



CITY OF PHILADELPHIA

ORIGINAL

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

ALAN J. DAVIS
City Solicitor

January 26, 1982

Pennsylvania Public Utility Commission
North Office Building
Harrisburg, Pennsylvania 17120

Attention: Secretary

Re: Application of the City of Philadelphia -
Airport High Speed Line
(Supplemental Joint Application of AMTRAK,
City of Philadelphia and Federal Railroad
Administration)
Docket No. A-98061

RECEIVED
SECRETARY'S OFFICE
PUBLIC UTILITY
COMMISSION

JAN 26 12 00 PM '82

Dear Sir:

I enclose herewith original and four (4) copies of the Supplemental Joint Application of National Railroad Passenger Corporation (AMTRAK), 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., together with the Appendices and Exhibits therein mentioned. Also attached is a Certificate of Service.

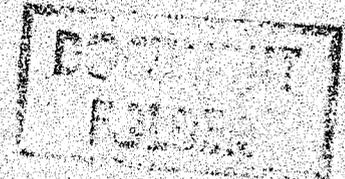
Kindly acknowledge receipt of the enclosed.

Very truly yours,

Herbert Smolen
Deputy City Solicitor

HS/amk
Encs.

cc: All parties (w/encl.)



CERTIFICATE OF SERVICE

I do hereby certify that I have this day served a true and correct copy of the foregoing Supplemental Joint Application, together with the Appendices and Exhibits therein mentioned, upon the following parties, by United States First Class Mail, postage prepaid, at the addresses listed below:

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

Consolidated Rail Corporation
Richard B. Hasselman, Senior Vice President
Operations
Room 1740 Six Penn Center Plaza
Philadelphia, Pennsylvania 19104

Pennsylvania Department of Transportation
5th Floor Transportation Building
Harrisburg, Pennsylvania 17120
Attention: Law Department

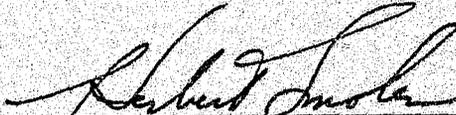
United Transportation Union
Mr. E. W. Croyle
State Legislative Director and Chairman
Pennsylvania State Legislative Board
Suite 401, City Towers Building
301 Chestnut Street
Harrisburg, Pennsylvania 17101

Philadelphia Electric Company
2301 Market Street
Philadelphia, Pennsylvania 19101
Attention: Law Department

Baltimore and Ohio Railroad Company
Chessie System Law Department
P.O. Box 6419
Cleveland, Ohio 44101

The Bell Telephone Company of Pennsylvania
#1 Parkway
Philadelphia, Pennsylvania 19102
Attention: Law Department

Philadelphia Gas Works
Mr. Hertel Missimer
Distribution Planning Engineer
1800 North 9th Street
Philadelphia, Pennsylvania 19122


HERBERT SMOLEN

Dated: January 26, 1982

ORIGINAL

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of the City of Philadelphia
for approval of (1) the construction,
alteration or reconstruction of the cross-
ings 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.

Docket No. A-98061

RECEIVED
SECRETARY'S OFFICE
PUBLIC UTILITY
COMMISSION
JAN 26 12 00 PM '82

DOCKETED
FOLDER

SUPPLEMENTAL JOINT APPLICATION
OF
NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
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

DOCKETED
JAN 27 1982

(c) Federal Railroad Administration (FRA)
Attn: Mark Tessler, RCC-50
400 Seventh Street, S.W.
Washington, D.C. 20590

2. By this Supplemental Application, approval is sought for exemptions from minimum overhead, side and track centers clearance requirements of the Pennsylvania Code, Title 52, Chapter 33, Railroad Transportation Subchapter C, and for approval of plans for alterations and additions to the AMTRAK interlocking at 54th Street (Brill-Arsenal), Philadelphia, Pennsylvania.

3. While all of the proposed work contemplated herein does not directly relate to the entire Airport High Speed Line, inasmuch as the Commission, under the above docket number, has previously granted certain exemptions from clearance requirements in the same general area as the exemptions and other items requested herein, this Supplemental Joint Application is being filed under the same docket number, with the concurrence of the Commission technical staff, for convenience in having all exemptions and alterations and additions in the affected area contained under one Docket.

4. A detailed description of the 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 hereto.

5. The reasons for seeking the exemptions herein requested are more fully set forth under the heading CLEARANCE CONSIDERATIONS at pages 3 and 4 of Appendix I, attached hereto.

6. The requested clearance exemptions are set forth in Appendix I hereto attached, under the following classifications:

- (a) Side Clearances to Catenary Poles (pp.4,5,6)
- (b) Side Clearances to Other Structures (p.7)
- (c) Track Centers (pp.7,8)
- (d) Vertical Clearances (p.8)

7. Proposed alterations to crossings where the tracks of the Airport High Speed Line and AMTRAK will pass under overhead bridges are described in Appendix I, attached under the heading Alterations to Crossings (p.9).

8. Attached to Appendix I, there appears Exhibit No. A-1, consisting of 13 sheets, containing a summary of the details of the side clearances (sheets 1-10); a summary of representative sub-standard track centers (sheet 11); and a summary of vertical clearances (sheets 12,13).

9. A line diagram of the proposed 54th Street Interlocking is shown on Exhibit No. A-2, which is being transmitted under separate cover, to the Commission and all interested parties.

10. Exhibit A-3, which is also being transmitted to the Commission and all interested parties under separate cover shows the location of the catenary poles on plans of the project area; locations of other structures to which exemptions are requested, locations of track centers, vertical clearance profiles, and locations of track alterations.

