



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

February 16, 1983

IN REPLY PLEASE  
REFER TO OUR FILE

Herbert Smolen, Assistant Solicitor  
City of Philadelphia  
1401 Arch Street  
Philadelphia, PA 19107

RECORDED

SECRETARY'S OFFICE  
Public Utility Commission

A-00098061 - Application of City of Philadelphia to extend and construct a portion of 58th Street Bridge, where tracks of the new Airport High Speed Line will be placed.

A-00099374 - Application of City of Philadelphia to reconstruct the major portions of the existing 58th Street Bridge, above the tracks of National Railroad Passenger Corporation.

Dear Mr. Smolen:

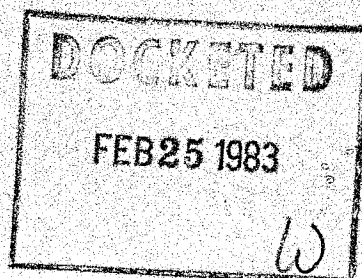
By its order adopted February 8, 1978, Pennsylvania Public Utility Commission directed construction of the project covered by the two noted applications, relating to the reconstruction and extension of the 58th Street Bridge above tracks of National Railroad Passenger Corporation and the proposed Airport High Speed Line.

By further action of September 25, 1981, approving the request set forth in Petition filed by City of Philadelphia, the Commission granted an extension of time for completion of the project, to a date of July 24, 1982.

Numbered Paragraph 22 of the February 8, 1978 order requires, inter alia, that City of Philadelphia report to the Commission the date of actual completion of the subject project. Kindly advise as to the present status of the project, inasmuch as the approved date for completion thereof has passed by some six months.

Very truly yours,

R. A. Peteritas, Director  
Bureau of Rail Transportation





**CITY OF PHILADELPHIA**

LAW DEPARTMENT  
15th Floor, Municipal Services Building  
Philadelphia, Pa. 19107

April 12, 1983

**RECEIVED**

**APR 12 1983**

**SECRETARY'S OFFICE  
Public Utility Commission**

Pennsylvania Public Utility Commission  
North Office Bldg.  
Harrisburg, PA 17120  
Attn: Secretary

Re: Second Supplemental Joint Application of National Railroad Passenger Corporation, City of Philadelphia, Federal Railroad Administration for additional exemptions from minimum overhead, side and track center clearance requirements and for approval of alterations and additions to AMTRAK interlocking at 54th street.

Docket No. A-00098061

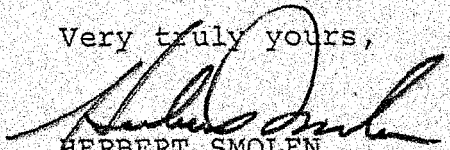
Dear Sir:

I file herewith an original and four copies of the Second Supplemental Joint Application of the National Railroad Passenger Corporation, City of Philadelphia, and Federal Administration.

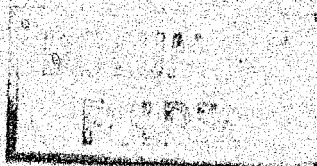
Please note that I have served a copy of same upon all parties listed in paragraph 11 of this Second Supplemental Joint Application. A Certificate of Service is also enclosed.

Kindly acknowledge receipt of same.

Very truly yours,

  
HERBERT SMOLEN  
Deputy City Solicitor

Enclosures: Original and four Second Supplemental Joint Applications  
Certificate of Service



CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true and correct copy of the Second Supplemental Joint Application of National Railroad Passenger Corporation, City of Philadelphia, and Federal Railroad Administration by first class mail, postage prepaid, upon the following:

Southeastern Pennsylvania  
Transportation Authority  
(SEPTA)  
130 South 9th Street  
Philadelphia, PA 19107  
Attention: Law Department

Consolidated Rail Corp.  
Richard B. Hasselman  
Senior Vice President, Operations  
Room 1740, 6 Penn Center Plaza  
Philadelphia, PA 19104

Pennsylvania Department  
of Transportation  
5th Floor, Transportaion Bldg.  
Harrisburg, PA 17120  
Attention: Law Department

United Transportation Union  
Mr. E. W. Croyle  
State Legislative Director  
and Chairman  
Penna. State Legislative Board  
Suite 401, City Towers Bldg.  
301 Chestnut Street  
Harrisburg, PA 17101

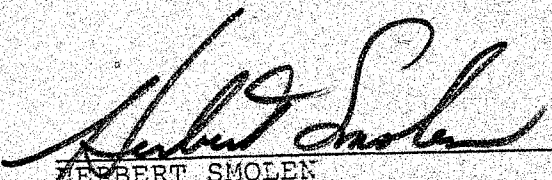
Philadelphia Electric Co.  
2301 Market Street  
Philadelphia, PA 19101  
Attention: Law Department

The Bell Telephone Co. of  
Pennsylvania  
#1 Parkway  
Philadelphia, PA 19107  
Attention: Law Department

Philadelphia Gas Works  
Attn: Distribution Planning  
Engineer  
1800 North 9th Street  
Philadelphia, PA 19122

Consolidated Rail Corp.  
Attn: Joel E. Mazor, Esquire  
1138 Six Penn Center Plaza  
Philadelphia, PA 19104

April 12, 1983  
DATE

  
HERBERT SMOLEN  
Deputy City Solicitor

ORIGINAL

BEFORE THE

PENNSYLVANIA PUBLIC UTILITY COMMISSION

RECEIVED

APR 12 1983

SECRETARY'S OFFICE  
Public Utility Commission

Application of City of Philadelphia  
for approval of (1) the construction,  
alteration or reconstruction of the  
crossings of Penn Central Transporta-  
tion Company, Debtor, Reading Company,  
Debtor, The Baltimore and Ohio Rail-  
road Company and SEPTA involved in the  
construction of a high-speed passenger  
line from Suburban Station to the Phil-  
adelphia International Airport, in the  
City of Philadelphia, (2) the allocation  
of the costs and expenses incident there-  
to and (3) exemptions from the minimum  
overhead and side clearance requirements  
of Part III of the Commission's Railroad  
Regulations.

Docket No. A-00098061

SUPPLEMENTAL JOINT APPLICATION  
of National Railroad Passenger Corporation,  
City of Philadelphia and Federal Railroad  
Administration for additional exemptions  
from minimum overhead, side and track-center  
clearance requirements and for approval of  
alterations and additions to Amtrak inter-  
locking at 54th Street.

APR 10 1983  
W

SECOND SUPPLEMENTAL JOINT APPLICATION  
OF  
NATIONAL RAILROAD PASSENGER CORPORATION,  
CITY OF PHILADELPHIA, FEDERAL RAILROAD  
ADMINISTRATION FOR ADDITIONAL EXEMPTIONS  
FROM MINIMUM OVERHEAD, SIDE AND TRACK  
CENTER CLEARANCE REQUIREMENTS AND FOR  
APPROVAL OF ALTERATIONS AND ADDITIONS TO  
AMTRAK INTERLOCKING AT 54TH ST.

