—	4030.0' 4030.0'	Conemaugh Twp.
" 209+90 " " 224+50	1293.9'	— 1293.9'	—	1460.0' 1460.0'	Richland Twp.

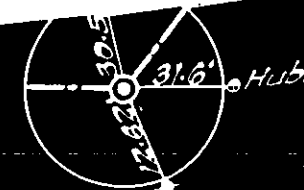
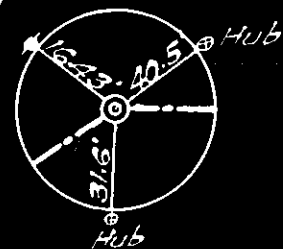
Construction plans covering
relocation - Approved October 5, 1932
by Governor Gifford Pinchot.

DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF
TRAFFIC RT. 193 RURAL RT. 11016 SEC. 1
CONEMAUGH & RICHLAND TOWNSHIPS. CAMBRIA CO.
DIST. 9 DIV. 5
SCALE: 1" = 300'

RO#2
Sept. 1934

#

PI. 205+34.00
Angle - 213°18'



PI. 210+65.5
Δ-52°16' Lt.
D-27°
T-105.08'
L-193.58'
R-214.18'

P.C. 209+60.42

P.T. 211+54.00

P.T. 212+32.18

Abandoned as portion of S.H. R.R. 11004

Stephen Hosteller

207 S. 73°12'E. 208
Adopted as portion of S.H. R.R. 11004 T.R. 163.

Stephen Hosteller

END OF CONDEMNATION
AND ABANDONMENT.
STA. 211+50 CONST. =
STA. 213+23 (Chain)

PI. 205+34.00
Δ-33°18' Rt.
D-15°
T-114.56'
L-222.00'
R-383.06'

P.T. 206+41.44

BEG. OF CONDEMNATION
AND ABANDONMENT.
STA. 204+50 CONST. =
STA. 204+50 (Chain)

TABULATION OF CHANGES BY REVISION:

Sta to Sta	REVISED	ABANDONED
204+50 - 211+50	Imp. 700' Unimp. 700'	Imp. 873' Unimp. 873'
204+50 - 213+23		

PENNA. DEPT. OF HIGHWAYS
DRAWING
FOR
CONDEMNATION OF RIGHT OF WAY
ON
STATE HIGHWAY RURAL RT. 11004 TR. RT. 163
FROM STA. 204+50 TO STA. 211+50.
RICHLAND TWP. CAMBRIA CO.
DISTRICT 9 DIVISION 5
SCALE 1" = 50'

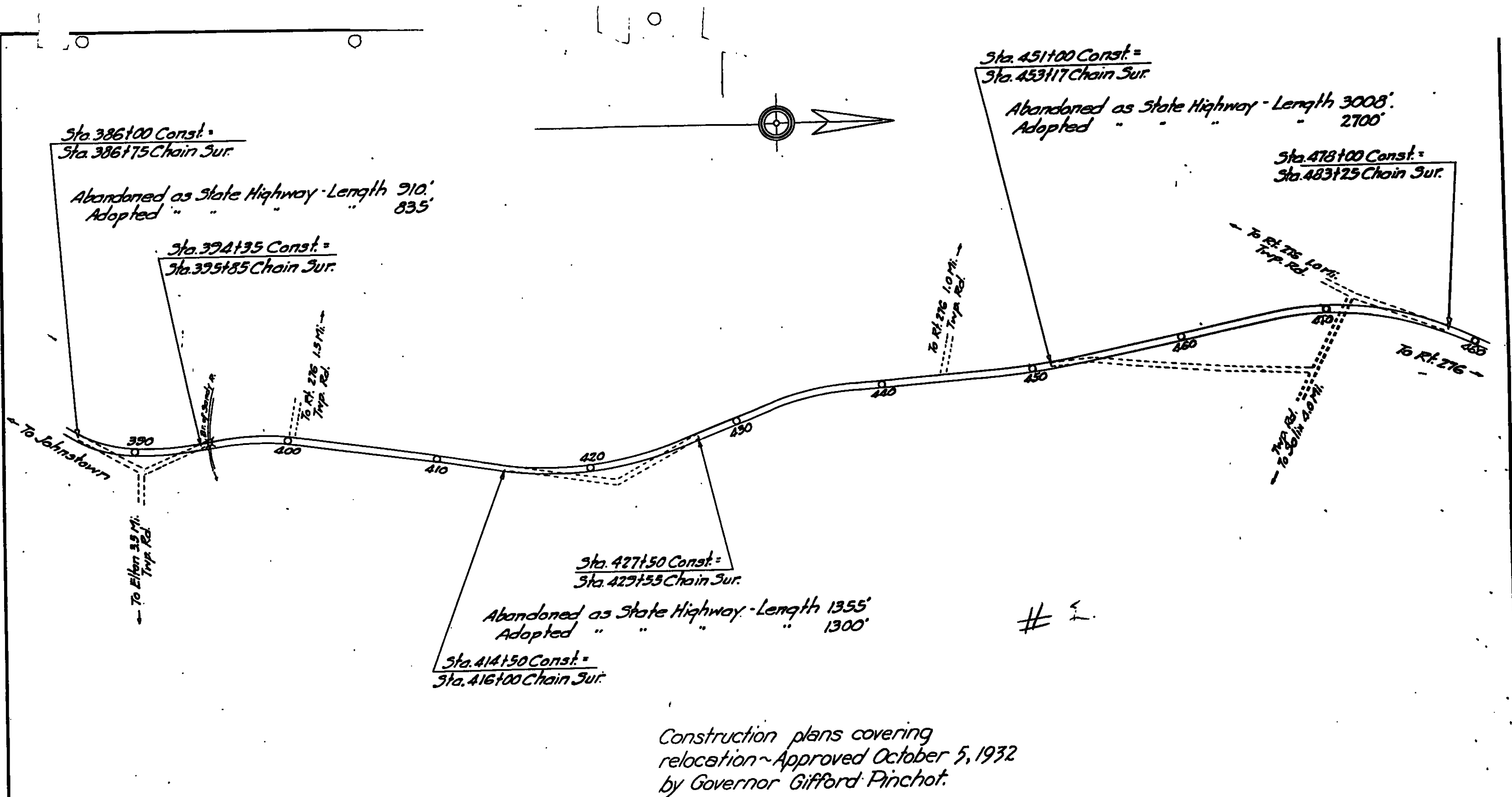
ESTABLISHED BY AUTHORITY OF LAW AS AND FOR
THE WIDTH, LINES AND LOCATION OF STATE HIGHWAY
RURAL ROUTE 11004 TR. RT. 163 CAMBRIA CO.
FROM STA. 204+50 TO STA. 211+50

Recommended _____ 1934
District Engineer
Recommended _____ 1934
Chief Engineer
Approved _____ 1934
Secretary of Highways
Approved _____ 1934
Governor

Rat Microfilmed

PC 2 Sept 1934

5



TABULATION OF CHANGES BY RELOCATION

Route Changed From	RELOCATED			ABANDONED		
	Imp.	Unimp.	Total	Imp.	Unimp.	Total
Sta. 386+75 to Sta. 395+85	835'	—	835'	—	910'	910'
" 416+00 " " 429+55	1300'	—	1300'	—	1355'	1355'
" 453+17 " " 483+25	2700'	—	2700'	—	3008'	3008'

DRAWING SHOWING
ABANDONED & RELOCATED PORTION
OF
TRAFFIC RT. 183 RURAL RT. 11012 SEC. 1
RICHLAND TWP. CAMBRIA CO.
DIST. 9 DIV. 5
SCALE: 1" = 600'

maps 1-6

IN RE: VACATING PORTIONS OF A ROAD LEADING FROM THE COLOLON RUN ROAD, NO. 1 THE COLOLON RUN ROAD EXTENSION, TO ITS INTERSECTION WITH THE FRANKSTOWN ROAD, AN IMPROVED HIGHWAY KNOWN AS ROUTE 53, ALL IN THE TOWNSHIP OF RICHLAND, COUNTY OF CAMBRIA AND STATE OF PENNSYLVANIA, AND OTHER PORTIONS OF HIGHWAYS.	IN THE COURT OF QUARTER SESSIONS CAMBRIA COUNTY, PENNSYLVANIA NO. 2, SEPTEMBER SESSIONS, 1934 VACATING PORTIONS OF THE PUBLIC ROAD
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REPORT OF VIEWERS

To the Honorable, the Judges of the above mentioned Court. We, the undersigned Viewers, appointed by the attached order of the above Court to view the roads within mentioned, respectfully report.

