

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

**EXTRA COPY**

Application of the City of Philadelphia for the approval of (1) the construction, alteration and reconstruction of various crossings above, below and at grade of the Penn Central Company and Reading Company tracks, between Penn Central Suburban Station and Philadelphia International Airport, (2) exemptions from the minimum overhead and side clearances as required by Part III of the Commissions railroad regulations and, (3) the allocation of costs and expenses incident thereto.

: Application

: **A98061**

:  
: Doc  
: SECRETARY'S OFFICE  
: PUBLIC UTILITY  
: COMMISSION  
: No

1973 JUL -5 PM 3:11

RECEIVED

Application

To the Honorable Members of The  
Pennsylvania Public Utility Commission:

1. The name and address of the applicant are the City of Philadelphia, Philadelphia, Pennsylvania 19107.
2. The names and addresses of applicant's attorneys are David L. German, Jr., Assistant City Solicitor and Martin Weinberg, City Solicitor, 1520 Municipal Services Building, Philadelphia, Pennsylvania.
3. Applicant is a municipal corporation of the first class of the Commonwealth of Pennsylvania engaged in the government and administration of the affairs of the inhabitants of the City of Philadelphia.
4. By this application approval is sought (1) for the construction, alteration and reconstruction of various crossings above, below and at grade of the Penn Central Company and Reading Company tracks, between Penn Central Suburban Station and Philadelphia International Airport, to wit:

DUPLICATE RECORD.  
ORIGINAL CERTIFIED  
TO COMMONWEALTH COURT.

Suburban Station  
Sixteenth Street  
Seventeenth Street  
Eighteenth Street  
Nineteenth Street  
Twentieth Street  
Portal  
Twenty-First Street  
Twenty-Second Street  
Twenty-Third Street  
Schuylkill Expressway (State Highway L.R. 67057)  
Thirtieth Street  
P.C.R. Freight Bridge  
J. F. Kennedy Boulevard (State Highway L.R. 67005 Para. A)  
Market Street (State Highway L.R. 67005 Para. A)  
Thirty-Second Street Subway  
Ludlow Street  
Chestnut Street (State Highway L.R. 67351)  
Walnut Street (State Highway L.R. 67352)  
South Street  
University Avenue (State Highway L.R. 67278)  
Grays Ferry Avenue (State Highway L.R. 67309-2)  
Forty-Ninth Street (State Highway L.R. 67309)  
Fifty-Fourth Street  
B & O Railroad Bridge  
Fifty-Eighth Street  
Elmwood Avenue (State Highway L.R. 67308)  
Lindbergh Boulevard (State Highway L.R. 67309)  
Sixtieth Street  
Eastwick Avenue  
Sixty-First Street  
Sixty-Third Street (State Highway L.R. 67320)  
Seventieth Street  
Island Avenue (State Highway L.R. 67281)  
Eighty-Second Street  
Mingo Creek Bridge  
Eighty-Third Street  
Eighty-Fourth Street (State Highway Route 67280)  
Eighty-Fifth Street  
Eighty-Sixth Street  
Eighty-Seventh Street  
Eighty-Eighth Street  
Eighty-Ninth Street  
Ninetieth Street  
Ninety-Second Street  
Bartram Avenue (Proposed)  
Delaware Expressway (State Highway Rt. I-95) (Proposed)  
Industrial Highway (State Highway Rt. 762-Sec. 3) (Proposed)  
Enplaning Road to Airport (Proposed)

(2) exemption from the minimum overhead and side clearances as required by Part III of the Commission's Railroad Regulations and (3) the allocation of costs and expenses incident thereto.