1. The names and addresses of Applicants and Applicants' attorneys  
are:

- (a) National Railroad Passenger Corporation (AMTRAK)  
Attn: Harold K. Cohen, Esquire  
1617 J.F. Kennedy Boulevard  
Philadelphia, Pennsylvania 19103

- (b) City of Philadelphia  
Attn: Herbert Smolen, Deputy City Solicitor  
1530 Municipal Services Building  
Philadelphia, Pennsylvania 19107
- (c) Federal Railroad Administration (FRA)  
Attn: Mark Tessler, RCC-50  
400 Seventh Street, S.W.  
Washington, D.C. 20590

2. On January 26, 1982, a Supplemental Joint Application was filed with the Commission by the National Railroad Passenger Corporation (AMTRAK), City of Philadelphia (City), and the Federal Railroad Administration (FRA), seeking approval for additional exemptions from the overhead, side and track-center requirements of Chapter 33, Subchapter C of the Pa. Code, Title 52, and for alterations and additions to the Amtrak tracks and switching layouts in the vicinity of 54th Street (between the existing interlockings at "Brill" and at "Arsenal"), all in the City of Philadelphia.

3. With the original concurrence of the Commission technical staff, the aforesaid Supplemental Joint Application was filed under the Airport High Speed Line Docket Number (A-98061), even though all of the proposed work did not directly relate to the Airport High Speed Line project. This was done because the sites for which clearance exemptions were requested in the Supplemental Joint Application, were generally in the same vicinity as Airport High Speed Line sites, and it was deemed advisable and advantageous by and for all parties and staff that all clearances in the area be contained in the same docket. For the foregoing reasons, this Second Supplemental Joint Application is being filed under this Docket Number (A-98061).

4. The Commission adopted an Order on May 14, 1982 which was entered on May 26, 1982, approving the aforesaid Supplemental Joint Application. A

true and correct copy of said Order is attached hereto, made part hereof, and marked "Appendix I."

5. By Petition docketed with the Commission on June 8, 1982, Amtrak, City and FRA sought modification of the aforementioned Order adopted May 14, 1982 and entered May 26, 1982, averring (1) that for purposes of accuracy and clarity, one paragraph included in the narrative discussion of the Order, relevant to a description of the limits of the new interlocking, should be amplified; and (2) that Ordering Paragraph 3 of the noted Order, wherein a lengthy tabulation sets forth all locations where side-clearance exemptions are to be granted, should be modified to include three locations inadvertently omitted from the Order, as issued.

6. On October 1, 1982 the Commission adopted an Order which was entered October 22, 1982, granting the aforesaid Petition for Modification. A true and correct copy of said Order is attached hereto, made part hereof, and marked "Appendix II."

7. At the time that the aforesaid Supplemental Application was filed with the Commission, the plans/drawings for the construction of the project were the 90% submission by the Architect-Engineer. The final plans/drawings are now complete, and there are 7 catenary pole exemptions which, as hereinafter described, have been added to the design since submission of the Supplemental Joint Application, or have had their proposed clearance reduced slightly from that originally applied for and approved.

8. A detailed description of the Amtrak Interlocking at 54th St. (Brill-Arsenal) project, traffic counts, funding, estimated time of completion and maintenance responsibilities are more fully set forth under the heading INTRODUCTION at pages 1, 2 and 3 of Appendix I, attached to the original January 26, 1982 Supplemental Joint Application, and are incorporated herein.

9. The exemptions herein requested are more fully set forth in detail in Appendix III hereto attached and made part hereof. Also attached hereto and made part hereof are the following:

- (a) Exhibit A-4: Sets forth details on the catenary pole exemptions being requested in this Second Supplemental Joint Application.
- (b) Exhibit A-5: Consists of a 1 page, 1" = 40' scale drawing, bearing Drawing #DHA/PP-4.
- (c) Exhibit A-6: Consists of a 1 page, 1" = 40' scale drawing, bearing Drawing #DHA/PP-10.

10. In addition to the exemptions requested in Appendix III, there are also being requested by this Second Supplemental Joint Application, the exemptions more fully set forth in detail in Appendix IV, hereto attached and made part hereof. These additional exemptions are being requested due to the redesign of the alignment of the "O" Track connection between the Airport High Speed Line and the AMTRAK main line, occasioned by the Northeast Corridor Improvement Project (NECIP). The locations and clearances were studied with respect to cost considerations, technical aspects and operational elements. It is to be noted that the "O" Track connection will be used in emergency situations only when access to the overpass between the Airport High Speed Line and AMTRAK's main line is unavailable. Exhibit A-7, attached hereto and made part hereof, is a one page, 1" = 50' scale drawing, bearing Drawing #E, and shows the locations of the requested clearance exemptions.

11. The parties interested in the instant matter, and upon whom service of this Second Supplemental Joint Application is being made, to the best of applicants' knowledge and belief, are the following:

- (a) Southeastern Pennsylvania Transportation Authority  
(SEPTA)  
130 South 9th Street  
Philadelphia, PA 19107  
Attention: Law Department

- (b) Consolidated Rail Corporation  
Richard B. Hasselman  
Senior Vice President, Operations  
Room 1740, 6 Penn Center Plaza  
Philadelphia, PA 19104
- (c) Pennsylvania Department of Transportation  
5th Floor, Transportation Building  
Harrisburg, PA 17120  
Attention: Law Department
- (d) United Transportation Union  
Mr. E. W. Croyle  
State Legislative Director and Chairman  
Pennsylvania State Legislative Board  
Suite 401, City Towers Building  
301 Chestnut Street  
Harrisburg, PA 17101
- (e) Philadelphia Electric Company  
2301 Market Street  
Philadelphia, PA 19101  
Attention: Law Department
- (f) The Bell Telephone Company of Pennsylvania  
#1 Parkway  
Philadelphia, PA 19107  
Attention: Law Department
- (g) Philadelphia Gas Works  
Attn: Distribution Planning Engineer  
1800 North 9th Street  
Philadelphia, PA 19122

12. The NECIP 54th Street Interlocking improvements are being designed to improve rail passenger service by providing a modern and attractive high speed train operation in a reliable, modern, safe and economic manner. The designed improvements will increase system capacity, reduce operational conflicts among the users of the interlocking (Amtrak, Conrail, SEPTA, AHSL), improve maintainability and increase rider comfort. The clearance exemptions herein, for which approval is requested, represent minor design refinements and adjustments to the plans as submitted on January 26, 1982, to the Commission in Docket A-98061 Supplemental Joint Application and will not have an adverse

effect on public or employee safety nor on future passenger and freight operating capabilities. The exemptions are necessary to achieve an economically sound and environmentally acceptable project design.

13. Applicants herein request that unless any interested party objects to the granting of this Second Supplemental Joint Application within twenty (20) days from service hereof, that it be approved and granted without the necessity of a formal hearing. If a field conference is deemed necessary by the Commission, then request is hereby respectfully made that same be scheduled promptly.

WHEREFORE, Applicants respectfully request your Honorable Commission to issue an Order approving the exemptions requested, and the alterations, additions, modifications, as shown on the plans submitted.

Respectfully submitted,

NATIONAL RAILROAD PASSENGER CORPORATION

By: \_\_\_\_\_

CITY OF PHILADELPHIA

By: \_\_\_\_\_

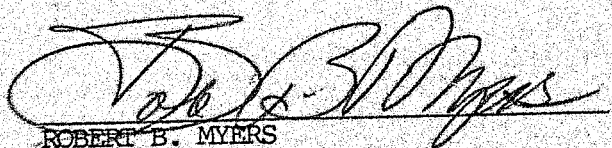
FEDERAL RAILROAD ADMINISTRATION

By: \_\_\_\_\_

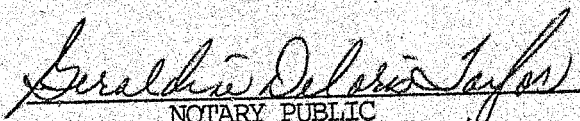
AFFIDAVIT

DISTRICT OF COLUMBIA :  
: SS  
:

ROBERT B. MYERS, being duly sworn according to law, deposes and says that he is the Director, Office of Engineering, Northeast Corridor Project, Federal Railroad Administration; that he is authorized to and does make this affidavit on its behalf; and, that the facts set forth in the foregoing Second Supplemental Joint Application are true and correct to the best of his knowledge, information and belief.