That we have been duly sworn or affirmed as Members of the Permanent Board of Viewers of Cambria County, as shown by the records of the Court; that having given due public notice of said view and of the time and place of meeting by posting notices, as required by law, along the route and at the termini of said roads proposed to be vacated and by service of such notice on the Commissioners of Cambria County and the Supervisors of Richland Township, evidence of which is shown by copies of said notices hereto attached and made a part of this report; that we met in accordance with the notices given on the 9th and 10th days of October A. D. 1934 at 10:00 o'clock A. M. and proceeded with the duties of our appointment and viewed the premises and routes of the proposed roads to be vacated. During the view of the sections of roads 1 to 8 designated under Section A, shown on the notice of view, and 1 to 5 under Section C, shown on the notice of view, the only persons present were the Supervisors of Richland Township and no protest or objections were raised as to the vacations of these sections of highways. During the view of the portion of highway under Section B, certain residents of Richland Township and Conemaugh Township were present and protested against the vacation of the section of highway described under Section B.

SECTION A:

1. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at a point in the Solomon Run Road westwardly from the intersection of a public road 2 miles in length leading from the Solomon Run Road to Route No. 276 a distance of 1750 feet measured along the center line of the reconstructed Solomon Run Road at State Highway Construction and Chain Survey station 297 + 50, and ending at a point in the Solomon Run Road eastwardly from the intersection of the public road aforementioned a distance of 550 feet measured along the center line of the reconstructed Solomon Run Road at Chain Survey station 321 + 40 a distance of 2390 feet from the beginning, on account of the reconstruction of the new Solomon Run Road this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

2. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at a point in the Solomon Run Road eastwardly from the intersection of the Solomon Run Road with a public road 4 miles in length leading to Elton a distance of 1560 feet measured along the center line of the reconstructed Solomon Run Road at State Highway Construction survey station 359 + 75 or Chain Survey station 360 + 44, and ending at a point in the Solomon Run Road eastwardly from the intersection of the public road last above mentioned a distance of 2835 feet measured along the center line of the reconstructed Solomon Run Road at Chain Survey station 373 + 43 a distance of 1299 feet from the beginning, on account of the reconstruction of the new Solomon Run Road this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

3. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at a point in the Solomon Run Road southwardly from the intersection of a public road 1.5 miles in length leading from the Solomon Run Road to Route No. 276 a distance of 1420 feet measured along the center line of the reconstructed Solomon Run Road at State Highway Construction survey station 386 + 00 or Chain Survey station 386 + 75, and ending at a point in the Solomon Run Road southwardly from the intersection of the public road last above mentioned a distance of 585 feet measured along the center line of the reconstructed Solomon Run Road at Chain Survey station 395 + 85 a distance of 910 feet from the beginning, on account of the reconstruction of the new Solomon Run Road we find that that portion of this section of highway proposed to be vacated N. 33° 28' E. 490 feet has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated, and that the remainder of this section of highway be not vacated.

4. A portion of the Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at a point in the Solomon Run Road northwardly from the intersection of the Solomon Run Road with a public road 1.5 miles in length leading to Route No. 276 a distance of 1415 feet measured along the center line of the reconstructed Solomon Run Road at State Highway Construction survey station 414 + 50 or Chain Survey station 416 + 00, and ending at a point in the Solomon Run Road from the intersection of the public road last above mentioned a distance of 2715 feet measured along the center line of the reconstructed Solomon Run Road at Chain Survey station 429 + 55 a distance of 1355 feet from the beginning, on account of the reconstruction of the new Solomon Run Road this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

✓ 5. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at a point in the Solomon Run Road northwardly from the intersection of the Solomon Run Road with a public road 1 mile in length leading to Route No. 276, known as the Bloom Road, a distance of 720 feet measured along the center line of the reconstructed Solomon Run Road at State Highway Construction survey station 451 + 00 or Chain Survey station 453 + 17, and ending at a point in the Solomon Run Road at the intersection of the reconstructed Solomon Run Road with the old Frankstown Road Route No. 276 northwardly from the intersection of a public road leading from the old Frankstown Road to Salix a distance of 680 feet measured along the center line of the old Frankstown Road at Chain Survey station 483 + 25 a distance of 3008 feet from the beginning, on account of the reconstruction of the new Solomon Run Road this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated as a public highway. We recommend however that that portion of said section of highway vacated, beginning at a point in the new reconstructed Solomon Run Road S. 62° E. 111 feet from the intersection of the road leading to Salix with the old Frankstown road extending S. 62° E. a distance of 503 feet, be retained as a private road.

6. A section of highway leading from the Frankstown Road to Salix, beginning at the intersection of the old Solomon Run Road Extension with a public road leading from the old Frankstown Road to Salix at a point eastwardly 614 feet from the old Frankstown Road, thence S. 56° 57' E. 723 feet; thence S. 59° 08' E. 162 feet; thence S. 84° 58' E. 288 feet; thence N. 86° 53' E. 140 feet to the Adams Township line, the place of ending, has become useless, inconvenient and burdensome to the tax payers and of no use to the traveling public on account of the extension of this highway in Adams Township already having been vacated, we therefore, recommend that this section of highway be vacated as a public highway and retained as a private highway to the intersection of the boundary line of property of Charles Mellott.

7. A section of the old Frankstown Road, beginning at the intersection of a public road, herein vacated, leading from the old Frankstown Road to Salix, thence S. 35° 08' W. 430.6 feet; thence S. 39° 26' W. 554.7 feet; thence S. 54° 46' W. 536.8 feet; thence S. 84° 09' W. 627 feet to the place of ending at the intersection of the Bloom Road leading from the Solomon Run Road Extension to the old Frankstown Road a distance of 2621 feet from the Solomon Run Road Extension, on account of the reconstruction of the Solomon Run Road has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

8. A portion of the Bloom Road, beginning at the intersection of said road with the Solomon Run Road at State Highway Construction survey station 444 + 00, thence S. 79° 27' E. 535 feet; thence S. 87° 07' E. 229 feet to the Adams Township line, on account of the extension of said road having been vacated in Adams Township, has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

The parts of highways to be vacated and the parts to be retained as private roads are colored green and red, respectively, on Plans No. 1 and No. 2 attached hereto and made a part hereof.

SECTION B:

A portion of the Clapboard Run Road extending from Franklin Borough to Frankstown Road, beginning at a point in the newly constructed Clapboard Run Road eastwardly from the intersection of the boundary line between Conemaugh Township and Richland Township a distance of 1294 feet measured along the center line of the newly constructed Clapboard Run Road at State Highway Construction survey station 217 + 00 or Chain survey station 224 + 50 and ending at Chain survey station 209 + 90, we find that only a portion of this section of highway has become useless, inconvenient and burdensome to the tax payers and therefore recommend that that portion of same beginning at the beginning above described and extending N. 53° V. 650 feet be vacated.

The portion of highway to be vacated is colored green on Plan No. 3 attached hereto and made a part hereof.