5. The parties affected by this application are to the best of your Petitioner's knowledge and belief as follows:

Pennsylvania Department of Transportation  
Commonwealth of Pennsylvania  
1120 Transportation and Safety Building  
1400 Spring Garden Street  
Philadelphia, Pennsylvania 19130

Reading Company  
Reading Terminal  
12th and Market Streets  
Philadelphia, Pennsylvania 19102

Bell Telephone Co. of Pennsylvania  
One Parkway  
Philadelphia, Pennsylvania 19102

Philadelphia Gas Works  
1800 North 9th Street  
Philadelphia, Pennsylvania 19122

Philadelphia Electric Company  
2300 Market Street  
Philadelphia, Pennsylvania 19103

Penn Central Transportation Company  
Penn Central Station  
30th & Market Streets  
Philadelphia, Pennsylvania 19104

Southeastern Pennsylvania Transportation Authority  
200 W. Wyoming Avenue  
Philadelphia, Pennsylvania

American Telephone & Telegraph Co.  
900 Race Street  
Philadelphia, Pennsylvania 19106

United Transportation Union  
2107 North 6th Street  
Harrisburg, Pennsylvania

Arco Pipeline Company  
P.O. Box 989  
Philadelphia, Pennsylvania 19101

Gulf Oil Corporation  
P.O. Box 8056  
Philadelphia, Pennsylvania 19101

Mobil Pipeline Company  
P.O. Box 989  
Plainfield, New Jersey

Texas Eastern Transmission Corp.  
P.O. Box 3655  
Harrisburg, Pennsylvania 17101

6. The above improvements and important features may be described as follows: The route of the high speed line is projected from Penn Center (Suburban) Station of the Penn Central Railroad to the Penn Central (30th Street) Station thence via the Wilmington Division of the Penn Central Railroad, along the siding at Fifty-Eighth Street to track of the Reading Company to former Ninety-Fourth Street where a new turnout will be constructed to extend the tracks to and within Philadelphia International Airport. The route is approximately 9.4 miles in length, of which 4.0 miles are on existing facilities; 4.3 miles of existing lines will be reconstructed, and 1.1 miles of new construction will be required. Pending refinement of design documentation, the project will also require:

- (a) New grade-separated structure at Penn Central's New York-Washington main line track.
- (b) Installation of crossovers and interlocking devices at locations to be determined.
- (c) Upgrading of track (other than that on Wilmington Division) to accommodate high speed operations.
- (d) Construction of new track beyond Ninety-Fourth Street to the terminal building at Philadelphia International Airport.
- (e) Electrification of the line South of Wilmington Division.
- (f) The line will interface with all lines of the Penn Central Railroad, with convenient connections to city subway and surface lines. Direct connections with Reading Company lines will be provided by the proposed Center City Commuter Connection Project. Aircraft passengers directed to Philadelphia due to inclement weather, or those affected by adverse conditions locally, will have convenient connections via rail to points along the northeast corridor.

7. Attached hereto is Addendum "A" which contains descriptions of structures and clearances for which exemptions from P.U.C. clearance regulations are requested and a map showing the location of the High Speed Line, including the location of the points where exemptions are requested.

8. The construction of the said improvements as proposed is necessary and proper for the health, safety, accommodation, convenience and general welfare of the public.

WHEREFORE, the applicant respectfully requests your Honorable Commission to issue an interim order evidencing its approval of the clearances above referred to and at a later period its approval of the alteration, construction and reconstruction of the crossings above referred to and allocate costs and expenses incident thereto.

CITY OF PHILADELPHIA

BY:

  
\_\_\_\_\_  
Frank L. Rizzo, Mayor

STATE OF PENNSYLVANIA :  
COUNTY OF PHILADELPHIA : SS

Frank L. Rizzo, being duly sworn according to law  
deposes and says that he is Mayor of the City of Philadelphia  
and makes this affidavit with full authority so to do.

That the facts set forth in the above Petition are true  
to the best of his knowledge, information and belief.

15/  
Frank L. Rizzo

Sworn and Subscribed to  
before me a Notary Public  
for the Commonwealth of  
Pennsylvania residing in  
the City of Philadelphia

July 2, 1973  
15/ Janet Althouse  
Notary Public

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In Re: Application of the City of Philadelphia :  
for the approval of (1) the construction, alter- :  
ation and reconstruction of various crossings :  
above, below and at grade of the Penn Central : APPLICATION  
Company and Reading Company tracks, between Penn :  
Central Suburban Station and Philadelphia Inter- : DOCKET  
national Airport, (2) exemption from the minimum :  
overhead and side clearances as required by Part : NO.  
III of the Commission's Railroad Regulations and, :  
(3) the allocation of costs and expenses incident :  
thereto.

