



ORIGINAL

Engineering Department  
825 Depot Street  
Parkersburg, WV 26101

PA PUC

005150

97 SEP -2 AM 10:29 Page 1 of 3

August 28, 1997

RECEIVED  
PROTHONOTARY'S OFFICE

Mr. James J McNulty - Acting Secretary  
Pennsylvania Public Utility Commission  
Room B-18, North Office Building  
North Street & Commonwealth Avenue  
Harrisburg, PA 17105

Re: CSX-T Double stack proposal, Relocation of utilities to permit ditch work and track lowering.  
Woodland Avenue/60th Street. Docket number A-00114089  
65th Street, Docket number A-00114084  
Pine Street, Docket number A-00114087

Dear Mr. McNulty:

In regard to the above referenced project, and the progress of the utility line relocation made necessary by CSX-T's planned ditching and track lowering.

The Bell Telephone Company of Pennsylvania crosses CSX-T track under grade with a 36 inch casing pipe just to the west of Woodland Avenue. This is accomplished by virtue of an agreement with CSX-T, number 015562 made the 30th day of September 1991. Bell has had their utility line field located and pot holed. Furthermore, they were provided CSX-T's construction plans and have had their consultant do an engineering analysis of the effect of the track lowering on their casing. The analysis indicates that the track lowering will have no detrimental effects on the utility crossing and that no changes in that crossing will be required. The consultant suggests that extraordinary work be preformed in CSX-T's ditch line to protect the Bell casing pipe from being exposed by erosion. I am working with Mr. Ken Buck of Bell Atlantic to progress this suggestion. Attached is an August 18th letter to Bell Atlantic which asserts my contention that no changes need be made to the Bell Atlantic crossing and that CSX-T may progress with its track changes.

The City of Philadelphia has a 16" high pressure water line that crosses CSX-T's tracks within the confines of the 65th Street bridge. There is no agreement between the City and CSX-T for the installation of this utility line through CSX-T's right-of-way. The actual circumstances that permitted the initial installation of the line are a bit murky at this point. The information developed so far indicates that the railroad tracks were constructed in 1895, the water line installed in 1908 and the present bridge constructed in 1909. CSXT's Law Department and

EEF

DOCUMENT DOCKETED  
FOLDER SEP 05 1997

122

counterparts in the City are in the process of negotiating the relocation of the 16" high pressure water line and reviewing the archives that may shed light on who had first rights in this area.

However, I and CSX-T's consultant are working with the City Water Department to progress the development of a design and specifications for the water line relocation. I hope to have a pre-bid meeting on this work in the next two weeks. I presume that CSX-T's application for changes under 65th Street will be subject to some written agreement between the City and CSX-T on the water line relocation.

The Philadelphia Electric Company crosses CSX-T track under grade with a 16 inch pipe carrying a high pressure gas line just to the east of Pine Street. They do this by virtue of an agreement with CSX-T, number BO L19316 made the 1st day of June 1930. PECO has had their utility line pot holed and has found that track lowering will directly effect the utility line. To that end, PECO has prepared plans and specifications to relocate their gas line out of the way of CSX-T construction, (a copy is attached as information). PECO has agreed to preform all work at their initial cost and expense. PECO held a pre-bid meeting for the relocation work on August 21, 1997 with bid closing to be August 28th. I have projected that the relocation work will be completed by early October 1997. Would it be possible to have PA PUC grant an approval for CSXT's application to change tracks at this location prior to utility work being complete, subject to the relocation of the gas line?

The WORLDCOM fiber optic line runs adjacent to CSX-T Philadelphia Subdivision for the entire length of the project. Work at Clifton Ave. (docket A-00114088), Chester Pike, (docket A-00224082) and Pine Street, (docket A-00114087) is scheduled to be completed by September 14th. The work at Lindberg Avenue, (docket A-00114086), is scheduled to be completed by September 5th. All other fiber optic work is completed and the utility has agreed to complete all of this work at its initial cost and expense. Would it be possible to have PA PUC grant an approval for CSXT's application to change tracks at listed locations prior to utility work being completed, subject to the completion of the fiber optic relocation?

