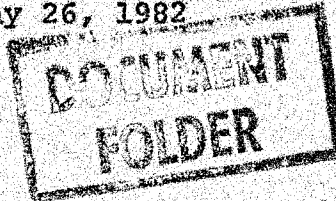
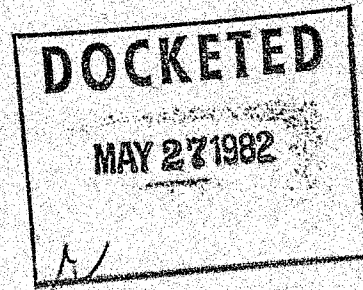


May 26, 1982



A-00098061

Herbert Smolen, Esquire
1401 Arch Street
Philadelphia, PA 19102



Application of City of Philadelphia

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 Sir:

This is to advise you that an order has been adopted by the
Commission in Public Meeting on May 14, 1982, in the above en-
titled proceeding.

A copy of this Order has been enclosed for your records.

Very truly yours,

Jerry Rich, Secretary

jr
Encls.
Cert. Mail

Bureau of Rail Trans.
Law Bureau

Similar letters to: see attached list

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

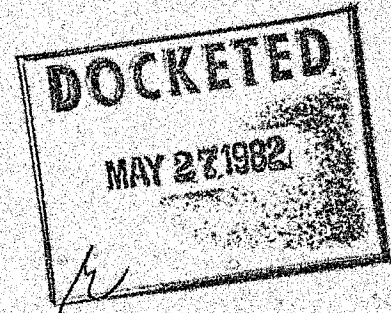
Public Meeting held May 14, 1982

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.

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 Clrce. (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	W1AI	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 Clree. (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