



# CITY OF PHILADELPHIA

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

ALAN J. DAVIS  
City Solicitor

FILE  
F.H.H.

JUN 8 9 45 AM '82

RECEIVED  
SECRETARY'S OFFICE  
PUBLIC UTILITY  
COMMISSION

May 26, 1982

John Storch  
Bureau of Rail Transportation  
Pennsylvania Public Utility Commission  
North Office Building  
Harrisburg, Pennsylvania 17120

Re: Airport High Speed Line  
Brill/Arsenal Interlocking  
Docket No. A-98061

BUREAU OF  
JUN 1 - 1982  
RAIL  
TRANSPORTATION

Dear Mr. Storch:

This is to confirm your recent telephone conversation with Mr. Neil Wortman of the Airport High Speed Line Project of the Department of Public Property of the City of Philadelphia, wherein he advised you concerning maintenance and funding.

I have also been informed by our Project personnel that in connection with the Supplemental Joint Application for Additional Clearance Exemptions, that maintenance responsibilities will not change from what exists today as a result of the construction. For new trackage installed, I am further advised that maintenance will be that of the landowner, or as subsequently agreed upon by the users and the owner of the property.

Funding for the Brill/Arsenal Project is 50% FRA and 50% UMTA/City, with the UMTA/City portion further divided 80% by UMTA and 20% by City.

We anticipate receiving a PUC Order in the matter, as promptly as possible.

Very truly yours,

Herbert Smolen  
Deputy City Solicitor

HS/amk

FOLDER

DOCKETED  
JUN 15 1982  
AB



# CITY OF PHILADELPHIA

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

ALAN J. DAVIS  
City Solicitor

JUN 8 9 27 AM '82

RECEIVED  
SECRETARY'S OFFICE  
PUBLIC UTILITY  
COMMISSION

June 7, 1982

Pennsylvania Public Utility Commission  
North Office Building  
Harrisburg, Pennsylvania 17120

Attention: Secretary

Re: Petition for Modification of Commission  
Order entered May 26, 1982, in connection  
with Supplemental Joint Application of  
AMTRAK, City of Philadelphia and FRA  
Docket No. A-98061

Dear Sir:

I enclose herewith for filing original and four (4) copies of  
Petition for Modification of Commission Order adopted May 14, 1982  
and entered May 26, 1982, in connection with Supplemental Joint Appli-  
cation 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.

Please note that a Certificate of Service is attached.

Will you kindly acknowledge receipt of same.

Very truly yours,

Herbert Smolen  
Deputy City Solicitor

HS/amk  
Encs.

cc: All parties shown on Certificate of Service

ORIGINAL

JUN 8 9 27 AM '82

RECEIVED  
SECRETARY'S OFFICE  
PUBLIC UTILITY  
COMMISSION

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 ex- :  
penses incident thereto and (3) exemptions :  
from the minimum overhead and side clear- :  
ance requirements of Part III of the :  
Commission's Railroad Regulations. :

Docket No. A-98061

DOCKETED  
JUN 10 1982  
W

PETITION FOR MODIFICATION OF COMMISSION ORDER  
ADOPTED MAY 14, 1982 AND ENTERED MAY 26, 1982,  
IN CONNECTION WITH SUPPLEMENTAL JOINT APPLICA-  
TION OF NATIONAL RAILROAD PASSENGER CORPORATION  
(AMTRAK), CITY OF PHILADELPHIA, FEDERAL RAIL-  
ROAD ADMINISTRATION FOR ADDITIONAL EXEMPTIONS  
FROM MINIMUM OVERHEAD, SIDE AND TRACK CENTER  
CLEARANCE REQUIREMENTS AND FOR APPROVAL OF  
ALTERATIONS AND ADDITIONS TO AMTRAK INTERLOCK-  
ING AT 54TH ST.

DOCKETED  
JUN 10 1982

The above-mentioned Joint Applicants hereby file a Petition for  
Modification to the Commission Order in the above matter, adopted May 14,  
1982 and entered May 26, 1982, and hereby aver the following:

1. That on January 26, 1982, the above-mentioned 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 and additional exemptions from the over-  
head, 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"), as more fully and at large appear in said Supplemental Joint Application.

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

3. The second full paragraph appearing on Page 3 of the discussion states 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."  
(Portion underlined is the subject matter of the requested modification.)

4. For purposes of accuracy and clarity, 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.  
(Portion underlined is the substitute language requested.)

5. Sheet 1 of 13 of Exhibit No. A-1 "Summary of Side Clearances", attached to the Supplemental Joint Application originally filed, requests certain clearances which were apparently inadvertently omitted in the final Order of the Commission. Thus, Sheet 1 of 13 of Exhibit No. A-1 contains, inter alia, the following requested clearances which, as aforesaid, have been omitted in the final Order:

<u>Curve Number</u>	<u>Catenary Pole/Track Number</u>		<u>Drawing Number</u>	<u>Compensated Side Clearances (Ft.)</u>		<u>Side Clearance</u>
				<u>Existing</u>	<u>Proposed</u>	<u>Change (Ft.)</u>
650-2	W21AI	1	PP-4	10.15	10.26	+0.11
	W21AW	4	"	10.11	10.19	+0.08
	W21BI	0	"	10.07	9.74	-0.33

6. The aforesaid clearances requested on Sheet 1 of 13 of Exhibit No. A-1 of the Supplemental Joint Application appear to have been omitted in the Commission's final Order following Ordering Paragraph 3 in the list of exemptions granted on Page 6 of the final Order. Accordingly, the three requested clearance exemptions set forth in the Supplemental Joint Application and repeated above in Paragraph 5 of this Petition for Modification should be inserted and appear between the 7th and 8th items on Page 6 of the Commission's final Order as follows:

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

7. For purposes of convenience, there is attached hereto a proposed new Page 6 which incorporates the aforementioned three omitted side clearances.

WHEREFORE, Petitioners herein respectfully request modification of the Commission Order adopted May 14, 1982 and entered May 26, 1982, consistent with the foregoing Petition.

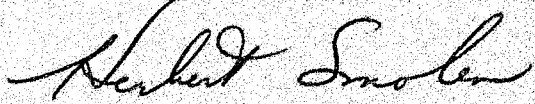
Respectfully submitted,

NATIONAL RAILROAD PASSENGER CORPORATION

CITY OF PHILADELPHIA

FEDERAL RAILROAD ADMINISTRATION

BY:

  
HERBERT SMOLEN

Deputy City Solicitor  
City of Philadelphia



Drawing No.      Track No.      Catenary Pole No.      Prop. Side Circe. (Ft.)

	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
Items omitted	PP-4	1	W21AI	10.26
in Order entered	PP-4	4	W21AW	10.19
5/26/82	PP-4	0	W21BI	9.74
	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

CERTIFICATE OF SERVICE

I do hereby certify that I have this day served a true and correct copy of the foregoing Petition for Modification of Commission Order entered May 26, 1982, in connection with Supplemental Joint Application of AMTRAK, City of Philadelphia and FRA, 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

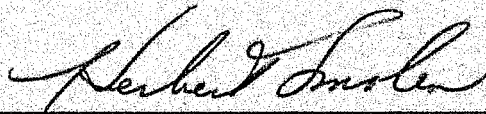
United Transportation Union  
Mr. E. W. Croyle  
State Legislative Director and Chairman  
Pennsylvania State Legislative Board  
Suite 401, City Towers Building  
301 Chestnut Street  
Harrisburg, Pennsylvania 17101

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: June 7, 1982