Please advise me by letter or by telephone if you have any questions or require additional information. A message may be left at (304)428-1348, telefax number (304)422-4103 or my beeper number is (302)467-2950.

Yours Truly  
CSX Transportation, Inc.

J.S. Lovetro  
Project Manager

cc: RJ Hull {Telefax (717)772-1931 with attachments}  
CA Angelo - {telefax 322-1194}  
KA Koster Burr - {telefax 322-1244}  
Chandis L. Klinger - {telefax (717)772-5782 with  
attachments}  
Gerald T. Clark - {telefax (215)686-0832}

NAME PECO PLANT		MUNICIPALITY DARBY BORO		POL. SUB 313	
LOCATION PINE ST AND C.S.X. RAILROAD			OCCUPIED AS PLANT		SERVICE DATE 8/25/97
REQUESTED BY BUS ACCTS A. BARTNIK	TYPE OF WORK RELOCATE MAIN	<input type="checkbox"/> URD	WORK CENTER NO. 61514	QUAD NO. 2448	MATERIAL AND/OR LABOR FURNISHED BY CUSTOMER
PERMIT REQUIRED/ YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	R/W REQUIRED	KEY MAP 57A	CUST. QUAD 57A1EH34		CASH PAYMENT BY CUSTOMER FOR:
TYPE/ STATE <input type="checkbox"/> LOCAL <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>				NEW CONSTRUCTION
RATE MAX DEMAND N/A	PRESSURE MAIN/SERV. H.P./ H.P.	METERING TYPE N/A	<input type="checkbox"/> BANKED	DELIVERY PRESSURE N/A	DEPR. RESERVE (ITEMS ORIG. COST - REM. SALV.)
			<input type="checkbox"/> MANIFOLD		JOB BING WORK
NEW TECHNOLOGIES: <input type="checkbox"/> DIRECTIONAL DRILLING <input type="checkbox"/> PIPE BURSTING <input type="checkbox"/> ROD PUSHING <input type="checkbox"/> VIBRATORY PLOW					VIDEO REQ'D
METERING: N/A <input type="checkbox"/> ROTARY <input type="checkbox"/> SPECIAL <input type="checkbox"/> CREW					YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

INSTRUCTIONS OR SKETCH:

REASON FOR WORK: RELOCATE (LOWER) MAIN  
 DUE TO LOWERING OF R.R. TRACKS

D.C.P.  
 9702119  
 D.C.N.  
 9709341

INSTALL: 614 FT OF 16 INCH H.P. COATED STEEL MAIN  
 COST OF MAIN, BORING, TIE-IN, CATHODIC PROTECTION  
 NO PAVING OR PERMITS REQUIRED

RETIRE: 60 FT OF 16 IN H.P. BARE STEEL MAIN  
 COST TO RETIRE MAIN

CONTACT PERSONS, PER PLANS  
 CATHODIC PROTECTION REQUIRE  
 PER PLANS HLM  
 8-12-9

W.A.P. PER R.R. REQUIREMENTS  
 P.O.C. 1-800-242-1776 R.R. PROPERTY

PREPARED BY NAME CHECKED BY APPROVED BY APPROVED BY  
 PR- J.FOSTER 615500 19 19 19 19

ACTIVITY NO.	LABOR AND COST SUMMARY DESCRIPTION-FUNCTION	ESTIMATED HOURS	ESTIMATED COST				
31-2010-17	INSTALL: 614 FT OF 16 INCH H.P. COATED STEEL MAIN	2170	600.				
51-2010-17	RETIRE: 60 FT OF 16 IN H.P. BARE STEEL MAIN		600.				
TOTAL							
RETIREMENT DESCRIPTION	YEAR INSTALLED	QUANTITY		RESERVE CLASS		ESTIMATED	
		ESTIMATED	ACTUAL	ACCOUNT	REASON	ORIG. COST	SALVAGE
RETIRE: 60 FT OF 16 IN H.P. BARE STEEL MAIN	1930	60		108	241	600.	
TOTAL						600.	