11. The parties interested in the instant matter, and upon whom service of this Supplemental Application with attachments and exhibits are being made, are set forth in Appendix I at pages 10 and 11.

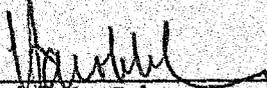
12. The necessity for, and benefits of the proposed project and the exemptions requested, are more fully set forth at page 12 of Appendix I, attached hereto.

13. Applicants herein request that unless any interested party objects to the granting of this Supplemental Application within twenty (20) days from service hereof, that it be approved and granted without the necessity of a formal hearing.

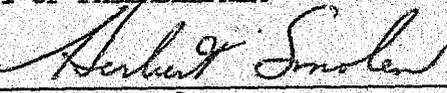
WHEREFORE, Applicants respectfully request your Honorable Commission to issue an Order approving the exemptions requested, and the alterations, additions, new tracks and plans submitted.

Respectfully submitted,

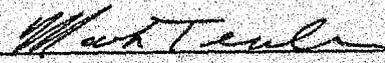
NATIONAL RAILROAD PASSENGER CORPORATION

BY: 
Harold K. Cohen

CITY OF PHILADELPHIA

BY: 
Herbert Smolen

FEDERAL RAILROAD ADMINISTRATION

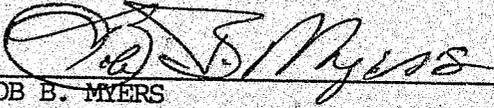
BY: 
Mark Tessler

District of Columbia
COMMONWEALTH OF PENNSYLVANIA :

COUNTY OF PHILADELPHIA : SS

AFFIDAVIT

BOB 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 Supplemental Joint Application are true and correct to the best of his knowledge, information and belief.


BOB B. MYERS

Sworn to and Subscribed before me
this 15th day of Dec , 1981.


NOTARY PUBLIC

My Commission Expires May 1, 1984

STATEMENT TO PENNSYLVANIA
PUBLIC UTILITY COMMISSION
SUPPLEMENTAL TO PUC DOCKET NO. A98061

Application to the Pennsylvania Public Utility Commission (PUC), by Federal Railroad Administration (FRA), National Railroad Passenger Corporation (Amtrak) and City of Philadelphia (City), jointly, for exemptions from minimum overhead, side and track centers clearance requirements of Pennsylvania Code, Title 52, Chapter 33, Railroad Transportation Subchapter C and for approval of plans for alterations and additions to the Amtrak interlocking at 54th Street (Brill-Arsenal), Philadelphia, PA.

I. INTRODUCTION

The section of railroad located between the interlockings now designated as "Brill" and "Arsenal" (Mileposts PA 4.39 to PA 2.20) is owned by Amtrak and jointly used by Amtrak, Consolidated Rail Corporation (Conrail) and Southeastern Pennsylvania Transportation Authority (SEPTA). There are five tracks in this area. Portions of track 0 are in disrepair and out of service but will be upgraded for main line track use in this project; tracks 1 and 4 are shared by Amtrak and SEPTA; tracks 2 and 3 are used by Conrail.

The goal of the Northeast Corridor Improvement Project (NECIP) in this area is to improve the operation and speed of Amtrak trains without hindering existing operations of SEPTA and Conrail.

In the near future SEPTA will be inaugurating high speed suburban passenger service to the Philadelphia airport over a newly constructed line, known as the Airport High Speed Line (AHSL). This service will pass through the trackage in the Brill-Arsenal interlocking and will add significantly to the number of train movements at this location, which already has a high traffic density. A recent traffic count for a typical weekday shows 64 Amtrak trains, 52 Wilmington commuter trains, 76 Media commuter trains, and 12 Conrail freight trains. Passenger train speeds are authorized up to 90 MPH and freight train speeds up to 50 MPH.

To accommodate the AHSL trains and to accomplish the NECIP improvements to Amtrak service, City and NECIP have agreed to fund jointly the reconfiguration of trackage in this area. The revisions will minimize conflicts among Amtrak, SEPTA and Conrail traffic and expedite train movements. The reconfiguration will provide five tracks from the AHSL new Flyover bridge (MP 4.10) to 54th Street overhead bridge (PA 2.81) and six tracks from that point to MP 2.47. The improvements will cost an estimated \$30 million at the 60% design stage. The federal share will

pursuant to Title VII of the Railroad Revitalization and Regulatory Reform act of 1976 (45 USC 851 et seq.). The project will take an estimated 24 months to complete, with construction programmed to commence second quarter 1982. A line diagram of the proposed interlocking is shown in Exhibit No A-2, attached.

Amtrak will maintain its own facilities in the future. The facilities of others (AHSL, Conrail) located on Amtrak property, will be maintained in accordance with agreements to be reached by the parties.

II. CLEARANCE CONSIDERATIONS -

This extensive track reconfiguration is in an area which was originally constructed to clearance standards that are less than the present PUC regulations. To enable the project to be accomplished within reasonable expenditure limits and to avoid major disruptions to 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. NECIP and City seek the approval by PUC of exemptions to the clearance regulations which are included in this design concept, as summarized below:

<u>Category</u>	<u>PUC Standard</u>	<u>Number of Exemptions</u>
a. Side clearances to catenary poles	12.0'	96
b. Side clearances to other structures	12.0'	21
c. Track centers, parallel tracks	13.5'	18
d. Vertical clearances	22.0'	<u>27</u>
TOTAL EXEMPTIONS SOUGHT		162

a. Side Clearances to Catenary Poles -

The design clearance general minimum is 8.5' from catenary pole to adjacent track center. To achieve this, the design requires relocation of 27 catenary poles which otherwise would be less than 8.5'. By designing to 8.5' instead of 12' there is a significant reduction in span and hence a saving in construction cost. Other savings by designing to 8.5' for catenary pole clearance include location of the Arsenal retaining wall (more than 1100 feet long) at the most effective site, avoiding interference with planned drainage ditches, and reducing spans between opposite poles.

existing poles which will have clearances between 12 feet and 8.5 feet from adjacent track or tracks.