  
ROBERT B. MYERS

Sworn to and Subscribed before me  
this 22nd day of March, 1983.

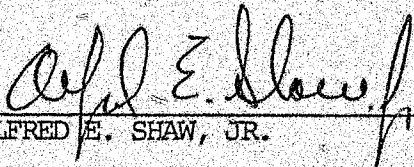
  
NOTARY PUBLIC  
Comm. expires: 3-31-84

AFFIDAVIT

COMMONWEALTH OF PENNSYLVANIA :

COUNTY OF PHILADELPHIA :

ALFRED E. SHAW, JR., being duly sworn according to law, deposes and says that he is Director Engineering for the National Railroad Passenger Corporation; that he is authorized to and does make this affidavit on its behalf; and, that the facts set forth in the foregoing Second Supplemental Joint Application are true and correct to the best of his knowledge, information and belief.

  
ALFRED E. SHAW, JR.

Sworn to and Subscribed before me  
this *5th* day of *APRIL*, 1983.

  
NOTARY PUBLIC

ELIZABETH M. WOODWARD  
Notary Public, Phila., Phila. Co.  
My Commission Expires July 7, 1984



PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held May 14, 1982

Commissioners Present:

Susan M. Shanaman, Chairman  
Michael Johnson  
James H. Cawley  
Linda C. Taliaferro  
Clifford L. Jones

Application of City of Philadelphia for approval of (1) the construction, alteration or reconstruction of the crossings of Penn Central Transportation Company, Debtor, Reading Company, Debtor, The Baltimore and Ohio Railroad Company and SEPTA involved in the construction of a high-speed passenger line from Suburban Station to the Philadelphia International Airport, in the City of Philadelphia, (2) the allocation of the costs and expenses incident thereto and (3) exemptions from the minimum overhead and side clearance requirements of Part III of the Commission's Railroad Regulations.

A-00098061

SUPPLEMENTAL JOINT APPLICATION  
of National Railroad Passenger Corporation,  
City of Philadelphia and Federal Railroad  
Administration for additional exemptions  
from minimum overhead, side and track-center  
clearance requirements and for approval of  
alterations and additions to Amtrak  
interlocking at 54th Street.

O R D E R

BY THE COMMISSION:

On January 26, 1982, a Supplemental Joint Application was filed with this Commission by National Railroad Passenger Corporation (Amtrak), City of Philadelphia (City) and Federal Railroad Administration (FRA), seeking approval for additional exemptions from the overhead, side and track-center requirements of Chapter 33, Subchapter C of the Pa. Code, Title 52, and for alterations and additions to the Amtrak tracks and switching layouts in the vicinity of 54th Street (between the existing interlockings at "Brill" and at "Arsenal"), all in City of

Philadelphia. All proposed work and resultant clearance changes stem from contemplated track usage changes which will improve rail movements and minimize conflicts among the various operations conducted throughout the subject area by Amtrak passenger trains, Conrail freight trains, SEPTA commuter trains and future airport high-speed line airport-service operations.

As paraphrased from statements contained in the Supplemental Joint Application, the new interlocking arrangement will improve rail passenger service by providing a modern, attractive high-speed operation in a safe, reliable and economic manner; will increase system capacity; reduce operational conflicts among the various users of the interlocking; improve maintainability; and increase rider comfort. Resulting clearances, for which exemptions are requested, will have no adverse effect upon public or employee safety nor on future passenger and freight operational capabilities.

Attached to and made a part of the Supplemental Joint Application are several supplemental documents, as follows:

Appendix I, containing 12 typewritten sheets of descriptive information relevant to the changes, including background data, traffic counts (rail), authorized speeds for various classes of operations, funding agreements, time schedules for the proposed work, clearance considerations affecting the final layout, structure clearances to be affected by track changes, names and addresses of involved parties, and a statement re. the necessity for, and benefits to be derived from, the project.

Exhibit A-1, a 13-page summary of all clearance exemptions being requested, delineating the location, track number involved, existing and proposed clearance figures, and cross-reference to drawing number on which detailed information is shown. The listing contains 96 specific locations for side clearance exemptions to catenary poles; 21 locations for side clearance exemptions to other types of fixed objects; 27 locations for vertical clearance exemptions to overhead structures, and 18 locations showing representative track-center exemptions being sought.

Exhibit A-2, a single-sheet line drawing (numbered DHA/CS-1) of the subject track and interlocking system, between 62nd Street (area known as "Brill") to University Avenue (area known as "Arsenal"), showing the existing track and switching layout, (Brill-to-Arsenal), and the proposed track and switching layout (to be known as "54th Street"). Increased trackage, simplified switching arrangements and modifications of track usage by the various carriers is noted thereon.

Exhibit A-3, a 33-sheet set of drawings (variously numbered DHA/G-1 and G-3, DHA/PP-1 through PP-11, DHA/PR-1 through PR-20), setting forth site plan, index plan and detailed track and switching plans for the project area from railroad milepost 4.38, at Brill, to railroad

milepost 2.35, at Arsenal; existing and proposed track layouts; locations of catenary poles; clearance obstructions; track profile data; curve, spiral and superelevation data; overhead, side and track-center clearance dimensions, and other pertinent construction data for the project.

It is stated in Appendix I that the section of railroad between Brill and Arsenal is owned by Amtrak and the existing five tracks are used jointly by Amtrak, Conrail and SEPTA through track-sharing arrangements. With the advent of high-speed passenger commuter service through this area, soon to be provided by SEPTA between center-city and the Philadelphia International Airport, via the Airport High Speed Line, train movements through the subject interlocking area will be significantly increased as well as the complexity of scheduling all moves by all carriers. A recent typical weekday traffic count shows 64 Amtrak trains, 52 Wilmington, (DE) commuter trains, 76 Media, (PA) commuter trains and 12 Conrail freight trains. Airport High Speed Line service will add to this count. Authorized passenger train speed is 90 mph and freight speed is 50 mph.

To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area, and to accommodate the additional movements of Airport High Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more specifically aimed at improvements to Amtrak facilities and operations) have agreed to fund jointly the reconfiguration of trackage in this area to provide a minimum of five operational tracks from the airport area to a point near Brill, and six operational tracks from Brill to a point near Arsenal; the revised interlocking system to be known as the 54th Street Interlocking.

According to the information contained in the application, to accomplish the desired improvements, extensive track shifts and reconfiguration will be required within an area which was originally constructed to clearance standards of less than currently required by the Commission's regulations. In order to contain costs and to avoid major disruptions to rail traffic and adjoining properties, the overall design has proceeded on the basis of achieving safe and operationally acceptable clearances consistent with existing conditions, or improved where reasonably possible. Significant cost reductions are effected by adhering, where necessary, to presently-existing safe clearance minimums, rather than resort to extensive reconstructions of catenary systems, overhead structures and adjacent obstructions which would be mandated in order to attain regulation clearances. Such an approach would be economically unfeasible and inconsistent with many other sections along the Northeast Corridor where improvements to existing sub-standard clearances are not anticipated.