REVISED 10/19/95

WORK COMPLETED PAVING REQUIRED PRESSURE TESTED FOREMANS  
 YES  NO  YES  NO  DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

CONSTRUCTION DETAILS

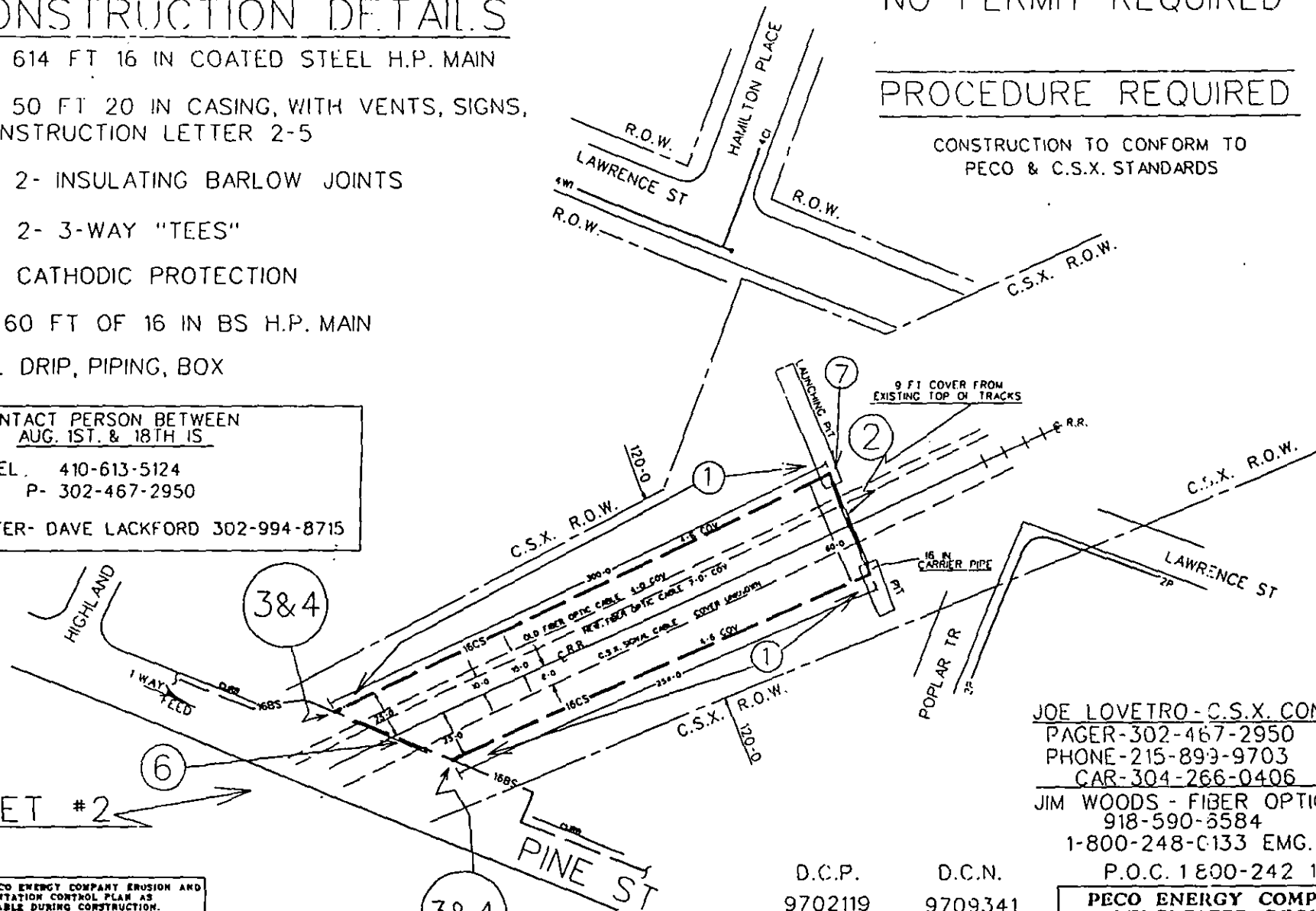
- ① INSTALL 614 FT 16 IN COATED STEEL H.P. MAIN
- ② INSTALL 50 FT 20 IN CASING, WITH VENTS, SIGNS, PER CONSTRUCTION LETTER 2-5
- ③ INSTALL 2- INSULATING BARLOW JOINTS
- ④ INSTALL 2- 3-WAY "TEES"
- ⑤ INSTALL CATHODIC PROTECTION
- ⑥ RETIRE 60 FT OF 16 IN BS H.P. MAIN
- ⑦ INSTALL DRIP, PIPING, BOX