There are special problems in achieving a compensated clearance of 8.5 feet to two specific poles. Pole T372 $\frac{1}{2}$ is located between track 5 and the Media Branch. It is the easterly pole of a headspan pair which supports the Media Branch catenary. Because there are 8 tracks at this location running essentially parallel, there would be no alternative location for this pole except to construct a new cantilever pole on the west side of the Media Branch. Such a cantilever type structure would have to be heavy to take the pull-off load of the NEC catenary and would be a costly alternative. Rough estimate of the added cost to relocate Pole 372 $\frac{1}{2}$ is in excess of \$50,000 for the cantilever structure. The proposed clearance to relocated track 5 is 7.34 feet; this is 0.08' more than the existing clearance of pole T379A from track 1. Track 5 at this location is primarily an ARSL/Wilmington commuter track, and no freight switching movements would be involved.

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

relocate, 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 9 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. The proposed compensated clearances are 8.04 feet to track 5 and 8.04 feet to track 4. Tracks 4 and 5 are intended for use by AHSL and Wilmington commuter trains at this location, and no freight switching movements are involved.

The details on catenary pole clearance exemptions are shown in Exhibit No. A-1 attached. It is estimated that the savings to the project by designing to the 8.5' catenary pole clearance are in the order of \$1.8 million. Exhibit No. A-3 shows the locations of the poles on plans of the project area.

~~Clearance to Other Structures~~

The structures consist of overhead bridge abutments or piers, for the most part. There are four overhead bridges in the area with sub-standard side clearances, and it would be prohibitively expensive to rebuild these active highway supporting structures.

Additionally, the disruption to local traffic would have widespread adverse impacts on the public. There is also one undergrade through plate girder bridge, (University Avenue, PA 89.32) through which there are minor track shifts. Of the six small clearance changes at this bridge, four are improved. Details on the clearance exemptions to other structures are set forth in Exhibit No. A-1 attached. Locations are shown on the plans marked Exhibit No. A-3.

- c. Track Centers - Because the project involves constructing an additional track for much of the area, available space between overhead bridge piers and/or abutments is a limiting factor. As stated in paragraph 2 b above, it would not be fiscally and environmentally feasible to reconstruct the overhead bridges that limit track centers. Furthermore, the track centers being designed are greater than existing track centers, which will not be changed, at numerous other locations on the NEC trackage between Philadelphia and Washington.

Street Interlocking are stated in Exhibit No. A-1, attached, and locations shown on Exhibit No. A-3.

- d. Vertical Clearances - There are seven overhead bridges in the project area which involve vertical clearance exemptions. The clearances provided by the design are all adequate to meet existing and proposed railroad operating and clearance requirements and are consistent with the NECIP Baseline for Overhead Bridges. The changes from existing vertical clearances are due to essential reprofiling associated with the new track configuration. The heights of the bridges above top of rail are controlled by property and topographical conditions, and any raising of a structure causes significant impacts on the approaches. The adverse effects on the public and nearby environment plus the major cost considerations make it impractical to consider raising all these structures. Vertical clearance exemptions are given in detail in Exhibit No. A-1 herewith; profiles are shown in plans marked Exhibit A-3.

Alterations to crossings where the tracks of the AHSL and Amtrak will pass under overhead bridges are set forth in plans marked Exhibit No. A-3 herewith. Locations where the project will install new tracks are described below.

a. OHB PA 3.11, Baltimore and Ohio Railroad - A new track, designated as Track 5 on Exhibit No. A-3, Sheet PP-4, will be constructed under this bridge and west of existing Track 4. Minor realignment and regrading of existing main tracks will also be made.

b. OHB PA 2.81, 54th Street - A new track designated as Track 5 on Exhibit No. A-3, Sheet PP-5, will be constructed under this bridge and west of existing Track 4. Minor realignment and regrading of existing main tracks will also be made.

c. OHB PA 2.35, 49th Street - Between OHB PA 2.81, 54th Street and this bridge Tracks 5, 4, 3, and 2 will all be shifted to pass under OHB PA 2.35 at new locations, and Tracks 1 and 0 will be constructed as new tracks. Exhibit No. A-3, Sheet PP-7, shows details of the proposed alignment.

d. OHB PA 2.93 Grays Ferry Avenue - The track shifts for Tracks 5, 4, and 3 described in paragraph c. above are continued under this bridge and Tracks 2, 1 and 0 will be constructed as new tracks. Exhibit No. A-3, Sheet PP-8, shows details of the proposed alignment.

The only parties interested in the construction and alterations at the 54th Street Interlocking are to the best of the applicants' knowledge and belief as follows:

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

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

- 3) Pennsylvania Department of Transportation
5th Floor Transportation Building
Harrisburg, PA 17120
Attention Law Department

- 17) 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
- 5) Philadelphia Electric Company
2301 Market Street
Philadelphia, PA 19101
Attention Law Department
- 6) Baltimore and Ohio Railroad Company
Chessie System Law Department
P.O. Box 6419
Cleveland, OH 44101
- 7) The Bell Telephone Company of Pennsylvania
#1 Parkway
Philadelphia, PA 19107
Attention Law Department
- 8) Philadelphia Gas Works
Mr. Hertel Missimer
Distribution Planning Engineer
1800 North 9th Street
Philadelphia, PA 19122

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, 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, 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.