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According to the information contained in the application, to accomplish the desired improvements, extensive track shifts and reconfiguration will be required within an area which was originally constructed to clearance standards of less than currently required by the Commission's regulations. In order to contain costs and to avoid major disruptions to rail traffic and adjoining properties, the overall design has proceeded on the basis of achieving safe and operationally acceptable clearances consistent with existing conditions, or improved where reasonably possible. Significant cost reductions are effected by adhering, where necessary, to presently-existing safe clearance minimums, rather than resort to extensive reconstructions of catenary systems, overhead structures and adjacent obstructions which would be mandated in order to attain regulation clearances. Such an approach would be economically unfeasible and inconsistent with many other sections along the Northeast Corridor where improvements to existing sub-standard clearances are not anticipated.

It is noted in the appendix to the application that the project is scheduled for construction starting in the second quarter of 1982, with completion anticipated within 24 months. The estimated cost of the project is \$30,000,000, to be funded in accordance with agreements between the City of Philadelphia, Urban Mass Transportation Authority and Federal Railroad Administration. The application sets forth no detailed information in this regard and seeks no allocation by the Commission of the costs involved. Maintenance of the completed rail facilities will also be generally in accordance with current responsibilities and any additional agreements to be reached by the parties.

A copy of the Supplemental Joint Application, together with all appendices, has been served upon each party in interest to this proceeding. Initial objections raised by Consolidated Rail Corporation have been resolved through an exchange of correspondence and a joint meeting of the parties to clarify the points in question, and by letter dated April 14, 1982, Conrail states its concurrence with the application and retracts its prior objection. No other objection has been entered by any other party.

Upon careful review of the Supplemental Joint Application, the attached Appendix I and Exhibits A-1, A-2 and A-3, this Commission finds that the proposed improvement is necessary and proper for the promotion of the safety of the traveling public and for the prevention of accidents; accordingly we will approve the construction thereof and grant the exemptions requested, all generally in accordance with the information set forth in the application; THEREFORE,

IT IS ORDERED:

1. That the prayer of the Supplemental Joint Application filed January 26, 1982 by National Railroad Passenger Corporation, City of Philadelphia and Federal Railroad Administration, for additional exemptions from minimum overhead, side and track-center clearance requirements of Chapter 33, Subchapter C of the Pa. Code, Title 52, and for approval of alterations and additions to Amtrak Interlocking at 54th Street, in the City of Philadelphia, be and is hereby approved to the extent hereinafter defined.

2. That a new multiple-track interlocking to be known as 54th Street interlocking, be constructed, and alterations and revisions be made to the system of National Railroad Passenger Corporation between Railroad Milepost 4.38 (Brill) and 2.35 (Arsenal), generally in accordance with the drawings attached to the application, identified as Exhibits A-2 and A-3, which plans are hereby approved.

3. That, as a result of the changes resulting from the work herein approved, as relate to clearances at catenary poles supporting the overhead electrification system, the following exemptions be and are hereby granted from the minimum side-clearance requirements of Chapter

33, Subchapter C of the Pa. Code, Title 52; each location being identified by the drawing number on which shown (Exhibit A-3), the involved track number and catenary pole number, and the proposed minimum side-clearance to be attained, as follows:

<u>Drawing No.</u>	<u>Track No.</u>	<u>Catenary Pole No.</u>	<u>Prop. Side Clrce. (Ft.)</u>
PP-1	1	W29E	9.91
PP-1	4	W29W	11.99
PP-1	1	W28E	9.86
PP-2	1	W27E	9.68
PP-3	BR	W21I	8.84
PP-3	4	W21W	9.94
PP-4	0	W21AI	9.11
PP-4	1	W21BI	9.65
PP-4	4	W21BW	10.21
PP-4	0	W20I	9.58
PP-4	1	W20I	9.30
PP-4	4	W20W	9.70
PP-4	0	W19I	11.06
PP-4	1	W19I	9.51
PP-4	0	W18AI	11.80
PP-4	1	W18AI	11.97
PP-4	5	W18BW	8.50
PP-4	1	W18E	8.87
PP-4	4	W18I	8.72
PP-4	5	W18I	10.06
PP-4	5	W17-1/2W	8.50
PP-4	5	W17W	9.32
PP-5	5	W16-1/2W	9.83
PP-5	5	W16W	9.43
PP-5	5	W15-1/2W	9.83
PP-5	5	W15W	9.27
PP-6	0	W12A1/2E	10.83
PP-6	5	W12A1/4W	10.08
PP-6	0	W12AE	8.92
PP-6	0	W11-2/3E	9.50
PP-6	5	W11-1/2W	10.08
PP-6	0	W11E	8.93
PP-6	0	W10-2/3E	9.42
PP-6	0	W10E	9.20
PP-6	5	W10W	8.50
PP-6	5	W9W	8.50
PP-6	0	W9I	9.22
PP-6	PC	W9I	10.50
PP-7	0	W8A/E	8.50
PP-7	5	W8A/W	8.50
PP-7	0	W7A/E	8.50
PP-7	5	W7A/W	8.50
PP-7	0	W6E	8.50
PP-7	5	W6W	8.67
PP-7	5	W5-2/3W	9.27
PP-7	5	W5-1/3W	11.20
PP-7	0	W5E	8.50
PP-7	5	W5W	10.87
PP-8	AY	W3E	8.50

<u>Drawing No.</u>	<u>Track No.</u>	<u>Catenary Pole No.</u>	<u>Prop. Side Circe. (Ft.)</u>
PP-8	0	W2-1/2E	8.98
PP-8	0	W2E	8.50
PP-8	5	W2W	11.26
PP-8	0	W1A1	8.83
PP-8	0	W1I	11.92
PP-8	1	T380BE	10.74
PP-8	0	T380I	11.41
PP-8	5	T380W	10.61
PP-9	5	T379W	10.77
PP-9	0	T378E	8.50
PP-9	5	T378W	9.18
PP-9	0	T377E	8.50
PP-9	5	T377W	9.12
PP-9	0	T376E	8.50
PP-9	5	T376W	10.46
PP-9	5	T375AW	9.98
PP-9	0	T375E	8.50
PP-9	5	T375W	11.73
PP-10	0	T374E	8.50
PP-10	0	T373E	8.50
PP-10	3	T373I	8.79
PP-10	4	T373I	8.98
PP-10	5	T372-1/2W	7.34
PP-10	0	T372E	8.50
PP-10	3	T372I	8.81
PP-10	4	T372I	8.85
PP-10	0	T371E	8.50
PP-10	4	T371I	8.04
PP-10	5	T371I	8.04
PP-10	0	T370-1/2E	8.50
PP-10	0	T370E	8.50
PP-10	4	T370I	8.50
PP-10	5	T370I	11.67
PP-10	4	T369-1/2I	8.50
PP-10	5	T369-1/2I	11.50
PP-11	3	T369I	8.50
PP-11	4	T369I	8.50
PP-11	0	T368-1/2E	8.50
PP-11	1	T368I	11.08
PP-11	2	T368I	9.50
PP-11	2	T367E	10.10
PP-11	RT	T366E	10.91
PP-11	0	T366I	9.49
PP-11	2	T366I	11.54

(96 Catenary Pole Exemptions)

4. That, as a result of the changes resulting from the work herein approved, as relate to clearances at other structures adjacent to the tracks, the following exemptions be and are hereby granted from the minimum side-clearance requirements of Chapter 33, Subchapter C of the Pa. Code, Title 52; each location being identified in like fashion as in Paragraph 3, above:

<u>Drawing No.</u>	<u>Track No.</u>	<u>Structure</u>	<u>Prop. Side Clrce. (Ft.)</u>
PP-1	4	OHB PA 3.64	10.36
PP-1	1	OHB PA 3.64	10.25
PP-4	0	OHB PA 3.25	8.90
PP-4	0	OHB PA 3.25	8.70
PP-4	1	OHB PA 3.25	9.62
PP-4	5	OHB PA 3.11	9.19
PP-4	5	OHB PA 3.11	11.54
PP-4	1	OHB PA 3.11	11.51
PP-4	1	OHB PA 3.11	11.37
PP-4	0	OHB PA 3.11	8.78
PP-4	0	OHB PA 3.11	9.59
PP-7	5	OHB PA 2.35	8.50
PP-7	2	OHB PA 2.35	8.51
PP-7	1	OHB PA 2.35	9.50
PP-8	5	Concrete Wall	8.76
PP-11	3	UGB PA 89.32	7.08*
PP-11	2	UGB PA 89.32	7.05*
PP-11	1	UGB PA 89.32	6.73*
PP-11	0	UGB PA 89.32	7.03*
PP-11	RT/W	UGB PA 89.32	6.52*
PP-11	RT/E	UGB PA 89.32	6.52*

\*Clearance to girders of thru-girder bridge

(21 other structures exemptions)

5. That, as a result of the changes resulting from the work herein approved, as relate to adjacent track center-to-center distances, the following exemptions be and are hereby granted from the minimum distance requirements between centerlines of parallel tracks of Chapter 33, Subchapter C of the Pa. Code, Title 52; each location being identified in like fashion as in Paragraph 3 above:

<u>Drawing No.</u>	<u>Track No's.</u>	<u>Location</u>	<u>C/C Distance</u>
PP-1	4-3	OHB PA 3.64	12.32
PP-1	3-2	OHB PA 3.64	12.36
PP-1	2-1	OHB PA 3.64	12.16
PP-4	3-2	Sta. 40+25.00	12.20
PP-4	5-4	Sta. 49+30.00	12.67
PP-4	4-3	Sta. 49+30.00	13.00
PP-4	3-2	Sta. 49+30.00	13.00
PP-4	2-1	Sta. 49+30.00	13.00
PP-7	5-4	OHB PA 2.35	13.00
PP-7	4-3	OHB PA 2.35	13.00
PP-7	3-2	OHB PA 2.35	13.00
PP-7	1-0	OHB PA 2.35	13.00
PP-8	5-4	OHB PA 2.93	13.00
PP-8	3-2	OHB PA 2.93	12.99
PP-9	5-4	Sta. 104+36.11	12.95
PP-9	3-2	Sta. 104+36.11	13.00
PP-11	3-2	UGB PA 89.32	13.18
PP-11	1-0	UGB PA 89.32	13.16

(18 Representative Track-Centers Exemptions)

6. That, as a result of the changes resulting from the work herein approved, as relate to vertical clearances above the tracks to underside of overhead structures, the following exemptions be and are hereby granted from the minimum overhead clearance requirements of Chapter 33, Subchapter C of the Pa. Code, Title 52, each location being identified in like fashion as in Paragraph 3 above:

<u>Drawing No.</u>	<u>Track No.</u>	<u>Location</u>	<u>Prop. V.C. (Ft.)</u>
PR-1	1	OHB PA 3.64	18.87
PR-1	2	OHB PA 3.64	21.39
PR-1	3	OHB PA 3.64	21.43
PR-1	4	OHB PA 3.64	18.51
PR-3	3	OHB AHSL	20.47
PR-3	4	OHB AHSL	20.38
PR-6	0	OHB PA 3.25	19.46
PR-5	1	OHB PA 3.25	19.11
PR-5	2	OHB PA 3.25	18.72
PR-5	3	OHB PA 3.25	19.18
PR-5	4	OHB PA 3.25	19.40
PR-6	0	OHB PA 3.11	18.78
PR-5	1	OHB PA 3.11	18.92
PR-5	2	OHB PA 3.11	18.72
PR-5	3	OHB PA 3.11	18.84
PR-5	4	OHB PA 3.11	18.76
PR-7	1	OHB PA 2.81	19.02
PR-7	2	OHB PA 2.81	18.96
PR-7	3	OHB PA 2.81	18.95
PR-7	4	OHB PA 2.81	18.99
PR-8	5	OHB PA 2.81	19.12
PR-12	0	OHB PA 2.35	19.70
PR-11	1	OHB PA 2.35	19.64
PR-11	2	OHB PA 2.35	19.82
PR-11	3	OHB PA 2.35	19.28
PR-13	2	OHB PA 2.93	20.80
PR-13	3	OHB PA 2.93	20.02

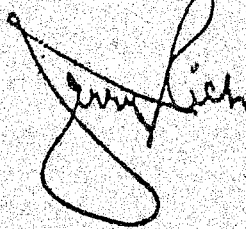
(27 Vertical Clearance Exemptions)

7. That the applicants herein, at the sole cost and expense of the project, pay all compensation for damages, if any, due to the owners, exclusive of National Railroad Passenger Corporation, as covered by the terms of applicable contract documents, for property taken, injured or destroyed by reason of the construction of the improvement project in accordance with the approved plans.

8. That upon completion of the improvement and its opening to use, applicants herein advise this Commission of the date of said completion and submit for the record an itemized breakdown of the total costs

incurred, including the proportionate shares thereof borne by the respective parties, together with a statement outlining the maintenance responsibilities of the various parties for the track and facilities subject of this order.

BY THE COMMISSION,

A handwritten signature in black ink, appearing to read "Jerry Rich". The signature is stylized with a large, sweeping loop at the bottom.

Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: May 14, 1982

ORDER ENTERED: MAY 26 1982

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held October 1, 1982

Commissioners Present:

Susan M. Shanaman, Chairman  
Michael Johnson  
James H. Cawley  
Linda C. Taliaferro  
Clifford L. Jones

Application of City of Philadelphia for approval of (1) the construction, alteration or reconstruction of the crossings of Penn Central Transportation Company, debtor, Reading Company, debtor, The Baltimore and Ohio Railroad Company and SEPTA involved in the construction of a high-speed passenger line from Suburban Station to the Philadelphia International Airport, in the City of Philadelphia, (2) the allocation of the costs and expenses incident thereto and (3) exemptions from the minimum overhead and side clearance requirements of Part III of the Commission's Railroad Regulations.

A-00098061

PETITION FOR MODIFICATION OF COMMISSION  
ORDER ENTERED MAY 26, 1982.

O R D E R

BY THE COMMISSION:

By its order in this proceeding adopted May 14, 1982, entered May 26, 1982, Pennsylvania Public Utility Commission approved the Supplemental Joint Application filed by National Railroad Passenger Corporation (Amtrak), City of Philadelphia (City) and Federal Railroad Administration (FRA), directed construction of a new multiple-track interlocking to be known as the 54th Street Interlocking, and thereby granting additional exemptions from the Commission's minimum overhead, side and track-center clearance requirements as set forth in Chapter 33, Subchapter C of the Pennsylvania Code, Title 52.

By petition docketed June 8, 1982, Amtrak, City and FRA seek modification of the aforementioned order, averring (1) that for purposes of accuracy and clarity, one paragraph included in the narrative discussion of the order, relevant to a description of the limits of the new

interlocking, should be amplified; and (2) that Ordering Paragraph 3 of the noted order, wherein a lengthy tabulation sets forth all locations where side-clearance exemptions are to be granted, should be modified to include three locations inadvertently omitted from the order, as issued.