NO PERMIT REQUIRED

PROCEDURE REQUIRED

CONSTRUCTION TO CONFORM TO  
PECO & C.S.X. STANDARDS

CONTACT PERSON BETWEEN  
AUG. 1ST. & 18TH IS  
TOM DUSHEL 410-613-5124  
P- 302-467-2950  
R.R. ROADMASTER- DAVE LACKFORD 302-994-8715



SEE SHEET #2

JOE LOVETRO - C.S.X. CONTACT  
PAGER-302-467-2950  
PHONE-215-893-9703  
CAR-304-266-0406  
JIM WOODS - FIBER OPTICS  
918-590-8584  
1-800-248-C133 EMG.

USE PECO ENERGY COMPANY EROSION AND SEDIMENTATION CONTROL PLAN AS APPLICABLE DURING CONSTRUCTION.  
UTILIZE THE METHODS AND PROCEDURES CONTAINED IN PECO ENERGY COMPANY'S GAS FOREMAN'S MANUAL AND INSTRUCTION LETTERS TO COMPLETE BOTH THE TIE-IN AND THE GASING OUT PROCEDURES.  
A MINIMUM OF THREE CONSECUTIVE READINGS OF BOX GAS OR MORE AT EACH OF THE PURGE POINTS IS NECESSARY TO PROPERLY GAS OUT THE MAIN.

D.C.P. D.C.N.  
9702119 9709341  
CUST. QUAD - 57AIEH34  
GAS QUAD - 2448  
KEY MAP - 57A  
POCS DESIGN  
WAP. - PER RAILROAD