EXHIBIT No. A-1

SUMMARY OF SIDE CLEARANCES

Vicinity of BRILL to ARSENAL
 MP PA 4.39 to PA 2.20
 SECTION IMPROVEMENT DHA

(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/ Track Number	Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
			Existing	Proposed	
	W29E 1	PP-1	10.00	9.91	-0.09
	W29W 4	"	12.03	11.99	-0.04
	W28E 1	"	10.13	9.86	-0.27
	W27E 1	PP-2	9.78	9.68	-0.10
640	W21I BR	PP-3	New TK	8.84	-
"	W21W 4	"	9.87	9.94	+0.07
	W21AI 0	PP-4	10.49	9.11	-1.38
650-2	W21AI 1	"	10.15	10.26	+0.11
	W21AW 4	"	10.11	10.19	+0.08
	W21BI 0	"	10.07	9.74	-0.33
	W21BI 1	"	9.55	9.65	+0.10
	W21BW 4	"	10.11	10.21	+0.10
	W20I 0	"	8.91	9.58	+0.67
	W20I 1	"	9.26	9.30	+0.04

Note: Catenary pole suffix letter code: E - east pole
 W - west pole
 I - pole between tracks
 (North toward New York)

SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/ Track Number		Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
	W20W	4		Existing	Proposed	
650-1	W19I	0	PP-4	9.63	9.70	+0.07
	W19I	1	"	11.34	11.06	-0.28
	W18AI	0	PP-4	9.55	9.51	-0.04
	W18AI	1	"	11.22	11.80	+0.58
	W18AI	1	"	12.03	11.97	-0.06
650-2	W18BW	5	"	New Pole	8.50	New Pole
650-2	W18E	1	"	8.99	8.87	-0.12
	W18I	4	"	8.87	8.72	-0.15
	W18I	5	"	New Tk	10.06	-
650-2	W17½W	5	"	New Pole	8.50	New Pole
	W17W	5	"	New Tk	9.32	-
	W16½W	5	PP-5	New Pole	9.83	New Pole
	W16W	5	"	New Tk	9.43	-
	W15½W	5	"	New Pole	9.83	New Pole
	W15W	5	"	New Tk	9.27	-
	W12A½E	0	PP-6	New Pole	10.83	New Pole
	W12A½W	5	"	New Pole	10.08	New Pole
	W12AE	0	"	11.96	8.92	-3.04
	W11-2/3E	0	"	New Pole	9.50	New Pole
	W11½W	5	"	New Pole	10.08	New Pole

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/ Track Number	Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
			Existing	Proposed	
	W11E 0	PP-6	12.06	8.93	-3.13
	W10-2/3E 0	"	New Pole	9.42	New Pole
	W10E 0	"	12.31	9.20	-3.11
	W10W 5	"	New Tk	8.50	Pole Reloc
	W9W 5	"	New Tk	8.50	Pole Reloc
	W9I 0	"	12.29	9.22	-3.07
	W9I PC	"	New Sdg	10.50	-
307A-1	W8A/E 0	PP-7	12.44	8.50	-3.94
"	W8A/W 5	"	New Tk	8.50	Pole Reloc
	W7A/E 0	"	13.21	8.50	-4.71
	W7A/W 5	"	New Tk	8.50	Pole Reloc
307A-2	W6E 0	"	13.25	8.50	-4.75
"	W6W 5	"	10.72	8.67	-2.05
"	W5-2/3W 5	"	New Tk	9.27	-
"	W5-1/3W 5	"	New Tk	11.20	-
	W5E 0	"	8.00	8.50	+0.50
370A-2	W5W 5	"	10.76	10.87	+0.11
Turnout	W3E AY	PP-8	New Pole	8.50	New Pole

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/ Track Number		Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
				Existing	Proposed	
	W2- $\frac{1}{2}$ E	0	PP-8	9.00	8.98	-0.02
	W2E	0	"	Pole Reloc	8.50	Pole Reloc
307	W2W	5	"	10.71	11.26	+0.55
"	W1AI	0	"	New Tk	8.83	-
"	W1I	0	"	New Tk	11.92	-
"	T380BE	1	"	16.88	10.74	-6.14
"	T380I	0	"	New Tk	11.41	-
"	T380W	5	"	10.62	10.61	-0.01

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

<u>Curve Number</u>	<u>Catenary Pole/ Track Number</u>		<u>Drawing Number</u>	<u>Compensated Side Clearances (Ft)</u>		<u>Side Clearance Change (Ft)</u>
				<u>Existing</u>	<u>Proposed</u>	
	T379W	5	PP-9	10.67	10.77	+0.10
306	T378E	0	"	Pole Reloc	8.50	Pole Reloc
"	T378W	5	"	9.99	9.18	-0.81
"	T377E	0	"	Pole Reloc	8.50	Pole Reloc
"	T377W	5	"	9.77	9.12	-0.65
"	T376E	0	"	Pole Reloc	8.50	Pole Reloc

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
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SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/Track Number		Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
				Existing	Proposed	
306	T376W	5	PP-9	10.78	10.46	-0.32
"	T375AW	5	"	10.51	9.98	-0.53
"	T375E	0	"	Pole Reloc	8.50	Pole Reloc
"	T375W	5	"	12.68	11.73	-0.95
"	T374E	0	PP-10	Pole Reloc	8.50	Pole Reloc
"	T373E	0	"	New Pole	8.50	-New Pole
"	T373I	3	"	8.15	8.79	+0.64
"	T373I	4	"	7.93	8.98	+1.05
"	T372- $\frac{1}{2}$ "W	5	"	9.35	7.34	-2.01
"	T372E	0	"	9.50	8.50	-1.00
						(Pole Reloc
"	T372I	3	"	9.69	8.81	-0.88
"	T372I	4	"	7.42	8.85	+1.43
"	T371E	0	"	10.58	8.50	-2.08
						(Pole Reloc