SECTION C:

1. A portion of the highway leading from the Windber Road to Arbutus Park, beginning at a point in the newly constructed section of Tr. Rt. 163 westwardly from the boundary line between the property of Albert Vineland and Stephen Hostetler a distance of 59 feet measured along the center line of the newly constructed highway at State Highway Construction survey and Chain Survey station 204 + 50 and ending at a point in the newly constructed highway eastwardly from the boundary line aforementioned a distance of 641 feet measured along the center line of the newly constructed highway at Chain Survey station 213 + 23 a distance of 873 feet from the beginning, on account of the relocation of the newly constructed highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

This portion of highway to be vacated is colored green on Plan No. 4 attached hereto and made a part hereof.

2. A portion of the highway leading from Windber to Elton by the way of Recreation Park Rural Rt. 11002 Tr. Rt. 218, beginning at a point in the newly constructed highway north of the intersection of a public road leading from Tr. Rt. 218 eastwardly with the section of road proposed to be vacated described as number 4 below a distance of 1371 feet measured along the center line of said section of highway and a portion of the newly constructed highway at State Highway Construction survey station 69 + 00 or Chain Survey station 32 + 58, thence N. 22° 32' E. 115 feet; thence N. 54° 41' E. 468 feet; thence N. 6° 07' V. 207 feet; thence N. 14° 26' V. 275 feet; thence N. 30° 49' V. 316 feet; thence N. 59° 25' V. 48 feet; thence N. 67° 07' V. 267 feet; thence N. 54° 16' V. 236 feet to ending at Chain Survey station 51 + 90, said ending being southeastwardly a distance of 310 feet from the intersection of the center line of the newly constructed highway Tr. Rt. 218 with the center line between the north and south bound tracks of the Windber Branch of the Pennsylvania Railroad, on account of the reconstruction of Tr. Rt. 218 this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

This portion of highway to be vacated is colored green on Plan No. 5 attached hereto and made a part hereof.

3. A portion of a public road known as the road leading from Krings Station to Valsall, beginning at a point eastwardly from the intersection of the Krings Road with the Blough Road a distance of 133 feet measured along the center line of the Krings Road to Valsall, thence N. 75° E. 135 feet; thence S. 70° E. 32 feet; thence S. 42° E. 35 feet; thence S. 10° W. 32 feet; thence S. $43^{\circ} 15'$ W. 117 feet to the ending in the road leading from Valsall to Krings being southwardly from the intersection of the Blough Road a distance of 300 feet measured along the center line of the road leading from Krings to Valsall, on account of the reconstruction of the road leading from Krings to Valsall this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

This portion of highway to be vacated is colored green on Plan No. 6 attached hereto and made a part hereof.

4. A portion of the highway leading from Windber to Elton by the way of Recreation Park Rural Rt. 11002 Tr. Rt. 218, beginning at a point in the newly constructed highway north of the intersection of a public road leading from Tr. Rt. 218 eastwardly with the section of road proposed to be vacated a distance of 884 feet measured along the center line of the section of highway proposed to be vacated, thence S. $10^{\circ} 08'$ W. a distance of 1992.2 feet; thence paralleling the boundary line between Cambria and Somerset Counties N. $84^{\circ} 36'$ W. a distance of 2694 feet to the ending at the intersection of a private road, said ending being westwardly of the intersection of the road proposed to be vacated with the new constructed highway Tr. Rt. 218 a distance of 860 feet measured along the center line of the section of highway proposed to be vacated, on account of the reconstruction of Tr. Rt. 218 this section of highway has become useless, inconvenient and burdensome to the tax payers and we therefore recommend that same be vacated.

This portion of highway to be vacated is colored green on Plan No. 5 attached hereto and made a part hereof.

5. A portion of a highway leading from the road from Windber to Elton passing the homes of Hoffman and Grush, beginning at the private lane leading to the Grush house eastwardly a distance of 3269 feet from the intersection of said road with Tr. Rt. 218, thence N. $51^{\circ} 26'$ E. 214 feet; thence N. $74^{\circ} 03'$ E. 118 feet; thence S. $4^{\circ} 59'$ E. 224 feet; thence S. $67^{\circ} 05'$ E. 505 feet; thence S. $53^{\circ} 12'$ E. 70 feet, more or less, to the intersection of the boundary line between Cambria and Somerset Counties the place of ending, has become useless, inconvenient and burdensome to the tax payers and of no use to the traveling public on account of the extension of this highway in Somerset County already having been vacated, we therefore recommend that this section of highway be vacated as a public highway and retained as a private highway.

This portion of highway to be retained as a private road is colored red on Plan No. 5 attached hereto and made a part hereof.

The petition for the appointment of viewers requests the vacation of fourteen (14) different sections of highways at fourteen (14) different, separate and distinct locations covering nearly the entire length of the Township from north to south and being separated from each other with an extreme distance approximating twenty (20) miles. On account of the scattered location of these sections of highways, it was necessary to prepare six (6) different plans to properly show the locations thereof and to describe each section separately in this report with a separate recommendation for each section in order under Sections A, B and C, as set forth in the petition.

That after viewing the premises and surrounding territory and taking into consideration all of the matter before us, we are of the opinion that the portion of sections of highways proposed to be vacated, colored green and described on the blue prints attached hereto and made a part hereof, have become useless, inconvenient and burdensome to the tax payers and therefore recommend that same be vacated. Also, that that portion of sections of highways proposed to be vacated, colored red and described on the blue prints attached hereto and made a part hereof, have become useless, inconvenient and burdensome to the tax payers and of no use to the traveling public but necessary as private roads, we therefore recommend that same be vacated as public highways and retained as private roads, all of which is set forth separately under each section of this report.

Witness our hands this 16th day of November A. D. 1934.

D. E. Dickey
Dyson Tomb
Philip E. Campbell
Viewers

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION, IN THE COURT OF QUARTER SESSIONS
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED CALBRIA COUNTY, PENNSYLVANIA
HIGHWAY KNOWN AS ROUTE 53, ALL IN
THE TOWNSHIP OF RICHLAND, COUNTY OF NO. 2 SEPTEMBER SESSIONS, 1934
CALBRIA AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS. VACATING PORTIONS OF THE PUBLIC
ROADS

To S. E. DICKEY, DIXON TOMB & PHILIP CAULFIELD Dr.

To S. E. DICKEY Dr.

Sept. 20	Going over data, location & maps in re: notices, 1/4 of a day	\$ 3.00 ✓	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> APPROVED FOR PAYMENT <i>L. M. Keller</i> <i>John H. Hunsicker</i> <i>Wm. L. Hunsicker</i> </div>
" 22	Data on description for notices, dictating notices, letters for plans, 1 day	12.00 ✓	
" 24	Stenographer, writing notices of view, preparing 50 copies & checking Additional copies of Notice of View, Postage & stationery	5.50 ✓ 3.65 ✓	
" 26	Posting & serving notices of view, 1 day	12.00 ✓	
	Mileage, 58 miles @ 10 cts.	5.80 ✓	
Oct. 9	Making View, 1 day	12.00 ✓	
	Mileage, 28 miles @ 10 cts.	2.80 ✓	
" 10	Making View, 1 day	12.00 ✓	
	Mileage, 30 miles @ 10 cts.	3.00 ✓	
Nov. 9&10	Data & making survey (2 days) Self and 2 helpers	40.00 ✓	
	Mileage (2 trips) 60 miles @ 10 cts.	6.00 ✓	
" 12&13	Data on survey, plotting & preparing plans (2 days)	24.00 ✓	
	Tracing paper	.50 ✓	
" 14	Data, description, dictating & preparing report	12.00 ✓	
	Stenographer & stationery	4.80 ✓	
	Blue prints	3.00 ✓	
		<u>\$ 162.05</u>	

CERTIFIED
COUNTY CLERK
 To DIXON TOMB Dr.