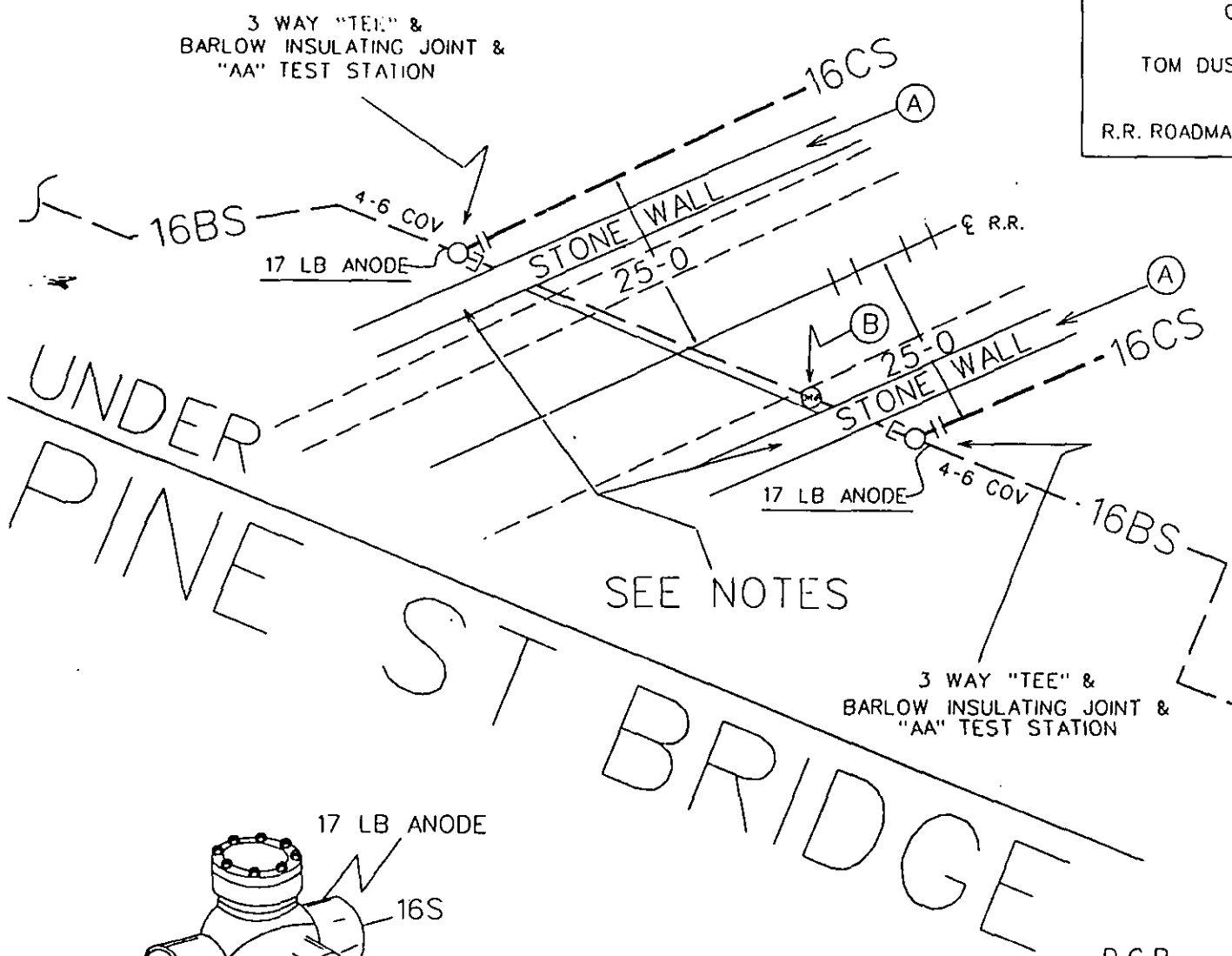
P.O.C. 1 800-242 1776  
**PECO ENERGY COMPANY  
DELCHESTER REGION**  
**PECO PLANT  
C.S.X. RAILROAD  
PINE ST, DARBY, PA.**  
(313)  
DRAWN BY DATE SCALE  
JEOSTER 7/25/97 N.T.S.

# SHEET # 2 OF 3 NO EXCAVATION WITHIN 10 FT OF RAILS

CONSTRUCTION TO CONFORM TO  
PICO & C.S.X. STANDARDS

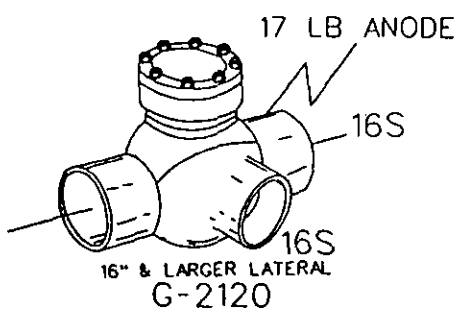
## PROCEDURE REQUIRED

CONTACT PERSON BETWEEN  
AUG. 1ST. & 18TH IS  
TOM DUSHEL 410-613-5124  
P- 302-467-2950  
R.R. ROADMASTER- DAVE LACKFORD 302-994-8715



- NOTES**
- (A) EXISTING STONE WALLS CAN BE REMOVED, TRACK WORK WILL EXTEND BEYOND WALLS, WILL NOT BE REPLACE
  - (B) RETIRE EXISTING DRIP AND PIPING REMOVE EXISTING BOX, PIPING AT BOX

JOE LOVETRO - C.S.X. CONTACT  
PAGER-302-467-2950  
PHONE-215-899-9703  
CAR-304-266-0406  
JIM WOODS - FIBER OPTICS  
918-590-6584  
1-800-248-0133 EMG.  
P.O.C. 1800-242 1776