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/ Track Number		Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
				Existing	Proposed	
306	T371I	4	PP-10	8.00	8.04	+0.04
"	T371I	5	"	8.52	8.04	(Pole Reloc -0.48
"	T370-½E	0	"	7.96	8.50	(Pole Reloc +0.54
"	T370E	0	"	10.40	8.50	Pole Reloc -1.90
"	T370I	4	"	9.04	8.50	Pole Reloc -0.54
"	T370I	5	"	8.02	11.67	(Pole Reloc +3.65
"	T369-½I	4	"	10.50	8.50	(Pole Reloc -2.00
"	T369-½I	5	"	10.04	11.50	(Pole Reloc +1.46
"	T369I	3	PP-11	12.96	8.50	(Pole Reloc -4.46
"	T369I	4	"	10.13	8.50	(Pole Reloc -1.63
						(Pole Reloc

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

Curve Number	Catenary Pole/ Track Number	Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft) New Pole
			Existing New Pole	Proposed 8.50	
306	T368-½E 0	PP-11			
"	T368I 1	"	16.88	11.08	-5.80 (Pole Reloc
"	T368I 2	"	11.31	9.50	-1.81 (Pole Reloc
"	T367E 2	"	11.50	10.10	-1.40
"	T366E RT	"	11.04	10.91	-0.13
	T366I 0	"	9.48	9.49	+0.01
306	T366I 2	"	11.52	11.54	+0.02

96 Catenary Pole Exemptions

Note: Catenary pole suffix letter code: E - east pole
 (North toward New York) W - west pole
 I - pole between tracks

SUMMARY OF SIDE CLEARANCES (Cont.)

Vicinity of Brill to Arsenal
MP PA 4.39 to PA 2.20
SECTION IMPROVEMENT DHA

(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	Structure/ Track Number	Drawing Number	Compensated Side Clearances (Ft)		Side Clearance Change (Ft)
			Existing	Proposed	
	OHB PA 3.64 4	PP-1	10.37	10.36	-0.01
	(62nd St.) 1	"	10.24	10.25	+0.01
650-1	OHB PA 3.25 0	PP-4	9.56	8.90	-0.66
"	(58th St.) 0	"	7.49	8.70	+1.21
"	" " 1	"	9.52	9.62	+0.10
650-2	OHB PA 3.11 5	"	New Tk	9.19	-
"	(B&O RR) 5	"	"	11.54	-
"	" " 1	"	11.54	11.51	-0.03
"	" " 1	"	11.47	11.37	-0.10
"	" " 0	"	7.88	8.78	+0.90
"	" " 0	"	7.57	9.59	+2.02
	OHB PA 2.35				
	(49th St.) 5	PP-7	8.30	8.50	+0.20
	" " 2	"	11.13	8.51	-2.62
	" " 1	"	9.05	9.50	+0.45
307	Conc. Wall 5	PP-8	9.00	8.76	-0.24
	UGB PA89.32/3	PP-11	6.83	7.08*	+0.25
	(Univ. Av.)				

Note * - Clearances to through girders of through plate girder bridge

SUMMARY OF SIDE CLEARANCES (Cont.)

Vicinity of Brill to Arsenal
MP PA 4.39 to PA 2.20
SECTION IMPROVEMENT DHA

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

Compensated Side Clearances at Northeast Corridor
Improvement Project Track Realignment Projects

<u>Curve Number</u>	<u>Structure/ Track Number</u> (Univ. Ave) 2	<u>Drawing Number</u> PP-11	<u>Compensated Side Clearances (Ft)</u>		<u>Side Clearance Change (Ft)</u>
			<u>Existing</u>	<u>Proposed</u>	
			6.93	7.05*	+0.12
"	" 1	"	6.74	6.73*	-0.01
"	" 0	"	6.90	7.03*	+0.13
"	"RT/W	"	6.78	6.52*	-0.26
"	"RT/E	"	6.21	6.52*	+0.31

21 Other Structures Exemptions

Note * - Clearances to through girders of through plate girder bridge

SUMMARY OF REPRESENTATIVE SUB-STANDARD TRACK CENTERS

Vicinity of Brill to Arsenal
 MP PA 4.39 to MP PA 2.20

SECTION IMPROVEMENT DHA

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

Compensated Track Centers at Northeast Corridor
 Improvement Project Track Realignment Projects -

Curve Number	Location	Drawing Number	Compensated Track Centers			
			Tracks	Existing (Ft)	Proposed (Ft)	Change (Ft)
	OHB PA 3.64	PP-1	4-3	12.35	12.32	-0.03
	(62nd St.)	"	3-2	12.07	12.36	+0.29
	"	"	2-1	12.15	12.16	+0.01
	STA 40+25.00	PP-4	3-2	12.18	12.20	+0.02
	STA. 49+30.00	"	5-4	-	12.67	-
	"	"	4-3	12.88	13.00	+0.12
	"	"	3-2	12.92	13.00	+0.08
	"	"	2-1	13.32	13.00	-0.32
	OHB PA 2.35	PP-7	5-4	12.16	13.00	+0.84
	(49th St.)	"	4-3	12.05	13.00	+0.95
	"	"	3-2	12.37	13.00	+0.63
	"	"	1-0	-	13.00	-
307	OHB PA 2.93	PP-8	5-4	12.30	13.00	+0.70
"	(Grays Ferry Ave)	"	3-2	11.09	12.99	+1.90
306	STA 104+36.11	PP-9	5-4	11.55	12.95	+1.40
"	"	"	3-2	11.18	13.00	+1.82
	UGB PA 89.32	PP-11	3-2	13.36	13.18	-0.18
	(Univ. Ave)	"	1-0	13.10	13.16	+0.06

