

October 22, 1982

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A-00098061

Herbert Smolen, City Solicitor
City of Philadelphia
Room 1540 - Municipal Services Building
15th and J.F.K. Boulevard
Philadelphia, PA 19107

DOCKETED
OCT 26 1982
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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.

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

To Whom It May Concern:

This is to advise you that an Order has been adopted by the Commission in public meeting on October 1, 1982 in the above entitled proceeding.

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

Very truly yours,

Jerry Rich, Secretary

fao
Encls.
Cert. Mail
Bureau of Rail Transportation
Law Bureau

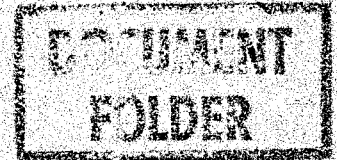
Similar letter list attached.

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held October 1, 1982

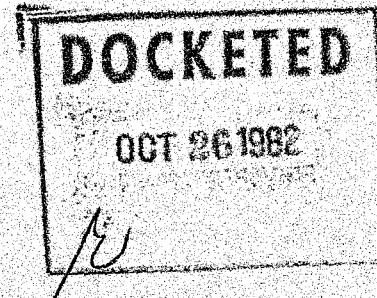
Commissioners Present:

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



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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.



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 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."

be and is hereby modified to read as follows:

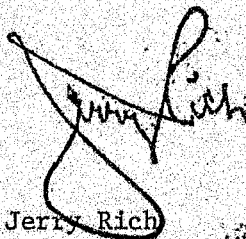
"To improve the operation, speed and safety of all operations through the Brill-to-Arsenal area, and to accommodate the additional movements of Airport High-Speed Line trains, City of Philadelphia and the federally-funded Northeast Corridor Improvement Project (more specifically aimed at improvements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