AFFIDAVIT OF SERVICE

BRENDA BENSON, being duly sworn according to law, deposes  
and says that on the 5<sup>th</sup> day of July, 1973, she caused  
a copy of the Application of the City of Philadelphia in the above  
matter to be served by first class mail upon the following:

Pennsylvania Department of Transportation  
Commonwealth of Pennsylvania  
1120 Transportation and Safety Building  
1400 Spring Garden Street  
Philadelphia, Penna. 19130

Reading Company  
Reading Terminal  
12th and Market Streets  
Philadelphia, Penna. 19107

Bell Telephone Company of Pennsylvania  
1 Parkway  
Philadelphia, Penna. 19102

Philadelphia Gas Works  
1800 North 9th Street  
Philadelphia, Penna. 19122

Philadelphia Electric Company  
2300 Market Street  
Philadelphia, Penna. 19103

Penn Central Transportation Company  
Penn Central Station  
30th and Market Streets  
Philadelphia, Pennsylvania 19104

Southeastern Pennsylvania Transportation Authority  
200 West Wyoming Avenue  
Philadelphia, Penna. 19141

American Telephone and Telegraph Company  
900 Race Street  
Philadelphia, Pennsylvania 19106

United Transportation Union  
2107 North 6th Street  
Harrisburg, Penna.

Arco Pipeline Company  
P. O. Box 989  
Philadelphia, Penna. 19107

Gulf Oil Corporation  
P. O. Box 8056  
Philadelphia, Penna. 19101

Mobil Pipeline Company  
P. O. Box 989  
Plainfield, New Jersey

Texas Eastern Transmission Corp.  
P. O. Box 3655  
Harrisburg, Penna. 17101

*Brenda Benson*  
BRENDA BENSON

SWORN TO AND SUBSCRIBED

BEFORE ME THIS *3rd* DAY

OF *July* 1973.

\_\_\_\_\_  
NOTARY PUBLIC

JOAN R. WILSON  
Notary Public, Philadelphia, Philadelphia Co.  
My Commission Expires November 1, 1976

ADDENDUM - A

PHILADELPHIA AIRPORT HIGH SPEED LINE  
DESCRIPTIONS OF STRUCTURES AND CLEARANCES FOR WHICH  
EXEMPTIONS FROM PUC CLEARANCE REGULATIONS ARE REQUESTED

REVISED ON JUNE 20, 1973

A completed Route Selection Study has been used to develop part one of the following description of new structures and facilities. The Preliminary Design now underway will permit selection of the various alternatives which are described below.

Completion of designs for new Airport terminal buildings and facilities has permitted final design of track alignment within Airport property. This is discussed below in part two.

The lateral clearances specified below do not contain the increases necessary to provide for curvature and track superelevation. It should be understood that such increases will be included in the design clearances wherever non-tangent and non-level track occurs.

All trackage to be used for Airport service will be equipped with an overhead contact wire type electric traction power system. It is assumed that paragraph C, Section I, of Part III of the PUC Railroad Regulations applies to the sections discussed. The full 22'-0" vertical clearance will be provided where new structures required for this project may cross above existing freight tracks which are not now electrified and will not be electrified.

Location I: Grays Ferry Avenue Bridge

The new #5 track will extend southward along Penn Central's mainline right-of-way. Use of this track will be restricted to passenger trains and such special rail mounted equipment as necessary for the routine and special maintenance of track, track structures and the overhead contact wire system.

An additional span will be constructed on Grays Ferry Avenue Bridge. This will be designed to provide space for #5 track and a future #6 track. The abutment positions and span length will be set to provide 14'-0" track spacing and 12'-0" clearance from center line of each track to face of adjacent abutment. The vertical clearance from top of rail to underside of the bridge will be 18'-0" which is to be provided with the rebuilt spans now under construction.

Location II: Forty-ninth Street Bridge

Track #5 and a possible future track #6 will pass beneath the side span of the existing Forty-ninth Street Bridge.

Track centers of 14'-0" will be used. Minimum lateral clearance of 12'-0" will be provided. A vertical clearance of 18'-9", similar to that provided at the existing tracks, will be

maintained.