18 Representative Track Centers
 Exemptions

SUMMARY OF VERTICAL CLEARANCES

Vicinity of BRILL to ARSENAL
MP 4.39 to MP 2.20
SECTION IMPROVEMENT DHA

Drawing No.	Structure	Track No.	Clearance (Ft)		Clearance Change (Ft)
			Existing	Proposed	
PR-1	OHB PA 3.64	1	18.68	18.87	+0.19
"	(62nd St.)	2	21.62	21.39	-0.23
"	"	3	21.59	21.43	-0.16
"	"	4	18.09	18.51	+0.42
PR-3	OHB AHSL	3	New Structure	20.47	-
"	"	4	"	20.38	-
PR-6	OHB PA 3.25	0	"	19.46	-
PR-5	(58th St.)	1	"	19.11	-
"	"	2	"	18.72	-
"	"	3	"	19.18	-
"	"	4	"	19.40	-
PR-6	OHB PA 3.11	0	18.99	18.78	-0.21
PR-5	(B&O RR)	1	18.32	18.92	+0.60
"	"	2	18.22	18.72	+0.50
"	"	3	18.56	18.84	+0.28
"	"	4	18.71	18.76	+0.05

SUMMARY OF VERTICAL CLEARANCES (Cont.)

Vicinity of BRILL to ARSENAL
MP 4.39 to MP 2.20
SECTION IMPROVEMENT DHA

Drawing No.	Structure	Track No.	Clearance (Ft)		Clearance Change (Ft)
			Existing	Proposed	
PR-7	OHB PA 2.81	1	19.44	19.02	-0.42
"	(54th St.)	2	19.05	18.96	-0.09
"	"	3	18.98	18.95	-0.03
"	"	4	19.13	18.99	-0.14
PR-8	"	5	New Track	19.12	-
PR-12	OHB PA 2.35	0	20.30	19.70	-0.60
PR-11	(49th St.)	1	19.80	19.64	-0.16
"	"	2	19.60	19.82	+0.22
"	"	3	19.59	19.28	-0.31
PR-13	OHB PA 2.93	2	21.04	20.80	-0.24
"	(Grays Ferry Ave.)	3	20.65	20.02	-0.63

27 Vertical Clearance Exemptions

OVERSIZE DOCUMENT(S)

EXHIBIT NO. A-2

BRILL TO ARSENAL
54 TH STREET INTERLOCKING
CONSTRUCTION STAGING

OVERSIZE DOCUMENT(S)

EXHIBIT NO. A-3

**BRILL TO ARSENAL
54TH STREET INTERLOCKING
PLAN
M.P. PA. 4.50 TO M.P. PA. 4.27**

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
Harrisburg, Pennsylvania 17120
Office of Chief Counsel

ORIGINAL



FEB 24 10 18 AM '82

February 23, 1982

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COMMISSION

IN REPLY REFER TO

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

Re: A-98061
Airport High-Speed Line

Dear Sir:

With reference to your letter of February 12, we have no objection to the grant of the Supplemental Application without a formal hearing. Furthermore, we ask that such an Order be issued without delay.

Very truly yours,

Stephen Dittmann
Assistant Counsel
(717) 787-6485

220/SD:rmm

DOCKETED
MAR 9 1982
AB

DOCUMENT
FOLDER

February 12, 1982

A. 98061

(addressee)

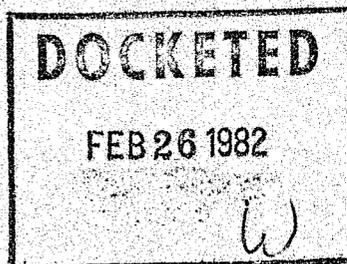
Application of the City of Philadelphia for approval of
(1) the construction, alteration, or reconstruction of the
crossings *** involved in the high speed passenger line
*** to the Philadelphia International Airport ***,
(2) the allocation of costs *** and (3) exemptions from
the minimum clearance requirements of *** the Commission's
Railroad Regulations.

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.

Dear :

By petition filed January 26, 1982 at the referenced docket
A. 98061, pertaining to construction of the Airport High Speed Line in
City of Philadelphia, the city, Amtrak and the Federal Railroad Adminis-
tration seeks Public Utility Commission approval for additional exemptions
from the minimum overhead, side and track-center clearance requirements
of Part III of the Commission's Railroad Regulations.

According to the petition, extensive re-configuration of the
present track system is contemplated, between the interlockings known as
"BRILL" (M.P. PA 4.39) and "ARSENAL" (M.P. PA 2.20), to provide a five-
and six-track rail system to expedite train movements in this area, and
to minimize conflicts among the Amtrak, Conrail and SEPTA traffic passing
through this area. It is stated in the petition that (name of organization)
may have interest in the construction and alterations contemplated,



and that a true and correct copy of the Supplemental Joint Application, together with all Appendices and Exhibits pertinent thereto, have been served upon same.

Further, Applicants request that, unless any objection be entered opposing the relief sought, Pennsylvania Public Utility Commission approve the petition without necessity of formal hearing. It further appears that funding of the project will be through agreement between City of Philadelphia and Northeast Corridor Improvement Project, pursuant to Title VII of the Railroad Revitalization and Regulatory Reform Act of 1976.

Unless objections from any party are filed with Pennsylvania Public Utility Commission, it appears that the Commission may act upon the Supplemental Joint Application without hearing, without prejudicing the rights of such parties. Kindly advise, no later than March 10, 1982, whether (name of organization) has reason to request formal hearing in this matter.