In explanation thereof, petitioners aver as follows:

- (1) That the second full paragraph of the narrative discussion, on numbered Page 3 of the Commission's order entered May 26, 1982, reads as follows:

"To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area, and to accommodate the additional movements of Airport High-Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more specifically aimed at improvements to Amtrak facilities and operations) have agreed to fund jointly the reconfiguration of trackage in this area to provide a minimum of five operational tracks from the airport area to a point near Brill, and six operational tracks from Brill to a point near Arsenal; the revised interlocking system to be known as the 54th Street Interlocking.";

and that for purposes of greater accuracy and clarity, petitioners aver that said paragraph should read as follows:

"To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area and to accommodate the additional movements of Airport High-Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more specifically aimed at improvements to Amtrak facilities and operations) have agreed to fund jointly the reconfiguration of trackage in this area to provide a minimum of five operational tracks from the Airport High-Speed Line overhead bridge at Milepost 4.10 to the 54th Street overhead bridge No. Pa. 2.81, and six operational tracks from that point to Milepost 2.47; the revised interlocking system to be known as the 54th Street Interlocking."

- (2) That Ordering Paragraph No. 3, on numbered Pages 4, 5, 6 and 7 of the Commission's order entered May 26, 1982, which paragraphs purportedly list all 96 locations

where side-clearance exemptions are to be granted, actually lists only 93 locations, omitting therefrom three locations which were listed in and included among the clearances requested by the Supplemental Joint Application. These three locations should appear between the seventh and eighth locations listed on Page 6 of the noted order and should read as follows:

<u>Drawing No.</u>	<u>Track No.</u>	<u>Catenary Pole No.</u>	<u>Prop. Side Clrce. (Ft.)</u>
PP-4	1	W21AI	10.26
PP-4	4	W21AW	10.19
PP-4	0	W21BI	9.74

Petitioners request that appropriate modification be made to the Commission's order entered May 26, 1982 so as to reflect the more accurate description of the new interlocking, and to include the three stated locations among those where side-clearance exemptions have been granted.

A copy of the petition for modification has been served upon all parties to this proceeding and no objection has been entered.

A review of the petitioners' Supplemental Joint Application and the Commission's order entered May 26, 1982 verifies that the three locations cited in the instant petition for modification were indeed included among the locations where side-clearance exemptions were requested, and were, in fact, omitted from the listing in the Commission's order denoting those locations where side-clearance exemptions were granted - an apparent inadvertency in the final draft of that order. We concur that the three locations should be included for side-clearance exemptions.

As regard to the modification requested to clarify the descriptive paragraph on Page 3 of the Commission's order, the wording as requested by petitioners will more specifically pinpoint the locations where changes in the numbers of operational tracks occur, and we will also concur with that request; THEREFORE,

IT IS ORDERED:

1. That the second full paragraph on Page 3 of our order in this proceeding entered May 26, 1982, which reads as follows, to wit:

"To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area, and to accommodate the additional movements of Airport High-Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more

specifically aimed at improvements to facilities and operations) have agreed to fund jointly the reconfiguration of trackage in this area to provide a minimum of five operational tracks from the airport area to a point near Brill, and six operational tracks from Brill to a point near Arsenal; the revised interlocking system to be known as the 54th Street Interlocking."

be and is hereby modified to read as follows:

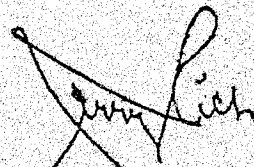
"To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area, and to accommodate the additional movements of Airport High-Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more specifically aimed at improvements to Amtrak facilities and operations) have agreed to fund jointly the reconfiguration of trackage in this area to provide a minimum of five operational tracks from the Airport High-Speed Line overhead bridge at Milepost 4.10 to the 54th Street overhead bridge No. Pa. 2.81, and six operational tracks from that point to Milepost 2.47; the revised interlocking system to be known as the 54th Street Interlocking."

2. That numbered Paragraph 3 of our order in this proceeding entered May 26, 1982 which appears in full on Pages 4, 5, 6 and 7 thereof, be and is hereby modified to include the following three tabular lines denoting additional locations where exemptions are granted from this Commission's minimum side-clearance requirements;

<u>Drawing No.</u>	<u>Track No.</u>	<u>Catenary Pole No.</u>	<u>Prop. Side Clrce. (Ft.)</u>
PP-4	1	W21AI	10.26
PP-4	4	W21AW	10.19
PP-4	0	W21BI	9.74

the appropriate position of insertion thereof being between the seventh and eighth similar listings on Page 6.

BY THE COMMISSION,



Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: October 1, 1982

ORDER ENTERED: OCT 22 1982

- 4 -

## APPENDIX III

### AMTRAK Interlocking at 54th St (Brill - Arseral)

#### I. INTRODUCTION

As aforesaid, by Supplemental Joint Application filed with the PUC on January 26, 1982, the parties made application for additional exemptions from clearance requirements and for approval of alterations and additions to the Amtrak interlocking at 54th Street. Appendix I to the said application set forth a description of the project, traffic counts, funding, estimated time of completion and reasons for seeking the exemptions. EXHIBIT No. A-1 to Appendix I stated in tabular form the proposed clearance exemptions, and sheets 1 through 8 thereof listed 96 catenary pole exemptions being sought. EXHIBIT No. A-3 to Appendix I consisted of 1" = 40' scale drawings showing the locations of the poles for which exemptions were being sought. These drawings were the 90 percent submission by the Architect-Engineer.

Because of the time pressures to enable the construction project to be put out for bid, it was considered appropriate for PUC application purposes to use 90 percent plans, which were sufficiently advanced to include virtually all design elements. The final plans are now complete, and there are seven catenary pole exemptions which, as described below, have been added to the design since submission of the application or have had their proposed clearance reduced slightly from that originally applied for.

#### II. CLEARANCE CONSIDERATIONS

- 1-2. Pole W-19-1/4I between track 0 and track 1 is a new pole not shown on drawing PP-4 contained in Exhibit A-3 of the Supplemental Joint Application dated 1/26/82. Said drawing PP-4 has been revised and is attached hereto as Exhibit A-5. This pole has a proposed compensated clearance of 10.36 feet from centerline of track 0 and a proposed tangent track clearance of 9.21 feet from centerline of track 1. This pole is a support for a signal bridge.
3. Pole W-19-1/4W adjacent to track 4 on drawing PP-4 (Exhibit A-5 attached) is a new Pole not shown on the Supplemental Joint Application, nor on previously filed Exh. A-1. This Pole has a proposed tangent track clearance of 9.71 feet from centerline of track 4.
4. Pole AHSL 184 adjacent to track 5 on drawing PP-4 (Exhibit A-5 attached) is a new pole not shown on the Supplemental Joint Application drawing, nor on previously filed Exhibit No. A-1. This pole has a proposed tangent track clearance of 10.46 feet from centerline of track 5. Track 5 at that location is exclusively in Airport High Speed Line (AHSL) service, and the pole was included in the AHSL design rather than the FRA/Amtrak design, although the pole is on Amtrak property. This clearance is substantially in excess of AHSL side clearances approved by the PUC ORDER of July 24, 1974, Docket No. 98061; and no restrictions to AHSL operation nor safety hazard to AHSL employees or the public would be caused by the proposed side clearance.