Oct. 9	Making View, 1 day	\$12.00	<u>\$ 29.80</u>
	Mileage, 28 miles @ 10 cts.	2.80	
" 10	Making View, 1 day	12.00	
	Mileage, 30 miles @ 10 cts.	3.00	

To PHILIP CAULFIELD Dr.

Oct. 9	Making View, 1 day	\$12.00	<u>\$ 29.80</u>
	Mileage, 28 miles @ 10 cts.	2.80	
" 10	Making View, 1 day	12.00	
	Mileage, 30 miles @ 10 cts.	3.00	

Total cost of View \$ 221.65

This view includes 14 separate and distinct sections
of highways and required the preparation of 6
separate plans and 14 separate descriptions.

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA.
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS

CAMBRIA COUNTY, PENNSYLVANIA

NO. 2 SEPTEMBER SESSIONS, 1934

VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the highway leading from Arbutus Park to the Windber Road at the intersection of the property line between property of Albert Wineland and Stephen Hostetler, in Richland Township, Cambria County, Pa., on the 10th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION C:

1. A portion of the highway leading from the Windber Road to Arbutus Park, State Highway Rural Rt. 11004, Traffic Rt. 163, beginning at State Highway Construction or Chain Survey station 204+50 and ending at Chain survey station 213+23, a distance of 873 feet.

2. A portion of the highway leading from Windber to Elton by the way of Recreation Park, State Highway Rural Rt. 11002, Traffic Rt. 218, beginning at State Highway Relocation station 69+00 or Chain survey station 32+58 and ending at Chain survey station 51+90, a distance of 1932 feet.

3. A portion of a public road known as the road leading from Krings Station to Walsall, beginning at a point 100 feet west of the intersection of the Blough road and ending 200 feet east of the intersection of the Blough Road, a distance of 300 feet.

4. A portion of the old highway leading from Windber to Elton by the way of Recreation Park, beginning at a point on the new highway 528 feet in the direction of Windber and following along Recreation Park crossing the improved highway to the Somerset County line, a distance of 4224 feet.

5. A portion of a highway leading from the road from Windber to Elton passing the homes of Hoffman and Grush, beginning at the private lane leading to the Grush home and extending to the Adams Township line, a distance of 1056 feet.

S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD

Viewers

Now this 21 day of September A. D. 1934, service of the above notice is hereby accepted by the Supervisors of Richland Township, Cambria County, Pa.,

By

Walter J. Bannister
Solicitor

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS

CAMBRIA COUNTY, PENNSYLVANIA

NO. 2, SEPTEMBER SESSIONS, 1934

VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the Solomon Run Road at the end of the present brick pavement in Richland Township, Cambria County, Pa., on the 9th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION A:

1. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey or Chain survey station 297+50 and ending at Chain survey station 321+40, a distance of 2390 feet.
2. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 359+75 or Chain survey station 360+44 and ending at Chain survey station 373+43, a distance of 1299 feet.
3. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 386+00 or Chain survey station 386+75 and ending at Chain survey station 395+85, a distance of 910 feet.
4. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 414+50 or Chain survey station 416+00 and ending at Chain survey station 429+55, a distance of 1355 feet.
5. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 451+00 or Chain survey station 453+17 and ending at Chain survey station 483+25, a distance of 3008 feet.
6. A section of highway leading from the Frankstown Road to Salix, beginning at the intersection of the Solomon Run Road Extension with said road leading from the old Frankstown Road to Salix at a point 614.52 feet eastwardly along said road from the old Frankstown Road and extending in an easterly direction a distance of 1356 feet to the Adams Township line.
7. A section of the old Frankstown Road, beginning at the intersection of a road leading from the Solomon Run Road toward the Frankstown Road and known as the Bloom Road and extending in a northerly direction a distance of 2625 feet to the intersection of the newly constructed Solomon Run Road at Chain survey station 483+25.

8. A portion of the Bloom Road, beginning at the intersection of said road with the Solomon Run Road at State Highway Construction survey station 444+00 and extending in an easterly direction approximately 763 feet to the Adams Township line.

SECTION B:

A portion of the Clapboard Run Road extending from Franklin Borough to the Frankstown Road, beginning at Chain survey station 224+50 in the newly constructed section of said road and extending in a northerly direction to the Conemaugh Township line to Chain survey station 209+90, a distance of 1460 feet.

S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD

Viewers

Now this 29 day of September A. D. 1934, service of the above notice is hereby accepted by the Supervisors of Richland Township, Cambria County, Pa.,

By

Mahlon J. S. [Signature]
Solicitor

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS
CAMBRIA COUNTY, PENNSYLVANIA
NO. 2 SEPTEMBER SESSIONS, 1934
VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the highway leading from Arbutus Park to the Windber Road at the intersection of the property line between property of Albert Wineland and Stephen Hostetler, in Richland Township, Cambria County, Pa., on the 10th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION C:


1. A portion of the highway leading from the Windber Road to Arbutus Park, State Highway Rural Rt. 11004, Traffic Rt. 163, beginning at State Highway Construction or Chain Survey station 204+50 and ending at Chain survey station 213+23, a distance of 873 feet.
2. A portion of the highway leading from Windber to Elton by the way of Recreation Park, State Highway Rural Rt. 11002, Traffic Rt. 218, beginning at State Highway Relocation station 69+00 or Chain survey station 32+58 and ending at Chain survey station 51+90, a distance of 1932 feet.
3. A portion of a public road known as the road leading from Krings Station to Walsall, beginning at a point 100 feet west of the intersection of the Blough Road and ending 200 feet east of the intersection of the Blough Road, a distance of 300 feet.
4. A portion of the old highway leading from Windber to Elton by the way of Recreation Park, beginning at a point on the new highway 528 feet in the direction of Windber and following along Recreation Park crossing the improved highway to the Somerset County line, a distance of 4224 feet.
5. A portion of a highway leading from the road from Windber to Elton passing the homes of Hoffman and Grush, beginning at the private lane leading to the Grush home and extending to the Adams Township line, a distance of 1056 feet.

S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD

Viewers

Now this 25th day of September A. D. 1934, service of the above notice is hereby accepted by the Commissioners of Cambria County.

By


Chief Clerk

IN RE: VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTENSION,
TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS

CAMBRIA COUNTY, PENNSYLVANIA

NO. 2, SEPTEMBER SESSIONS, 1934

VACATING PORTIONS OF THE PUBLIC
ROAD

NOTICE OF VIEW

We, the undersigned Viewers, appointed by the above Court, to view and report on certain sections of highways proposed to be vacated, will meet on the Solomon Run Road at the end of the present brick pavement in Richland Township, Cambria County, Pa., on the 9th day of October A. D. 1934 at 10:00 o'clock A. M. for the purpose of proceeding with the duties of our appointment and the taking of testimony, at which time and place all interested persons may appear. We will view a portion of said sections of highways proposed to be vacated and fully described in the petition for the appointment of viewers, as follows:

SECTION A:

1. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction Survey or Chain survey station 297+50 and ending at Chain survey station 321+40, a distance of 2390 feet.
2. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 359+75 or Chain survey station 360+44 and ending at Chain survey station 373+43, a distance of 1299 feet.
3. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 386+00 or Chain survey station 386+75 and ending at Chain survey station 395+85, a distance of 910 feet.
4. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 414+50 or Chain survey station 416+00 and ending at Chain survey station 429+55, a distance of 1355 feet.
5. A portion of Solomon Run Road, formerly designated as Solomon Run Road Extension, beginning at State Highway Construction survey station 451+00 or Chain survey station 453+17 and ending at Chain survey station 483+25, a distance of 3008 feet.
6. A section of highway leading from the Frankstown Road to Salix, beginning at the intersection of the Solomon Run Road Extension with said road leading from the old Frankstown Road to Salix at a point 614.52 feet eastwardly along said road from the old Frankstown Road and extending in an easterly direction a distance of 1356 feet to the Adams Township line.
7. A section of the old Frankstown Road, beginning at the intersection of a road leading from the Solomon Run Road toward the Frankstown Road and known as the Bloom Road and extending in a northerly direction a distance of 2625 feet to the intersection of the newly constructed Solomon Run Road at Chain survey station 483+25.