Very truly yours,

R. A. Peteritas, PE, Director
Bureau of Rail Transportation

JLS:is

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

Philadelphia Electric Company
2301 Market Street
Philadelphia, PA 19101

Attention Law Department

Baltimore and Ohio Railroad Company
Chessie System Law Department
P.O. Box 6419
Cleveland, OH 44101

The Bell Telephone Company of Pennsylvania
One Parkway
Philadelphia, PA 19107

Attention Law Department

Philadelphia Gas Works
Mr. Hertel Missimer
Distribution Planning Engineer
1800 North 9th Street
Philadelphia, PA 19122

Southeastern Pennsylvania Transportation Authority
130 South 9th Street
Philadelphia, PA 19107

Attention Law Department

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

Pennsylvania Department of Transportation
5th Floor, Transportation and Safety Building
Harrisburg, PA 17120

Attention Law Department

cc's sent to the following: (with mailing list)

National Railroad Passenger Corporation
Attn: Harold K. Cohen, Esquire
1617 J.F. Kennedy Boulevard
Philadelphia, PA 19103

City of Philadelphia
Attn: Herbert Smolen, Deputy City Solicitor
1530 Municipal Services Building
Philadelphia, PA 19107

Federal Railroad Administration
Attn: Mark Tessler, RCC-50
400 Seventh Street, S.W.
Washington, D.C. 20590

Sally J. Kircher
Assistant General Solicitor

ORIGINAL
Chessie System
Railroads

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Terminal Tower
P. O. Box 6419
Cleveland, Ohio 44101
216 623 2476

February 23, 1982

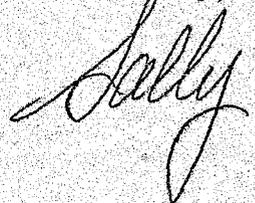
Mr. R. A. Peteritis
Director Bureau of Rail Transportation
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, Pennsylvania 17120

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 (Docket A. 98061)

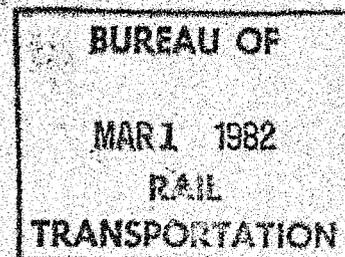
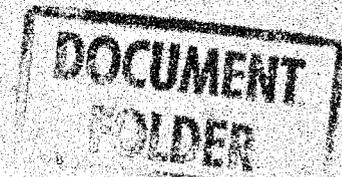
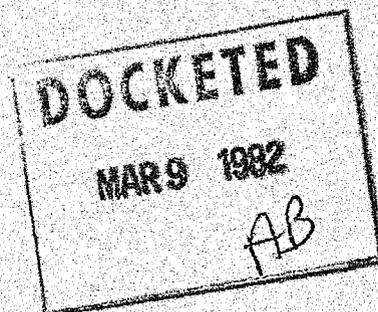
Dear Sir:

The Baltimore and Ohio Railroad Company has no objection to the joint application filed January 26, 1982, and does not request a formal hearing in this matter.

Sincerely,



SJK:mm



The Chessie System Railroads, a unit of CSX Corporation, are the Chesapeake and Ohio Railway, Baltimore and Ohio Railroad, Western Maryland Railway and affiliated lines.

CERTIFICATE OF SERVICE

I do hereby certify that I have this 23 day of February, 1982, served a copy of the letter which states that The Baltimore and Ohio Railroad Company has no objection to the supplemental joint application in Docket No. A.98061, filed January 26, 1982, upon the following parties by United States first-class mail, postage prepaid, at the addresses listed below:

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

Consolidated Rail Corporation
Richard B. Hasselman, Senior Vice President - Operations
Room 1740 Six Penn Center Plaza
Philadelphia, Pennsylvania 19104

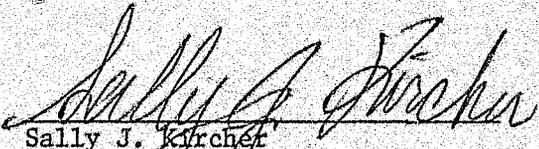
Pennsylvania Department of Transportation
5th Floor Transportation Building
Harrisburg, Pennsylvania 17120
Attention: Law Department

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, Pennsylvania 17101

Philadelphia Electric Company
2301 Market Street
Philadelphia, Pennsylvania 19101
Attention: Law Department

The Bell Telephone Company of Pennsylvania
#1 Parkway
Philadelphia, Pennsylvania 19102
Attention: Law Department

Philadelphia Gas Works
Mr. Hertel Missimer
Distribution Planning Engineer
1800 North 9th Street
Philadelphia, Pennsylvania 19122


Sally J. Kircher
Assistant General Solicitor
Chessie System Railroads
P. O. Box 6419
Cleveland, Ohio 44101
(216)623-2476

RICHARD B. HASSELMAN
SENIOR VICE PRESIDENT
OPERATIONS

March 3, 1982

Mr. R. A. Peteritas, PE, Director
Bureau of Rail Transportation
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, Pa. 17120

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COMMISSION
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Dear Mr. Peteritas:

Please refer to your letter of February 12, File A. 98061, regarding the airport high speed line in Philadelphia.

We see no problem with the proposed horizontal clearances to catenary poles and through girder bridges; however, we cannot approve the project until we know what vertical clearances are proposed, under the electric catenary between "Arsenal" and "Brill".