5. Pole W-17-2/3E adjacent to track 0 on drawing PP-4 (Exhibit A-5 attached) is a new pole not shown on the Supplemental Joint Application drawing nor on previously filed EXHIBIT No. A-1. This pole has a proposed compensated clearance of 8.77 feet from track center of track 0.
6. Pole T-371I between track 5 and track 4 on drawing PP-10 was included in the Supplemental Joint Application to the PUC, Docket A-98061, filed January 26, 1982. The proposed compensated clearance in that filing was 8.04 feet from the track center of track 5. Final design reduced this clearance by 0.08 feet to 7.96 feet. The original drawing PP-10 has now been revised and is attached hereto as Exhibit A-6. As explained in Appendix I to the Supplemental Joint Application of 1/26/82 (pages 5 and 6), pole T-371I presented special problems in finding a suitable location. As set forth in the prior Supplemental Joint Application (1/26/82) for exemptions:

"The second pole with special circumstances is T371. The existing pole is between present tracks 3 and 1. Proposed realignments will require the pole to be relocated; it presently is the center pole of a two span system which extends across the entire array of tracks from the Media Branch on the west across the NEC tracks. The intertrack space between proposed tracks 4 and 5 is the widest available at this location. The only alternative would be to eliminate the intermediate pole and construct a single span structure across all nine tracks. Elimination of this intermediate pole would require extensive and costly rerouting of utility and Amtrak transmission lines supported on the pole. This rerouting would involve changing overbuild transmission attachments at numerous other poles in the vicinity and constructing several new poles..."

Track 5 is intended for use by AHSL and Wilmington commuter trains at this location, and no freight switching movements are involved.

7. Pole T-370I between track 5 and track 4 on drawing PP-10 (now revised as Exhibit A-6 attached), was included in the prior Supplemental Joint Application to the PUC, Docket A-98061, filed January 26, 1982. The proposed compensated clearance in that filing was 11.67 feet from the track center of track 5. Final design reduced that clearance by 0.26 feet to 11.41 feet.

## APPENDIX IV

Airport High Speed Line  
Clearances to Poles - Contract 18  
60th Street Branch  
#0 Track Connection

Pole	Degree of Curve	PUC Clearance Requirement	Center Line of Tk to Face of Structure
WP-3	5°-53'	12'-6"R 12'-6"L	9'-6" 11'-6"
WP-4	5°-53'	12'-6"	8'-7"
WP-5	5°-53'	12'-6"	9'-9"
WP-6	5°-21'	12'-5"	9'-4"
WP-7	5°-21'	12'-5"	10'-7"
WP-8	5°-21'	12'-5"	9'-8"
WP-9	7°-22'	12'-7"	11'-2"
WP-10	7°-22'	12'-7"	12'-5"
WP-11	9°-00'	12'-9"	12'-5"
WP-11A	9°-00'	12'-9"	12'-5"
WP-12	9°-00'	12'-9"	9'-1"
WP-13	9°-00'	12'-9"	9'-0"
WP-14	Tangent	12'-6"	11'-9"
HSL 165	9°-00'	12'-9"	12'-2"

EXHIBIT NO. A-4

SUMMARY OF SIDE CLEARANCES  
VICINITY OF BRILL TO ARSENAL  
MP PA 4.39 to PA 2.20

(Compensated Clearance = Equivalent Tangent Track  
Side clearance after adjustment for superelevation  
and curvature)

Compensated Side Clearances at  
Northeast Corridor Improvement Project  
Track Realignment Projects

Curve Number	Catenary Pole No.	Track Number	Drawing Number	Compensated Side Clearance (ft)		Side Clearance Change (ft)
				Existing	Proposed	
650-1	W-19-1/4I*	0	PP-4	New Pole	10.36	-
Tangent	W-19-1/4I*	1	PP-4	New Pole	9.21	-
Tangent	W-19-1/4W*	4	PP-4	New Pole	9.71	-
Tangent	AHSL 184	5	PP-4	New Pole	10.46	-
650-2	W-17-2/3E	0	PP-4	New Pole	8.77	-
306-1	T-371I	5	PP-10	8.52	7.96	-0.56
Tangent	T-370I	5	PP-10	8.02	11.41	+3.39

Note: Catenary pole suffix letter code (north toward New York):

- E - east pole
- W - west pole
- I - pole between tracks


\* This structure is a signal bridge.

# OVERSIZE DOCUMENT(S)

EXHIBIT A-5

BRILL TO ARSENAL  
54 TH STREET INTERLOCKING  
PLAN

M.P. PA. 3.97 TO M.P. PA. 3.80

SCALE 20 0 20 40  
1" = 40' 

DRAWING NO.

DHA/PP-4

NECIP DOCUMENT CODE  
CD-47832

CONTRACT NO.

DHACD 2X/2A

REV.

PAGE NO.

90% SUBMISSION. - 10/1/81

# OVERSIZE DOCUMENT(S)

EXHIBIT A-6

BRILL TO ARSENAL  
54 TH STREET INTERLOCKING  
PLAN

M.P. PA. 2.69 TO M.P. PA. 2.47

NECIP DOCUMENT CODE

CD-47838

CONTRACT NO.

DHACD 2X/2A

SCALE 20 0 20 40

1"=40'



DRAWING NO.

DHA/PP-10

REV.

PAGE NO.

90% SUBMISSION - 10/1/81

# OVERSIZE DOCUMENT(S)

EXHIBIT A-7

PROJECT TITLE	
AIRPORT HIGH SPEED LINE	
DRAWING TITLE	
GENERAL PLAN AND PROFILE TRACK "O" CONNECTION AND SEQUENCE OF CONSTRUCTION	
CITY PROJECT NO.	DRAWING NO.
20-594-2-	E-2
U.M.T.A. PROJECT NO.	
PA-03-0043	
DRAWN BY	CHECKED BY
R.J.H.	T.R.P.
DATE	SCALE
	As Noted



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120  
April 14, 1983

IN REPLY PLEASE  
REFER TO OUR FILE  
A-00098061

Herbert Smolen, Deputy City Solicitor  
City of Philadelphia  
Law Department  
15th Floor - Municipal Services Building  
Philadelphia, Pennsylvania 19107

Second Supplemental Joint Application of National Railroad Passenger Corporation, City of Philadelphia, Federal Railroad Administration for additional exemptions from minimum overhead, side and track center clearance requirements and for approval of alterations and additions to AMTRAK interlocking at 54th Street.

Dear Sir:

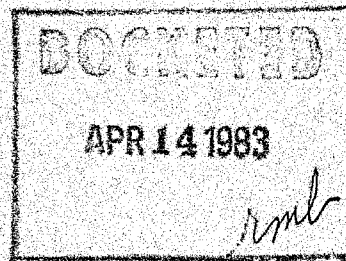
Receipt is acknowledged of an original and four copies of the Application of National Railroad Passenger Corporation which has been captioned and docketed to the above number.

The application will receive the attention of the Commission and you will be advised of any further procedure.

Very truly yours,

for Jerry Rich  
Secretary

JEL:rmb





# CITY OF PHILADELPHIA

LAW DEPARTMENT  
15th Floor, Municipal Services Building  
Philadelphia, Pa. 19107  
(215) 686-5251

October 19, 1983

Pennsylvania Public Utility Commission  
North Office Building  
Harrisburg, Pa. 17120

Attention: Secretary

Re: Docket No. A.98061  
Docket No. A.99374  
58th Street Bridge

**RECEIVED**

OCT 21 1983

SECRETARY'S OFFICE  
Public Utility Commission

Dear Sir:

Commission Trial Staff has inquired as to the current status of the above matters.