8. A portion of the Bloom Road, beginning at the intersection of said road with the Solomon Run Road at State Highway Construction survey station 444+00 and extending in an easterly direction approximately 763 feet to the Adams Township line.

SECTION B:

A portion of the Clapboard Run Road extending from Franklin Borough to the Frankstown Road, beginning at Chain survey station 224+50 in the newly constructed section of said road and extending in a northerly direction to the Conemaugh Township line to Chain survey station 209+90, a distance of 1460 feet.

S. E. DICKEY
DIXON TOMB
PHILIP CAULFIELD

Viewers

Now this 25th day of September A. D. 1934, service of the above notice is hereby accepted by the Commissioners of Cambria County.

By

H. J. Don
Chief Clerk

map 5

IN RE VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTEN-
SION, TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA, AND STATE OF PENNSYLVANIA,
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS,
CAMBRIA COUNTY, PENNSYLVANIA.

NO. 2 *Sept.* SESSIONS, 1934.
VACATING PORTIONS OF THE PUBLIC ROAD.

PETITION FOR THE APPOINTMENT OF VIEWERS.

TO THE HONORABLE, THE JUDGES OF SAID COURT:

The petition of the undersigned, being Supervisors of Richland Town-
ship, Cambria County, Pennsylvania, respectfully represents:-

SECTION A: The State Highway Department has abandoned and relocated
portions of what is now known as the Solomon Run Road Extended, Traffic Route
#183, Rural Route #11012, beginning at the improved portion of the old Solomon
Run Road and ending at its intersection with the Frankstown Road at what is
known as Rager's Corner, known as State Highway Route #53; that the State High-
way has changed the location of the said road at a number of different points,
thereby leaving portions of the old highway now unused and abandoned, and it is
the desire of the Supervisors to vacate the portions of the road hereinafter
more fully set forth on blue prints hereto attached and made a part of this
petition, because the same have become useless, inconvenient, and burdensome.

A-1 The first of these portions of highway begins at station 297 plus 50,
Chain Sur., and ends at station 321 plus 40, Chain Sur., or a distance of 2390
feet as is indicated on a blue print hereto attached and marked blue print #1,
and that said 2390 feet of highway is now abandoned, and that same has become
useless, inconvenient, and burdensome.

A-2 The second portion of said highway that is now abandoned because of
improvement begins at station 360 plus 44, Chain Sur., and ends at station 373
plus 43, Chain Sur., or a distance of 1299 feet of highway now abandoned, and
that same has likewise become useless, inconvenient, and burdensome.

A-3 The third portion of highway that is now abandoned because of said
improved highway begins at station 386 plus 75, Chain Sur., and ends at station
395 plus 85, Chain Sur., making 910 feet of abandoned highway, which is also
useless, inconvenient, and burdensome.

A-4 The fourth section of abandoned highway begins at station 416, Chain
Sur., and ends at station 429 plus 55, Chain Sur., a distance of 1355 feet that
likewise has become useless, inconvenient, and burdensome.

A-5 The fifth section that has been abandoned by reason of said improvement,
begins at station 453 plus 17, Chain Sur., and ends at station 483 plus 25, Chain
Sur., or a distance of 3008 feet, as is shown on a blue print hereto attached
and marked #2, that because of said abandonment has become useless, inconvenient,
and burdensome.

A-6
That in the last abandoned portion of road which is between stations herein-
above referred to and a portion of the road abandoned that leads towards the
Village of Salix, and that the portion hereinabove to be abandoned leads towards
Adams Township, and that the distance of said road leading in the direction of the
Adams and Richmond Townships line, is a distance of approximately 800 feet, and
that said road, of which this is a part, has been abandoned by the Supervisors
of Adams Township.

A-7
It is also the desire of the Supervisors to have a road leading off
the road abandoned because of said improved highway described in paragraph five,
that is now known as the Old Franktown Road, as it intersects what is known as
the Bloom Road, now open, a distance of approximately 2025 feet, that said road has
become useless, inconvenient, and burdensome.

A-8
The road to be vacated in this paragraph of the petition begins at a
point between stations 440 and 450 on the map hereto attached, and is a contin-
uation of the Bloom Road hereinabove referred to, in the direction of Adams
Township, a distance of approximately 765 feet, and that said road has also become
useless, inconvenient, and burdensome, and it is the desire of the Supervisors
of Richmond Township to vacate same, and that a portion of which this is a part,
situate in Adams Township, has been vacated.

x
SECTION B: The State Highway Department has abandoned and relocated
a portion of Traffic Route 193, Rural Route 11016, Section 1, in the Township of
Richmond, and because of said improvement, a portion of the old road has been
abandoned beginning at station 223 plus 50, Chain Sur., and ending at the Town-
ship line between Somerset Township and Richmond Township, at station 209 plus
90, Chain Sur., and is more fully indicated on a blue print hereto attached and
made a part of this petition and marked "3", and that this portion has become
useless, inconvenient, and burdensome, and should be vacated.

C-1
SECTION C: The Pennsylvania Department of Highways has abandoned certain
portions of State Highway Rural Route (11004 TR. RT. 163. The portion of the
road abandoned begins at station 204 plus 50, Chain, and ends at station 215 plus
28, Chain, a distance of 873 feet. That this portion of road too has become
useless, burdensome, and inconvenient, and should be vacated. Said description
of the highway to be vacated is more fully shown on a blue print hereto attached
and made a part of this petition, marked "4".

C-2
The State Highway Department has also relocated and abandoned the portion
of State Highway Rural Route 11002 TR. RT. 213 beginning at a point at the Somerset
County line and Richmond Township, at station 39-relocation-station 32 plus 58,
Chain Sur., ending at station 34-relocation-station 51 plus 90, Chain Sur., a
distance of 193 feet, which has likewise become useless, inconvenient, and burden-
some, and should be vacated. This portion of road is more fully indicated on a
blue print hereto attached and made a part of this petition, marked "5".

C-3
Another portion of the public highway situate in the Township aforesaid
that has likewise become useless, burdensome, and inconvenient, begins about one
hundred (100) feet from the intersection of the Blough road leading from Fringo
Station to Island and ends about one hundred (100) feet from the intersection of
the Blough and of aforesaid, covering a distance of three (300) hundred feet, which
is no longer used as a public highway.

C-4
Another portion of the highway that has become useless, inconvenient,
and burdensome begins at a point about one tenth (.1) of a mile on a road which the
State Highway Department has built in the direction of Indor and continues to a
point at Recreation Park, which is in the County of Somerset, and follows along
Recreation Park and crosses the improved highway, now leading to Indor, to the
Somerset County line, which is a distance of eight tenths (.8) of a mile. This
road has likewise become useless, inconvenient, and burdensome.

C-5
The last portion of high way that should be vacated begins at a road leading from the new improved high way leading from Elton to Windber and passes the homes of Hoffman and Grush, and that the road from the private lane leading to the Grush home to the Adams Township line, a distance of two tenths (.2) of a mile, has likewise become useless, inconvenient, and burdensome and should be vacated, the Supervisors of Adams Township having already vacated that portion of the road leading up to the Richland Township line.

Your Petitioners say that all of the roads hereinabove prayed for the vacation thereof are no longer necessary, and that all of the portions hereinabove described have been abandoned and have become useless, inconvenient, and burdensome.

Your Petitioners therefore pray your Honorable Court that the said roads may be vacated in accordance with the Acts of Assembly in such case made and provided.