Location III: Fifty-fourth Street Bridge

Track #5 will pass beneath the main span of the existing Fifty-fourth Street Bridge. Former track #5, now abandoned, will be rebuilt for use by the Airport line.

An exemption (Number 1) from PUC clearance regulations is requested to permit acceptance of the 8'-0" clearance originally provided between track #5 and the adjacent pier of the bridge. This exemption will permit retention of the existing bridge.

An exemption (Number 2) is requested to permit acceptance of the original 12'-8" clearance between track #4 and rebuilt track #5.

The existing 20'-9" vertical clearance will be maintained.

Location IV: Fifty-eighth Street Bridge

Track #5 will enter a single track retained cut directly beneath Fifty-eighth Street Bridge. The bridge will be underpinned and altered to accept the retaining structure. The cut will provide entrance to a single track tunnel crossing beneath the existing main tracks.

Exemption (Number 3) from PUC clearance regulations is requested to permit a lateral clearance within the retained cut of 8'-6" on one side. A 12'-0" clearance will be held on the other

side. This exception will avoid replacement of Fifty-eighth Street Bridge and the adjacent utility bridge. Replacement of this bridge would add approximately \$450,000 to the project cost.

Location V: Grade Separation Structure to Cross Mainline Tracks at Sixtieth Street

The Airport line will pass beneath the mainline tracks in a shallow tunnel of two separate single track box structures or one double track box structure. The tunnel alignment will be a ten degree curve which is skewed in relation to existing tracks.

It is proposed to use a clearance of 8'-0" on the outside of the curve of each track; a 12'-0" clearance for use on the inside of the curve on each track in the case of the single track structures; and an 18'-0" vertical clearance.

In the case of a double track structure the clearance will be 8'-0" on both sides of each track with 3'-0" wide wall or columns located between tracks. Shelter for personnel would be provided between the tracks by 3'-0" deep full height shelter in the wall or between columns.

Location VI: Elmwood Avenue

Airport track will utilize the existing double span highway overpass where Penn Central's Sixtieth Street freight branch passes beneath Elmwood Avenue. Tracks of the freight branch will be realigned to pass through the northernmost part of that double span

highway overpass and new Airport line tracks will be constructed beneath the adjacent span.

Preliminary field measurements indicate that the present bridge will permit 12'-0" lateral clearances and 22'-0" vertical clearances. An accurate field survey is necessary to verify this.

Location VII: Airport Enplaning Road

Within Airport property the Airport Enplaning Road will cross above the Airport line tracks. Lateral clearance from each track will be 12'-0" and vertical clearance will be 18'-0".

PART TWO: AIRPORT TERMINAL AREA

The advanced stage of design of the Airline Terminal has permitted completion of the final alignment and track geometry at and between the three separate platforms which will comprise the Airport Station of the High Speed Line.

Location VIII: Airport Station

The Airport station will consist of three high level island type platforms spaced at 1200 ft and 900 ft. intervals. The last two platforms will be located on curved track which follows the arc of the entire Airline Terminal complex. The restricted track alignment will limit train speeds to 15 mph between platforms.

Access to each platform will be provided at both ends<sup>(1)</sup> by a short walkway to two escalators and a small elevator to overhead enclosed pedestrian bridges. The elevator and escalators will be beyond each end of the platforms. The pedestrian bridges will connect main Airline buildings with separate baggage collection buildings. The railroad and a bus driveway will be located between the main and the baggage buildings. The floor level of each of the five pedestrian bridges will be at the elevation of the main and baggage building floors.

Baggage cart access between airplane loading points and the baggage collection buildings will be provided by five roadways crossing beneath the High Speed Line tracks. One utility tunnel and an automobile tunnel will also cross beneath the tracks.

The grade limitations of ramps leading to the baggage tunnels set their vertical relationship to tracks and cross track pedestrian tunnels. This, with the elevation of storm drains in the site, prohibits the lowering of track elevation to provide more than 17'-6" vertical clearance between top of rail and lowest point on the pedestrian bridges. Contact wire height at these points will be 16'-0" above top of rail.

An exemption (Number 4) from PUC clearance regulations is requested to permit use of 17'-6" overhead clearance at the Airport pedestrian bridges.