Sincerely,

R. Hasselman

DOCKETED
MAR 11 1982
AB

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FOLDER

March 11, 1982

IN REPLY PLEASE
REFER TO OUR FILE

A-98061

Richard B. Hasselman, Senior Vice President-Operations
Consolidated Rail Corporation
Six Penn Center Plaza
Philadelphia, PA 19104

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MAR 12 1982

SECRETARY'S OFFICE
Public Utility Commission

Application of the City of Philadelphia for approval of (1) the construction, alteration, or reconstruction of the crossings *** involved in the High Speed Passenger Line *** to the Philadelphia International Airport ***, (2) the allocation of costs *** and (3) exemptions from the minimum clearance requirements of *** the Commission's Railroad Regulations.

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.

Dear Mr. Hasselman:

Reference is made to our telephone discussion on March 9, 1982 regarding overhead clearance changes which may be effected by the noted Supplemental Joint Application, as questioned in your letter dated March 3, 1982.

Our thorough review of the application, the attached plans and appended summaries of affected areas indicates no changes in existing overhead clearances to the catenary system will ensue as a result of the lateral track shifts to be undertaken. No such overhead clearance exemption has been requested by the instant filing, nor will be considered by the Commission.

The only vertical clearance exemptions requested occur at the seven overhead structures involved, and all resulting clearance dimensions will be greater than the existing minimum. Present minimum is 18.09 feet, at the 62nd Street Bridge, with proposed minimum to be 18.51 feet. All other locations will be in excess of this figure. (Reference pp. 12 and 13 of Exhibit A-1, attached to the Supplemental Joint Application.)

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We hope this information will be sufficient to resolve any questions which remain on this aspect of the matter, and that Conrail has no further objection to the Commission acting on the petition without necessity of hearing. Confirmation on this point is requested, in light of your prior letter.

Very truly yours,

R. A. Peteritas, Director
Bureau of Rail Transportation

JLS:is

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RICHARD B. HASSELMAN
SENIOR VICE PRESIDENT
OPERATIONS

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March 22, 1982

Mr. R. A. Peteritas, Director
Bureau of Rail Transportation
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, Pennsylvania 17120

Dear Mr. Peteritas:

This refers to your letter of March 11, File A-98061, regarding the airport high speed line in Philadelphia.

We are unable to reconcile current catenary clearances, as furnished by Amtrak, with proposed clearance change as shown on pages 12 & 13 of the Application. It appears that the "Existing" and "Proposed" Clearance indicated refer to underside of structure and not to actual catenary height which will be somewhat less.

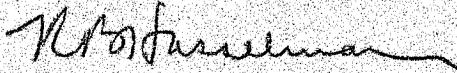
If catenary height is reduced by same amount as proposed "Clearance Change", future catenary clearances at these locations will be:

<u>Structure</u>	<u>Track No.</u>	<u>Existing Catenary Clearance</u>	<u>Proposed Change</u>	<u>Future Catenary Clearance</u>
Br. 3.64 (62nd St.)	2	18'-4"	-0.23 ft.	18'-1"
	3	18'-1"	-0.16	17'-11"
Br. 3.11 (B&O RR)	0	18'-2"	-0.21	17'-11½"
Br. 2.81 (54th St.)	1	17'-11"	-0.42	17'-6"
	2	17'-11"	-0.09	17'-10"
	3	17'-10"	-0.03	17'-9½"
	4	18'-0"	-0.14	17'-10"

<u>Structure</u>	<u>Track No.</u>	<u>Existing Catenary Clearance</u>	<u>Proposed Change</u>	<u>Future Catenary Clearance</u>
Br. 2.35 (49th St.)	0	18'-4"	-0.60 ft.	17'-9"
	1	18'-3"	-0.16	18'-1"
	3	18'-2"	-0.31	17'-10½"
Br. 2.93 (Grays Ferry Ave.)	2	19'-6"	-0.24	19'-3"
	3	19'-4"	-0.63	18'-8½"

Will you please advise if the above assumptions are correct or whether the distance between the catenary wire and the underside of the noted structures will (or can) be reduced so as to maintain the existing clearance between wire and top of rail?

Sincerely,



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Public Utility Commission~~

RICHARD B. HASSELMAN
SENIOR VICE PRESIDENT
OPERATIONS

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April 14, 1982

Mr. R. A. Peteritas, PE, Director
Bureau of Rail Transportation
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120

Dear Mr. Peteritas:

This refers to our recent exchange of correspondence, your File A. 98061, regarding the airport high speed line in Philadelphia.

Based upon information furnished by Mr. Peter F. Gaffer of International Engineering Company, Inc. during meeting in Philadelphia on April 6 and advice by Mr. Nicholas Bubernak, Acting Project Manager for the AHSL on April 8 (that catenary clearance for Track 1 at 62nd Street will be 18'-0") minimum catenary height above top of rail of Tracks 1 and 0 within the project limits on the NEC upon completion of project will be not less than 18'-0".

Conrail is satisfied with the 18'-0" minimum catenary height and now has no objection to the AHSL Application.

Sincerely,

DOCUMENT
FOLDER

cc: Mr. Jerry Rich - Attn: Mr. John L. Storch
Mr. Peter F. Gaffer
Mr. Nicholas Bubernak, P.E.
Mr. James M. Finch
Mr. Robert F. Lawson

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Public Utility Commission

RICHARD B. HASSELMAN
SENIOR VICE PRESIDENT
OPERATIONS

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April 14, 1982

Mr. R. A. Peteritas, PE, Director
Bureau of Rail Transportation
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120

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Dear Mr. Peteritas:

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Conrail is satisfied with the 18'-0" minimum catenary height and now has no objection to the AHSL Application.

Sincerely,

R. B. Hasselman

cc: Mr. Jerry Rich - Attn: Mr. John L. Storch
Mr. Peter F. Gaffer
Mr. Nicholas Bubernak, P.E.
Mr. James M. Finch
Mr. Robert F. Lawson

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