Your Petitioners therefore pray your Honorable Court to appoint three members of the Permanent Board of Viewers to inquire into the propriety of said vacations and determine whether said roads have become useless, inconvenient, and burdensome; and that they make their report to the Court in the next term of the Court of Quarter Sessions of Cambria County, Pennsylvania.

And they will ever pray, etc.

F. H. BerKey

Fair Blough

William N. Myers

Supervisors of Richland Township.

STATE OF PENNSYLVANIA:

§ 53:

COUNTY OF CAMBRIA :

Personally appeared before me, the undersigned authority, a Notary Public in and for said State and County, F. H. BERKEY, FAIR BLOUGH, and WILLIAM MYERS, who being first duly sworn according to law, do depose and say that they are each respectively duly elected, qualified and acting Supervisors of the Township of Richland, and that the facts as set forth in the foregoing petition are true and correct.

Sworn to and subscribed
before me this 17 day
of Sept. , A. D. 1934

Algie Baumgardner
Notary Public

F. H. BerKey

Fair Blough

William N. Myers

Seal/

DECREE

AND NOW, this 17th day of August, A. D. 1934, the within Petition having been read and considered, the Court does hereby appoint *S. E. Dickey* and *Dixon Tomb* and *Phillip Cauffield* Viewers, to view the said roads in said petition prayed to be vacated, and to consider and charge whether the said roads have become useless, burdensome, and inconvenient, and they may report the same in the September Term of the Court of Quarter Sessions of Cambria County, Pennsylvania, 1934.

By the Court
McCann, P.J.

Extract from the Record.
Certified this 19th day
of September, A.D. 1934.

CLERK OF THE COURT OF QUARTER SESSION

At a Court of Quarter Sessions of the Peace of the County of Cambria held at Ebensburg, in the said County, on the 17th day of September A. D. 1924, before the Honorable Judge of the said Court: Upon the petition of ^{Supervisors} ~~diverse inhabitants~~ of the Township of Richland, in the said County, setting forth that they labor under a ~~incon-~~
~~venience for want of a~~ road or highway to lead from

1

W. Dickey surveyor, and Dixon Tomb
Phillip Caulfield

viewers, to view the ground proposed for said ~~road~~^{vacation}, and if they view the same, and shall agree that there is occasion for such ~~road~~^{vacation}, they shall proceed to ~~lay out~~^{vacate} the same, having respect to the shortest distance, and the best ground for a road, and shall do the least injury to private property, and also be as far as practicable, agreeable to the desires of the petitioners, and that they make a report of their proceedings to the next Court of Quarter Sessions to be held for said County, stating particularly whether they judge the same necessary for a public or private road, together with a plot or draft thereof, and the courses and distances, and references to the improvements through which it may pass.

Attest:

Test: James M. Jones, Clerk.

No. 2, September SESSIONS, 1934

Order to view and vacate portions
of traffic routes numbers 193,
183, 163, 218, all in the
Township of Richland, Cambria
County.

Report of Viewers
Certified Copy of Viewers
Report of Viewers
to Court
3/11/35

S. E. Dicke

Dixon Tomb

Philip Gau

Clerk James

Filed

Viewers

904 Cts.

in Jones

shall be the duty of all persons appointed in the several counties of this Commonwealth to view and report on any public or private road or bridge, if they shall decide in favor of location, to endeavor to procure from the person or persons over whose land such location may be made releases from all claims for damages that might arise from the opening of such road or the building of such bridge; and in every case where said viewers shall fail to procure such releases, and it shall appear to them that any damages will be sustained, it shall be their duty to assess the damages and make report thereof signed by a majority of their number, and return the same, together with all releases obtained, to the Court of Quarter Sessions, and the damages so assessed shall be conclusive, or may be subject to appeal, review or modification, as may be provided by existing laws in the different counties of this Commonwealth."

"The persons appointed as aforesaid shall view such ground, and if they shall agree that there is occasion for a road, and in such manner as shall do the least injury to private property, and also be, as far as practicable, agreeable to the desire of the petitioners."

"The viewers, as aforesaid, shall make report at the next term of said Court, and in the said report shall state particularly: first, who of them were present at the view, second, whether they were severally sworn or affirmed; third, whether the road desired be necessary for a public or private road; they shall also annex and return to the Court a plot or draft thereof, stating the courses and distances, and noting briefly the improvements through which it may pass; and, whenever practicable, the viewers shall lay out the said roads at an elevation not exceeding five degrees (except at the crossing of ravines and streams), where, by moderate filling and bridging, the declination of the road may be preserved within that limit."

10 Dec. 1934 Approved

11 Mar. 1935

By the Court

Measures

confirmed

James

James

IN RE VACATING PORTIONS OF A ROAD
LEADING FROM THE SOLOMON RUN ROAD,
NOW THE SOLOMON RUN ROAD EXTEN-
SION, TO ITS INTERSECTION WITH THE
FRANKSTOWN ROAD, AN IMPROVED HIGH-
WAY, KNOWN AS ROUTE 53, ALL IN THE
TOWNSHIP OF RICHLAND, COUNTY OF
CAMBRIA, AND STATE OF PENNSYLVANIA.
AND OTHER PORTIONS OF HIGHWAYS.

IN THE COURT OF QUARTER SESSIONS,
CAMBRIA COUNTY, PENNSYLVANIA.

NO. 2 *Sept.* SESSIONS, 1934.
VACATING PORTIONS OF THE PUBLIC ROAD.

PETITION FOR THE APPOINTMENT OF VIEWERS.

TO THE HONORABLE, THE JUDGES OF SAID COURT:

The petition of the undersigned, being Supervisors of Richland Town-
ship, Cambria County, Pennsylvania, respectfully represents:-

SECTION A: The State Highway Department has abandoned and relocated
portions of what is now known as the Solomon Run Road Extended, Traffic Route
#183, Rural Route #11012, beginning at the improved portion of the old Solomon
Run Road and ending at its intersection with the Frankstown Road at what is
known as Rager's Corner, known as State Highway Route #53; that the State High-
way has changed the location of the said road at a number of different points,
thereby leaving portions of the old highway now unused and abandoned, and it is
the desire of the Supervisors to vacate the portions of the road hereinafter
more fully set forth on blue prints hereto attached and made a part of this
petition, because the same have become useless, inconvenient, and burdensome.

The first of these portions of highway begins at station 297 plus 50,
Chain Sur., and ends at station 321 plus 40, Chain Sur., or a distance of 2390
feet as is indicated on a blue print hereto attached and marked blue print #1,
and that said 2390 feet of highway is now abandoned, and that same has become
useless, inconvenient, and burdensome.

The second portion of said highway that is now abandoned because of
improvement begins at station 360 plus 44, Chain Sur., and ends at station 373
plus 43, Chain Sur., or a distance of 1299 feet of highway now abandoned, and
that same has likewise become useless, inconvenient, and burdensome.

The third portion of highway that is now abandoned because of said
improved highway begins at station 386 plus 75, Chain Sur., and ends at station
395 plus 85, Chain Sur., making 910 feet of abandoned highway, which is also
useless, inconvenient, and burdensome.

The fourth section of abandoned highway begins at station 416, Chain
Sur., and ends at station 429 plus 55, Chain Sur., a distance of 1355 feet that
likewise has become useless, inconvenient, and burdensome.

The fifth section that has been abandoned by reason of said improvement,
begins at station 453 plus 17, Chain Sur., and ends at station 483 plus 25, Chain
Sur., or a distance of 3008 feet, as is shown on a blue print hereto attached
and marked #2, that because of said abandonment has become useless, inconvenient,
and burdensome.

That in the last abandoned portion of road which is between stations hereinabove referred to and a portion of the road abandoned that leads towards the Village of Salix, and that the portion hereinabove to be abandoned leads towards Adams Township, and that the distance of said road leading in the direction of the Adams and Richland Townships line, is a distance of approximately 800 feet, and that said road, of which this is a part, has been abandoned by the Supervisors of Adams Township.