<sup>0</sup>  
<sup>0</sup>  
(1) The last platform will be initially constructed in a shortened version with access from one end only.

The first platform, which will be on tangent track, will be 25'-8" in width; its length will be between 300 ft. and 500 ft.

Two platforms will be on curves of 3437.87 ft. radius. This curvature will be carried past platform ends by a length equal to the track center distance plus one end overhang distance of a standard 85 ft. car, at which point sharper curves will be utilized. The width of curved platforms will be 26'-8". Lengths will be 300 ft.

Platform height will be 4'-2" above top of rail. Platform design will provide shelter space beneath the floor slab.

Exemption (Number 5) from PUC clearance regulations is requested to permit use of a clearance of 5'-4" between platform edge and center of tracks. The four inch gap provided by this clearance is used on modern rapid transit designs and has certain safety advantages over a wider gap.

Location of the outer edge of the escalator shafts is set by the relationship of platforms to pedestrian bridges. This requires a minimum clearance between edge of escalator and center of tracks of 8'-0". On the curved platforms this minimum distance occurs at a point 14'-0" above top of rail and at a distance 39.6 feet beyond the end of the platform. Clearance above

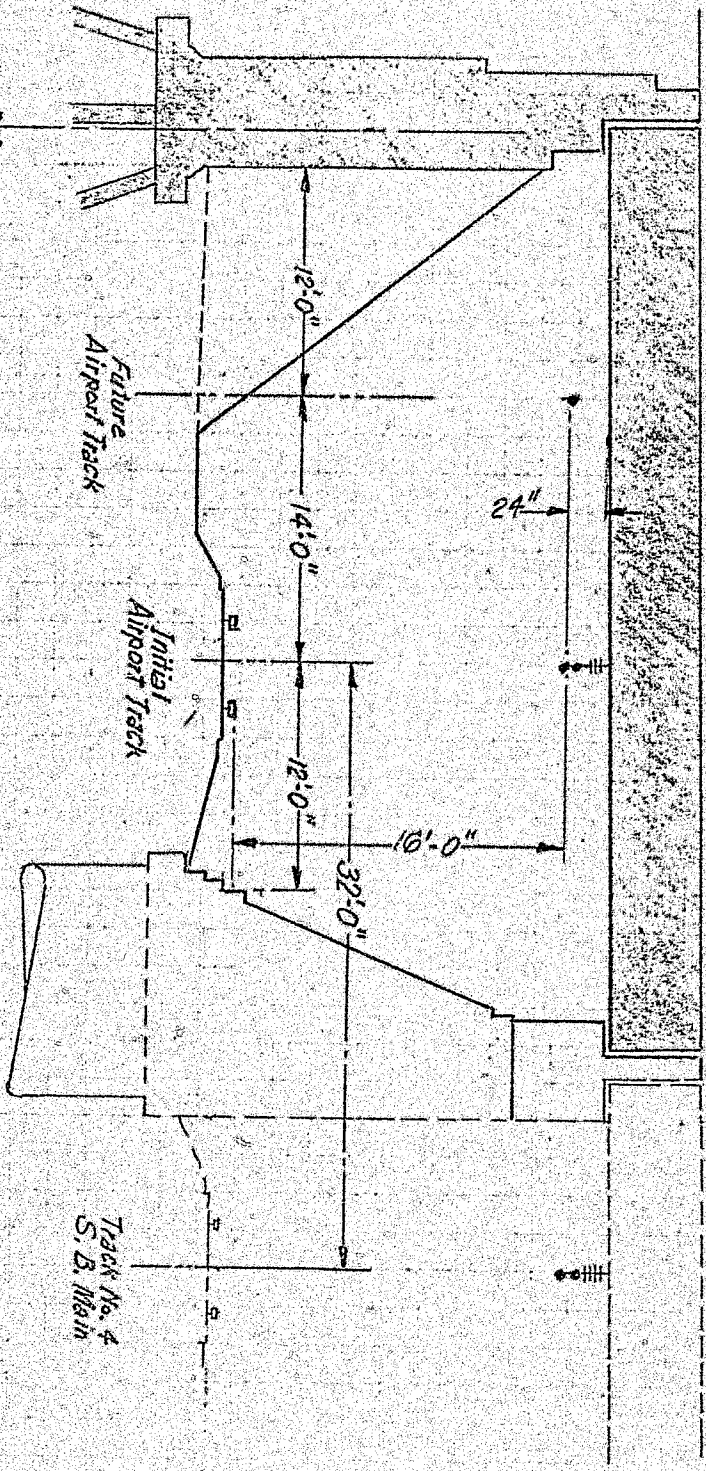
the 14 ft. level will be reduced to 4'-0" at the 18 ft. level. This is in accordance with the second paragraph of Part III, Section III of PUC Railroad Regulations.