D.C.P. 9702119  
D.C.N. 9709341

NO PERMIT REQUIRED

PECO ENERGY COMPANY DELCHESTER REGION		
PECO PLANT C.S.X. RAILROAD PINE ST, DARBY, PA.		
DRAWN BY	DATE	SCALE
JLEOSTER	7/25/97	N.T.S.

rev'd 8/21



August 18, 1997

Ken Buck (215)351-8222  
Bell Atlantic, Pennsylvania, Inc.  
Philadelphia South  
Outside Facilities Engineering  
900 Race Street, 6th Street  
Philadelphia, PA 19107

Re: Philadelphia, PA. Lowering CSX-T tracks and Bell  
Atlantic 36" utility crossing @ 60th & Woodland Ave.

Dear Mr. Buck:

In regard to your August 15th fax to CSXT's Tom Dushel, relative to the above referenced project. As I understand, the location of your casing pipe was physically verified the week of August 3rd. Therefore, the crosssections provided in your telefax indicate the actual location of the Bell Atlantic casing pipe. I have provided, as information, a copy of the structural calculations provided and sealed by Henkels & McCoy, Inc. to CSX-T's consultant.

Based on the information provided, it is CSX-T intention to proceed with the lowering of the track at this location. Furthermore, it is my understanding that Bell Atlantic will not require any adjustments to its existing line.

I would like to suggest an alternative to the placement of a concrete ditch line over your casing pipe, as indicated on your cross sections. The cost of concrete placement at this location will be expensive and difficult for CSX-T to maintain. I am willing to place, at project expense, a 20 foot sections of 24" pipe in the ditch line on each side of the track. The excavation will then be backfilled with appropriate materials. We will call the PA dig line prior to start of track undercutting and will center the storm drain over your marked casing pipe. Please advise your thoughts or any comments on this matter.

If you have any questions or require additional information please contact me at (304)428-1348.

Yours Truly,  
CSX Transportation, Inc.

J.S. Lovetro  
Project Manager

CSXT's Law Department and their counterparts in the City are still negotiating the relocation of the 16" high pressure water line at 65th Street. The Railroad and its consultant are working with the City Water Department for the development of the design and specifications for the water line relocation. I hope to have a pre-bid meeting on this work in the next two weeks. I presume that the PA PUC approval of CSX-T's application for changes under this bridge will be subject to a written agreement between the City and CSX-T on the water line relocation.

Please advise me as soon as possible if any statement or interpretations I have made in this letter are incorrect. A message may be left at (304)428-1348, telefax number (304)422-4103 or my beeper number is (302)425-1259.

Yours Truly  
CSX Transportation, Inc.

J.S. Lovetro  
Project Manager

cc: Mr. James J McNulty - Acting Secretary  
Pennsylvania Public Utility Commission  
Room B-18, North Office Building  
North Street & Commonwealth Avenue  
Harrisburg, PA 17105

RJ Hull {Telefax (717)772-1931 with attachments}  
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attachments}  
Gerald T. Clark - {telefax (215)686-0832 with  
attachments}

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RECEIVED  
NOTHONDARY'S OFFICE



Engineering Department  
825 Depot Street  
Parkersburg, WV 26101

City of Philadelphia  
Page 1 of 2

August 28, 1997

Mr. John Lutz, P.E.  
Chief Bridge Engineer  
City of Philadelphia  
Department of Streets  
7th Floor - Municipal Service Building  
1401 JFK Boulevard  
Philadelphia, PA 19102-1676

Re: CSX-T Double stack proposal, City review of CSX-T  
construction plans for ditch work and track lowering.  
Woodland Avenue/60th Street.           Docket number A-00114089  
61st Street,                               Docket number A-00114090  
Cemetery Road,                           Docket number A-00114085  
65th Street,                              Docket number A-00114084  
Pedestrian walkway @ 63rd Street,      Docket number A-00114213  
68th Street,                              Docket number A-00114083

Dear Mr. Lutz:

In regard to your letter of August 11, 1997, relative to the above referenced project as it effects the City's 65th Street., 61st St., 63rd St., (the pedestrian walkway) and Woodland Avenue/60th Street. It was my understanding that the 65th Street bridge is owned and maintained by the State of Pennsylvania, but I appreciate your concurrence on CSX-T's work. Furthermore, you had not mentioned 68th Street or Cemetery Road, (owned by CSX-T) in your letter. However, I presume that your August 11th letter covers CSX-T's planned work under both of these bridges.