It is also the desire of the Supervisors to have a road leading off the road abandoned because of said improved highway described in paragraph five, what is now known as the Old Frankstown Road, as it intersects what is known as the Bloom Road, now open, a distance of approximately 2625 feet, that same has become useless, inconvenient, and burdensome.

The road to be vacated in this paragraph of the petition begins at a point between stations 440 and 450 on the map hereto attached, and is a continuation of the Bloom Road hereinabove referred to, in the direction of Adams Township, a distance of approximately 763 feet, and that said road has also become useless, inconvenient, and burdensome, and it is the desire of the Supervisors of Richland Township to vacate same, and that a portion of which this is a part, situate in Adams Township, has been vacated.

SECTION B: The State Highway Department has abandoned and relocated a portion of Traffic Route 193, Rural Route 11016, Section 1, in the Township of Richland, and because of said improvement, a portion of the old road has been abandoned beginning at station 224 plus 50, Chain Sur., and ending at the Township line between Conemaugh Township and Richland Township, at station 209 plus 90, Chair Sur., as is more fully indicated on a blue print hereto attached and made a part of this petition and marked #3, and that this portion has become useless, inconvenient, and burdensome, and should be vacated.

SECTION C: The Pennsylvania Department of Highways has abandoned certain portions of State Highway Rural Route #11004 TR. RT. 163. The portion of the road abandoned begins at station 204 plus 50, Chain, and ends at station 213 plus 23, Chain, a distance of 873 feet. That this portion of road too has become useless, burdensome, and inconvenient, and should be vacated. Said description of the highway to be vacated is more fully shown on a blue print hereto attached and made a part of this petition, marked #4.

The State Highway Department has also relocated and abandoned the portion of State Highway Rural Route 11002 TR. RT. 218 beginning at a point at the Somerset County line and Richland Township, at station 69-relocation-station 32 plus 58, Chain Sur., ending at station 84-relocation-station 51 plus 90, Chain Sur., a distance of 1932 feet, which has likewise become useless, inconvenient, and burdensome, and should be vacated. This portion of road is more fully indicated on a blue print hereto attached and made a part of this petition, marked #5.

Another portion of the public high way situate in the Township aforesaid that has likewise become useless, burdensome, and inconvenient, begins about one hundred (100) feet from the intersection of the Blough Road leading from Krings Station to Walsall and ends about two hundred (200) feet from the intersection of the Blough Road as aforesaid, covering a distance of three (300) hundred feet, which is no longer used as a public high way.

Another portion of the high way that has become useless, inconvenient, and burdensome begins at a point about one tenth (.1) of a mile on a road which the State Highway Department has built in the direction of Windber and continues to a point at Recreation Park, which is in the County of Somerset, and follows along Recreation Park and crosses the improved high way, now leading to Windber, to the Somerset County line, which is a distance of eight tenths (.8) of a mile. This road has likewise become useless, inconvenient, and burdensome.

The last portion of high way that should be vacated begins at a road leading from the new improved high way leading from Elton to Windber and passes the homes of Hoffman and Grush, and that the road from the private lane leading to the Grush home to the Adams Township line, a distance of two tenths (.2) of a mile, has likewise become useless, inconvenient, and burdensome and should be vacated, the Supervisors of Adams Township having already vacated that portion of the road leading up to the Richland Township line.

Your Petitioners say that all of the roads hereinabove prayed for the vacation thereof are no longer necessary, and that all of the portions hereinabove described have been abandoned and have become useless, inconvenient, and burdensome.

Your Petitioners therefore pray your Honorable Court that the said roads may be vacated in accordance with the Acts of Assembly in such case made and provided.

Your Petitioners therefore pray your Honorable Court to appoint three members of the Permanent Board of Viewers to inquire into the propriety of said vacations and determine whether said roads have become useless, inconvenient, and burdensome; and that they make their report to the Court in the next term of the Court of Quarter Sessions of Cambria County, Pennsylvania.

And they will ever pray, etc.

F. H. Berkey
Fair Blough
William H. Myers
Supervisors of Richland Township.

STATE OF PENNSYLVANIA:

:
:SS:

COUNTY OF CAMBRIA :

Personally appeared before me, the undersigned authority, a Notary Public in and for said State and County, F. H. BERKEY, FAIR BLOUGH, and WILLIAM MEYERS, who being first duly sworn according to law, do depose and say that they are each respectively duly elected, qualified and acting Supervisors of the Township of Richland, and that the facts as set forth in the foregoing petition are true and correct.

Sworn to and subscribed
before me this 17 day
of Sept , A. D. 1934

F. H. Berkey
Fair Blough
William H. Myers

Algie Bannagach
Notary Public
Justice of the Peace
my comm expires first
mon. Jan 1937

DECREE

AND NOW, this 17th day of August, A. D. 1934, the within Petition having been read and considered, the Court does hereby appoint S. E. Dickey and Dison Lusk and Phillip Caulfield Viewers, to view the said roads in said petition prayed to be vacated, and to consider and charge whether the said roads have become useless, burdensome, and inconvenient, and they may report the same in the September Term of the Court of Quarter Sessions of Cambria County, Pennsylvania, 1934.

By the Court
M. G. P. J.

Name of Student

Date

Theorem:

Figure:

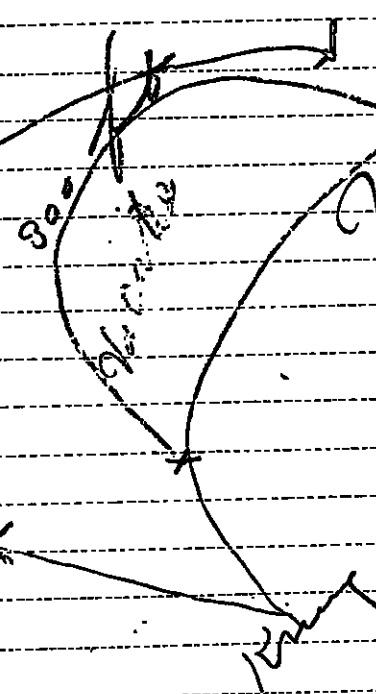
Given:

To Prove:

Method:

Proof:

2 100 ft for measuring
black road & road above
200 ft for measuring
300 ft



concrete

vacate

vacate

permitted

Marshall

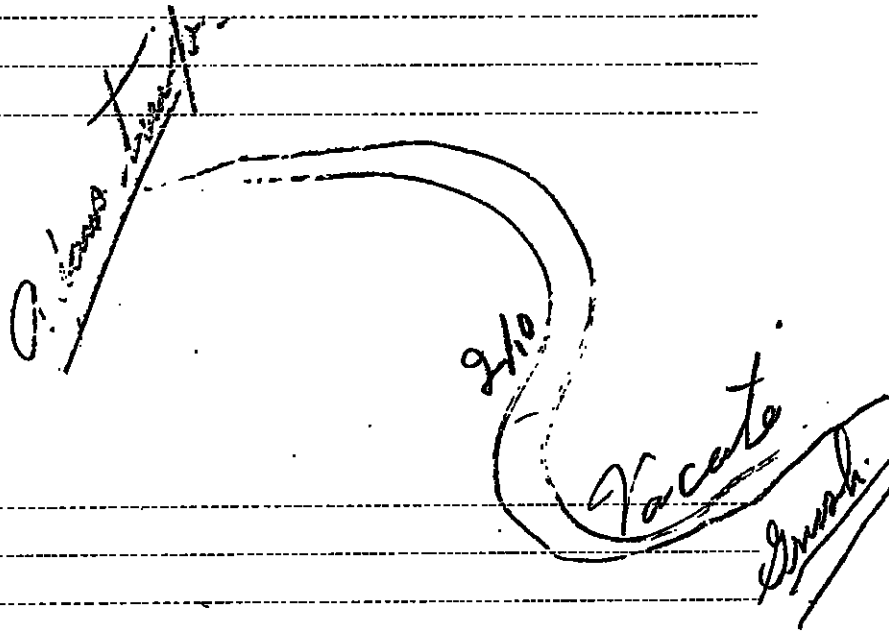
Subordinate to

Name of Student

Date

Theorem:

Figure:



Given:

To Prove:

Method:

Proof:

IN THE COURT OF QUARTER SESSIONS
OF CAMBRIA COUNTY, PENNSYLVANIA.
NO. *2* *Sept.* TERM 1934.