With specific reference to the 58th Street Bridge only, I am advised by the City Streets Department that the work has been completed and the bridge has been open to the public for approximately one year. I am further advised that the National Railroad Passenger Corporation (AMTRAK) still has certain electrification work to complete, which, the Streets Department advises, will be done by AMTRAK in the future in connection with the Northeast Corridor Improvement Project.

I have been further informed by the City Streets Department that AMTRAK has paid the amounts required under paragraph 1 of the Agreement between the City and AMTRAK dated March 27, 1980 and docketed at PUC-U-810751. There are however other bills and items now being reviewed by the parties, and a final estimate of costs is in the process of being prepared.

At this time, and without prejudice to the rights of the City, there appears to be no present need for the Commission to continue its enforcement action. Any discontinuance, of course, should be without prejudice.

DOCKETED  
OCT 21 1983

Very truly yours,

*Herbert Smolen*  
HERBERT SMOLEN  
Deputy City Solicitor

HS/mrb  
cc: Richard Herskovitz

DOCKETED  
FOLDER



CITY OF PHILADELPHIA

ORIGINAL  
LAW DEPARTMENT  
15th floor, Municipal Services Building  
Philadelphia, Pa. 19102

BARBARA W. MATHER,  
City Solicitor

HERBERT SMOLEN,  
Deputy City Solicitor  
(215) 686-5251

September 21, 1984

RECEIVED

Pennsylvania Public Utility Commission  
North Office Building  
Harrisburg, Pennsylvania 17120

SEP 25 1984

SECRETARY'S OFFICE  
Public Utility Commission

ATTENTION: Jerry Rich, Secretary

Dear Sir:

A. 98061

I enclose herewith various Withdrawal of Appearance forms as shown on each such Withdrawal.

All future notices, communications and correspondence in connection with these matters should be addressed to the City of Philadelphia Law Department, Attention: Public Utility Section.

I am informed that Entries of Appearance will shortly be filed in these matters.

Very truly yours,

*Herbert Smolen*  
HERBERT SMOLEN  
Deputy City Solicitor

HS:dab

Enclosures

cc: Counsel for:

PennDot, Bell, PECO, PGW, SEPTA, Amtrak, Conrail

DOCUMENT  
INDEX

ORIGINAL

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

RECEIVED

SEP 26 1984

SECRETARY'S OFFICE  
Public Utility Commission

IN RE:	:	
	:	
Application of City of Philadelphia - -	:	Docket No.
(Airport High Speed Line)	:	A-98061
	:	

WITHDRAWAL OF APPEARANCE

TO THE SECRETARY OF THE COMMISSION:

Kindly withdraw my Appearance on behalf of the City of Philadelphia in the above-captioned matter.

*Herbert Smolen*

HERBERT SMOLEN  
I.D. No. 13601

Dated: September 17, 1984

DOCKETED  
OCT 3 - 1984

DOCUMENT  
FOLDER

ORIGINAL

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

RECEIVED

OCT 5 1984

SECRETARY'S OFFICE  
Public Utility Commission

IN RE: :  
Application of City of :  
Philadelphia :  
(Airport High Speed Line) : Docket No.  
: A-98061  
:  
:  
:

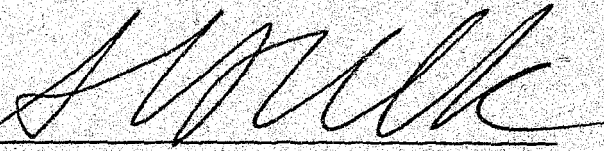
ENTRY OF APPEARANCE

TO THE SECRETARY OF THE COMMISSION:

Kindly enter my Appearance on behalf of the City  
of Philadelphia in the above-captioned matter.

BARBARA W. MATHER,  
City Solicitor

KATHRYN S. LEWIS,  
Chief Deputy City Solicitor

BY: 

GERALD T. CLARK  
Assistant City Solicitor  
I.D. No. 17455

DATED: 10-2-84

DOCKETED  
OCT 10 1984

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INDEX





**CITY OF PHILADELPHIA**

LAW DEPARTMENT  
5th Floor, Municipal Services Building  
Philadelphia, PA 19102

Send response to:  
ARA Tower at Reading Center  
1101 Market Street  
Philadelphia, PA 19107

February 11, 1988

**RECEIVED**

**FEB 16 1988**

**SECRETARYS OFFICE  
Public Utility Commission**

Jerry Rich, Secretary  
Pennsylvania Public Utility  
Commission  
P.O. Box 3265  
Harrisburg, Penna. 17120

Re: City of Philadelphia Application to Reconstruct  
58th Street over former Penn Central  
PUC Docket A-99374 and A-98061

Dear Secretary Rich:

Please be advised that the City of Philadelphia has been advised by the National Railroad Passenger Corporation that they have received their final payment on the above-captioned projects.

The City of Philadelphia therefore believes that there are no other outstanding issues on the project and the Commission can mark its files closed.

If there are any questions concerning this matter, please call me at (215) 592-6311.

Respectfully,

Gerald T. Clark  
Deputy City Solicitor  
5th Floor ARA Tower  
1101 Market Street  
Philadelphia, PA 19107

GTC:pmw  
cc: Philadelphia Gas Works  
AMTRAK  
SEPTA  
Conrail  
Bell Telephone Company of Pa.  
PennDOT  
Philadelphia Electric Company

**DOCUMENT  
FOLDER**

**DOCKETED  
FEB 18 1988**

July 6, 1988

SUBJECT: Closing the Record of Commission Proceedings

**RECEIVED**TO: Jerry Rich  
Secretary

JUL 7 1988

FROM: Kenneth E. Nicely, Director  
Bureau of Safety and ComplianceSECRETARYS OFFICE  
Public Utility Commission

Enclosed is a list of formal Commission proceedings that have been closed. To date, however, these cases are still carried as open proceedings assigned to the Bureau of Safety and Compliance.

Please take necessary action to close the proceedings.  
Thank you for your prompt attention.

Enclosure  
KEN:mjw

Docket Number

Date Public Meeting - Record Closed

A-00104781	10-29-87
C-00018792	11-05-87
C-00019504	10-29-87
I-00000231	9-25-87
I-78060297	10-29-87
I-78090301	9-17-87
M-78040048	9-25-87
M-820307	10-29-87
M-820315	9-25-87
A-00097434	10-29-87
A-00099809	11-05-87
A-00101223	10-29-87
A-00102124	10-29-87
A-00102162	10-29-87
A-00104023	11-05-87
M-810269	12-03-87
M-810276	12-03-87
A-00096778	12-03-87
A-00099058	1-15-88
A-00099059	12-10-87
A-00099649	1-15-88
A-00103880	1-15-88
C-78090530	1-15-88
A-00098061	10-08-87
A-00106137	4-9-87
I-77090282	10-29-87
A-00078896	12-03-87
A-00089895	12-10-87
A-00092531	12-10-87
A-00099585	1-15-88
A-00099771	9-25-87
A-00100772	1-22-88
A-00103749	1-15-88
A-00104206	2-11-88
A-00104650	9-25-87
A-00105510	10-2-87
A-00106796	12-03-87
A-00106809	1-15-88
A-00106810	1-15-88
A-00106811	1-15-88
A-00106836	1-15-88
A-00106588	4-30-87
A-00105704	9-17-87
A-00105898	12-3-87

101560

**DOCKETED**  
**JUL 13 1988**

**DOCUMENT**  
**FOLDER**