I interpret your letter as an approval of CSX-T plans as presented. That based on provided materials, the City is satisfied that CSX-T is taking all steps necessary to protect the City structures. I have noted your exception that if footing elevations and locations are located incorrectly on CSX-T plans, so that the safety of the structure is questioned. The City inspector will work with the railroads field crew and consulting engineer to adjust CSX-T's work to protect those footing.

I will contact the City Engineer of Construction Anthony Rogers at least three days prior to the start of any work under these bridge so that a City inspector may be assigned.

By copy of this letter, I am transmitting your August 11, 1997 approval to the Pennsylvania Public Utility Commission and requesting that they approve CSX-T's application for track undercutting through Woodland Avenue, 61st St., Cemetery Rd., 63rd St., (the pedestrian walkway) and 68th St.



# CITY OF PHILADELPHIA

DEPARTMENT OF STREETS  
7th Floor - Municipal Services Building  
1401 JFK Boulevard  
Philadelphia, Pennsylvania 19102-1676

LAWRENCE M. MOY  
Commissioner

August 11, 1997

Mr. Joseph Lovetro  
Project Engineer  
CSX Transportation  
4714 Hollins Ferry Road  
Baltimore, MD 21227

Attn: Mr. T.R. Dushel, B40W

Re: *CSX Double Stack Proposal*

Dear Mr. Lovetro:

We have reviewed the proposed ditchwork drawings dated April 28, 1997 and revised drawings dated July 17, 1997 as they affect the City's 65th St., 61st St., 63rd St. Pedestrian and Woodland Ave. Bridges and take the following exception:

1. In the event that the footings are not located as shown, the City reserves the right to alter the proposed work in order to protect the footing from future undermining, at the sole cost to CSX.

Please notify Mr. Anthony Rogers (215-686-5543) prior to starting work in order to provide for inspection. As agreed at the PUC Field View, City's inspection costs will be at your expense. Please provide Billing Address as soon as possible.

Very truly yours,



John F. Lutz, P.E.  
Chief Bridge Engineer

JFL/AFR/cm

*CC: Mr. John Fern - VAL*

cc: Mr. James J McNulty - Acting Secretary .  
Pennsylvania Public Utility Commission  
Room B-18, North Office Building  
North Street & Commonwealth Avenue  
Harrisburg, PA 17105

RJ Hull {Telefax (717)772-1931 with attachments}  
CA Angelo - {telefax 322-1194}  
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Chandis L. Klinger - {telefax (717)772-5782

005152

97SEP -2 AM 10:29  
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PROTHONDARY'S OFFICE



RPLCO

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
District 6-0, King of Prussia Annex

200 Radnor - Chester Rd  
St David PA 19087

DATE: August 25, 1997

SUBJECT: JRN-JBO-LAN  
Delaware and Philadelphia Counties  
CSX Double-Stack Applications  
A-00114080  
A-00114082  
A-00114084  
A-00114088

**COPY**

TO: Dave Hart, P.E.  
Manager, Rail Safety Division  
Public Utility Commission  
Attn: Ron Hull, P.E.

FROM: Len Nardone  
District 6-0, Railroad Coordinator  
District

This letter is in reference to the above CSX applications for their clearance improvement project in Delaware and Philadelphia counties. These four applications carry state roads over the railroad.

The District has reviewed the general plan and geotechnical evaluation report prepared for the project. Please be advised that PennDOT takes no exception to the work as proposed.

If here are any questions, please contact me at (610) 768-3051.

cc: J. Rowan  
B. Shelly  
J. Penn @ Vandernark and Lynch via FAX  
File: O-R-0011408x-PUC-CSX-08251997