IN RE VACATING PORTIONS OF TRAFFIC
ROUTES NUMBERS 193, 183, 163, 218,
ALL IN THE TOWNSHIP OF RICHLAND,
COUNTY OF CAMBRIA, PENNSYLVANIA.

PETITION FOR THE APPOINTMENT OF
VIEWERS.

Filed: Sept. 17, 1934.

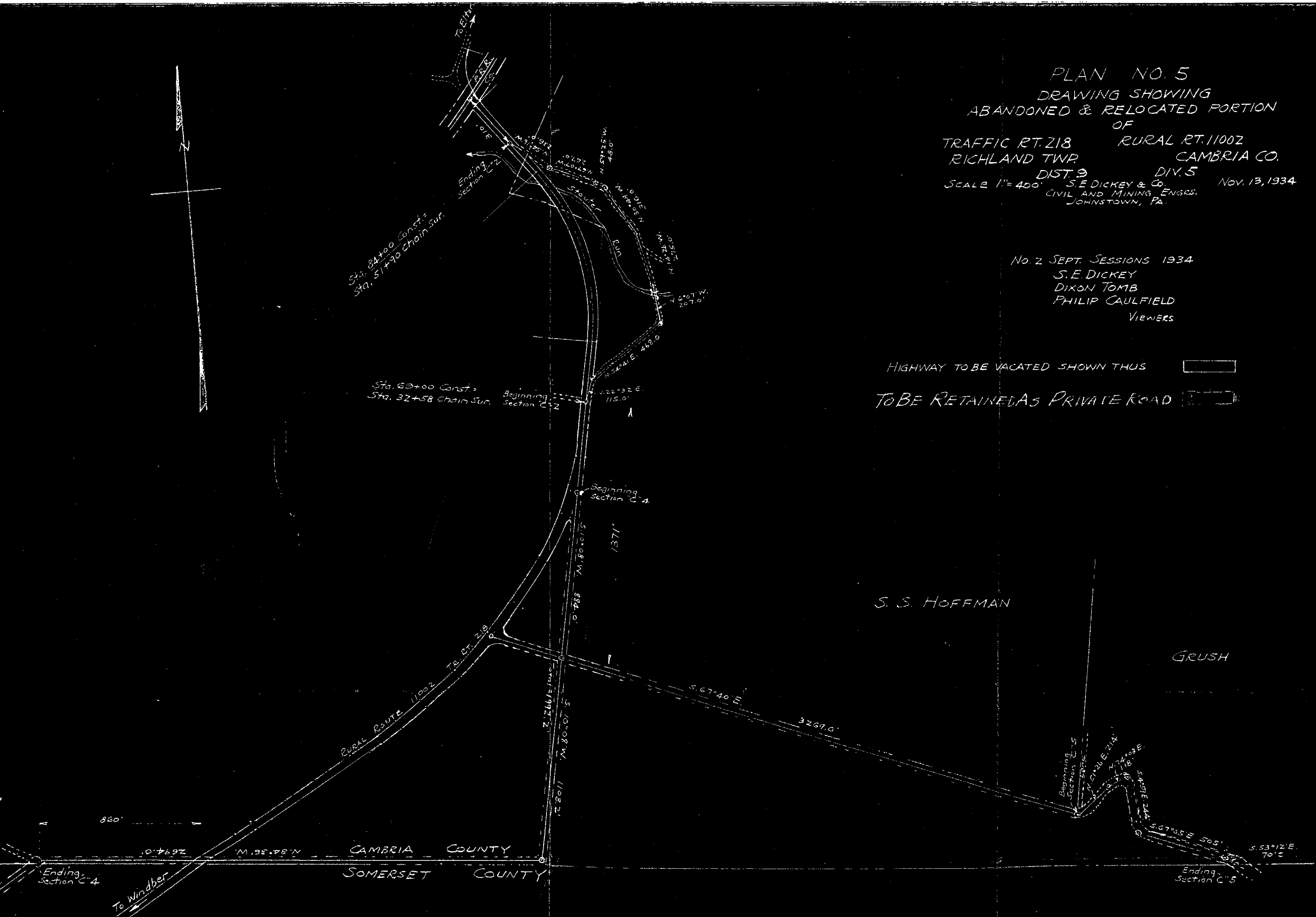
MAHLON J. BAUMGARDNER
ATTORNEY AT LAW
JOHNSTOWN, PENNA.
SWANK BLDG.

RD# 2 Sept, 1934

PLAN NO. 5
 DRAWING SHOWING
 ABANDONED & RELOCATED PORTION
 OF
 TRAFFIC RT. 218 RURAL RT. 11002
 RICHLAND TWP. CAMBRIA CO.
 DIST. 3 DIV. 5
 SCALE 1"=400' S.E. DICKEY & CO. NOV. 13, 1934
 CIVIL AND MINING ENGRS.
 JOHNSTOWN, PA.

NO. 2 SEPT. SESSIONS 1934
 S.E. DICKEY
 DIXON TOMB
 PHILIP CAULFIELD
 VIEWERS

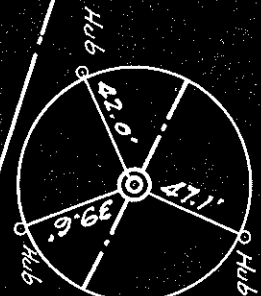
HIGHWAY TO BE VACATED SHOWN THUS 
 TO BE RETAINED AS PRIVATE ROAD 



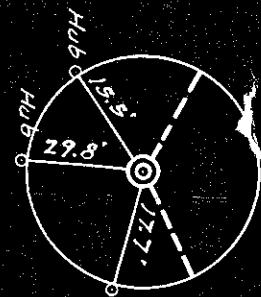
Rat Microfilmed

RO* 2 Sept. 1934

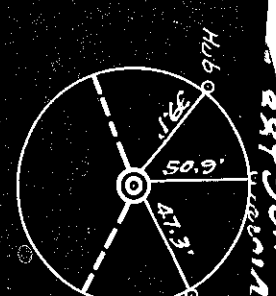
PC 7691580
Angle 180°



Angle 180°



END OF RELOCATION
Sta. 58153 Chain Sur.



TABULATION OF CHANGES BY RELOCATION			
Sta. to	Sta.	Imp. Unimp. Total	Imp. Unimp. Total
58153	58153	2100	2100
58153	58153	—	1332

PENNA. DEPT. OF HIGHWAYS
FOR
CONDEMNATION OF RIGHT OF WAY
ON
STATE HIGHWAY RURAL RT. 11002 TR. RT. 218
FROM STA. 69+00 TO STA. 90+00
RICHLAND TWP.
CAMBRIA CO.
DISTRICT 9
SCALE: 1"=50'

ESTABLISHED BY AUTHORITY OF LAW AS AND FOR THE
WIDTH LINES AND LOCATION OF STATE HIGHWAY RURAL
RT. 11002 TR. RT. 218 CAMBRIA COUNTY FROM STA. 69+00
TO STA. 90+00.

Recommended: *[Signature]* 1934
District Engineer
Recommended: *[Signature]* 1934
Chief Engineer
Approved: *[Signature]* 1-6-1934
Secretary of Highway
Approved: *[Signature]* 1-7-1934
Governor