A chain link fence will separate the railroad tracks from an adjacent bus driveway. Certain segments will be restricted and will require use of 8'-0" clearance between track and fence.

Location of columns supporting the pedestrian bridges is effected by escalator location. This requires a minimum column clearance of 8'-0".

The track spacing along the fence segments and at column points will be no less than 18'-0", but generally 36'-4".

Exemption (Number 6) from PUC clearance requirements is requested to permit use of 8'-0" lateral clearance at fences, the pedestrian bridge columns, and the escalators which connect the platforms and the pedestrian bridges.

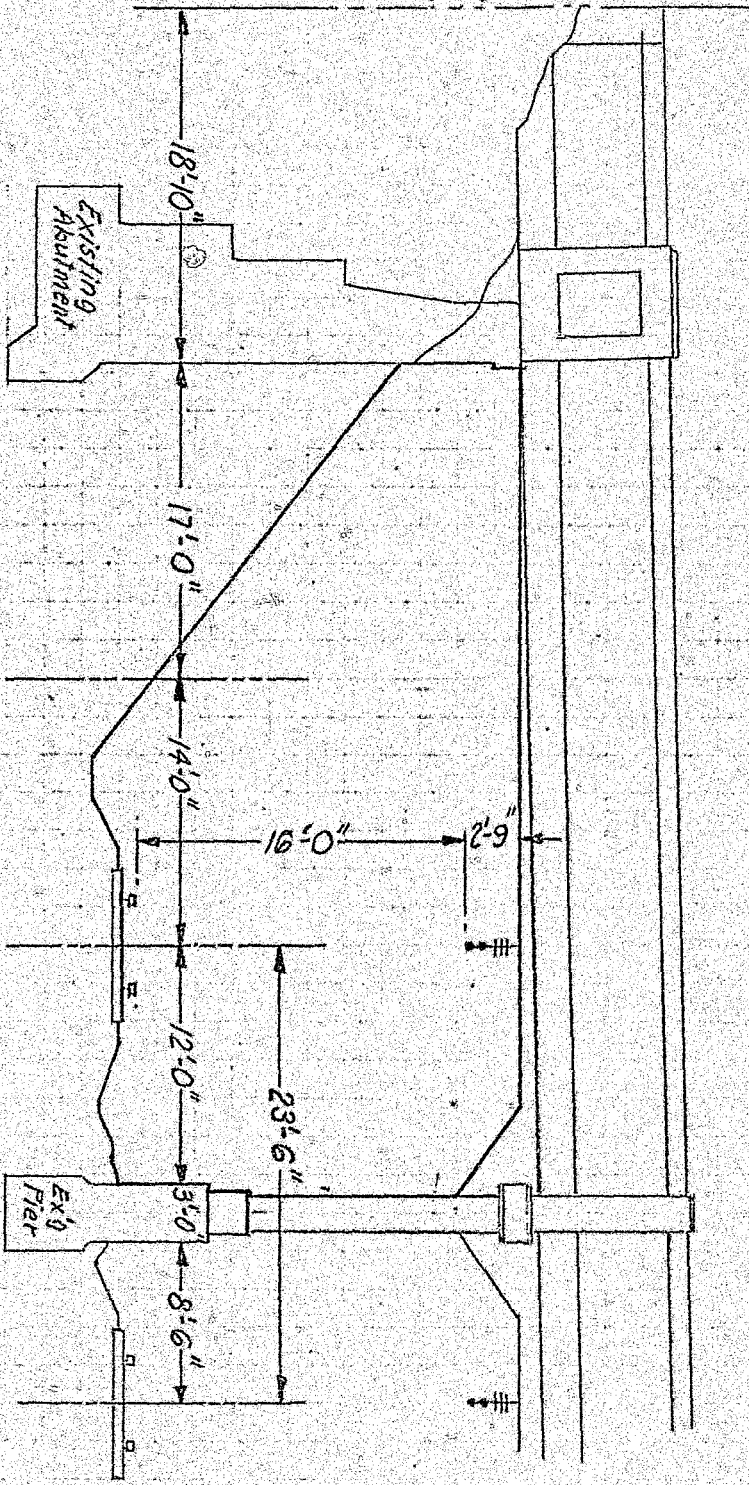


LOCATION I  
 GRAYS FERRY AVENUE BRIDGE  
 LOOKING NORTH  
 STA. 150+20

SHEET NO. _____	PHILADELPHIA AIRPORT
OF _____	PROPOSED CLEARANCE
JOB NO. 19-48	ALONG RAILROAD ROADWAY
BY DATE 9-15-72	
CHK'D DATE _____	
REV. DATE 12-11-72	

URBAN ENGINEERS, INC.  
 CONSULTANTS  
 Philadelphia, Pa.

Penn Central Property Line



LOCATION II

49TH ST. BRIDGE  
 LOOKING NORTH  
 STA. 162+65

SHEET NO.	OF
JOB NO.	19-48
BY	vch. DATE 9-19-72
CHK'D	DATE
REV.	F.R.B. DATE 12-11-72

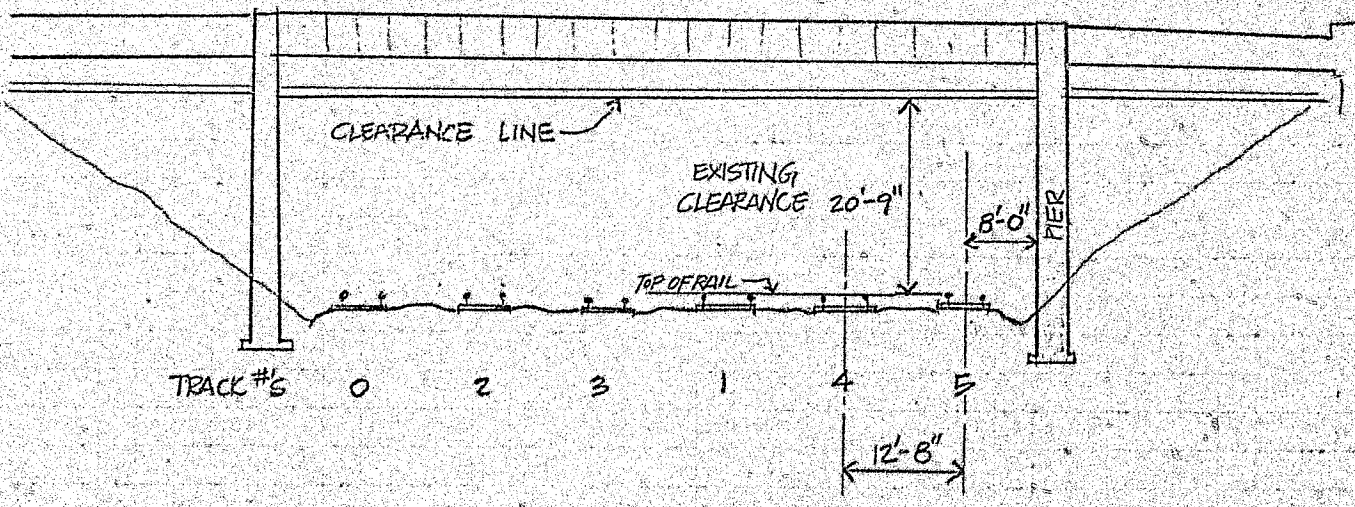
SUBJECT  
 PHILADELPHIA AIRPORT  
 HIGH SPEED LINE  
 PROPOSED CLEARANCE  
 ALONG RAILROAD ROADWAY

URBAN ENGINEERS, INC.  
 CONSULTANTS  
 Philadelphia, Pa.

CONSULTANTS  
Philadelphia, Pa.

PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

JOB NO. 11-79  
BY FRB DATE  
CHK'D DATE  
REV. DATE

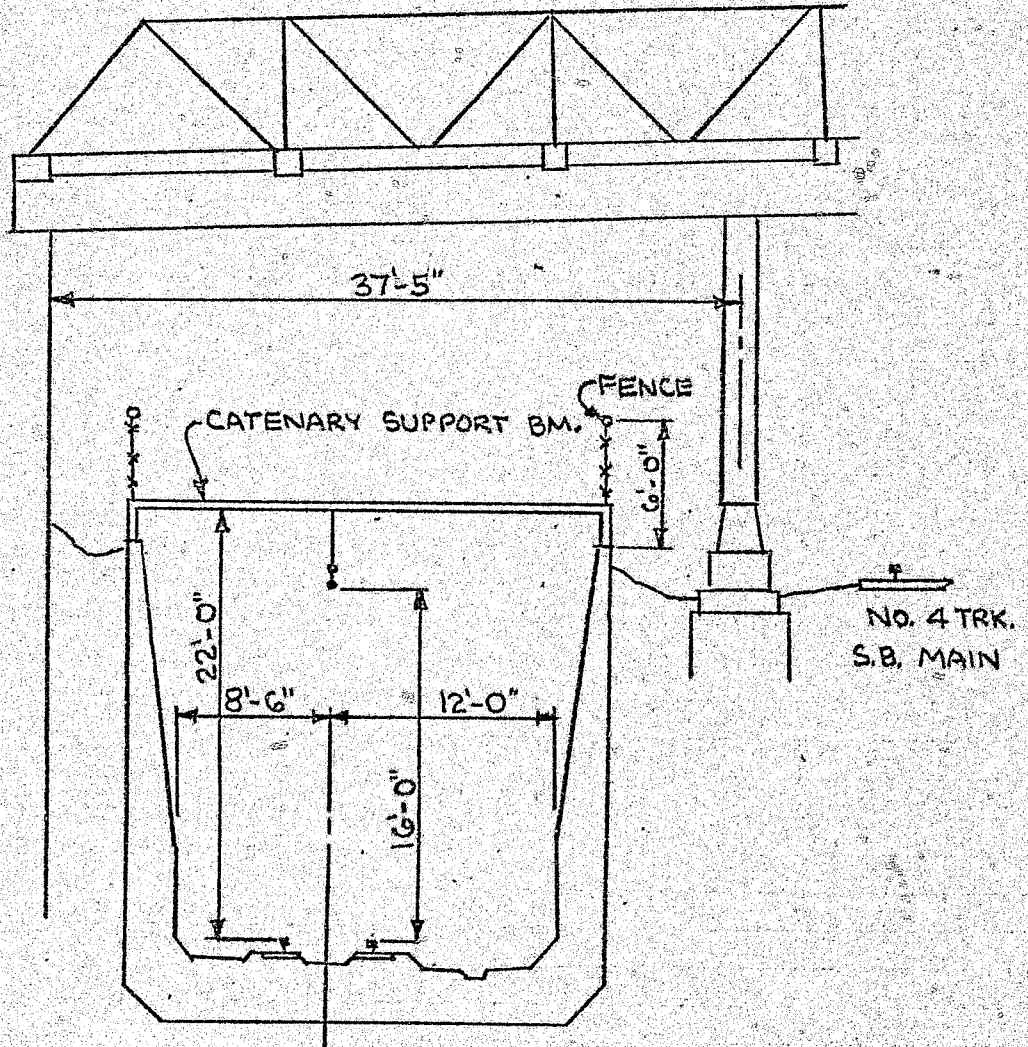


LOCATION III  
54<sup>TH</sup> STREET (LOOKING SOUTH)

URBAN ENGINEERS, INC.  
CONSULTANTS  
Philadelphia, Pa.

SUBJECT  
PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
JOB No. 19-48  
BY Vcb DATE 9-21-72  
CHK'D \_\_\_\_\_ DATE \_\_\_\_\_  
REV. FRG DATE 12-11-72



LOCATION IV

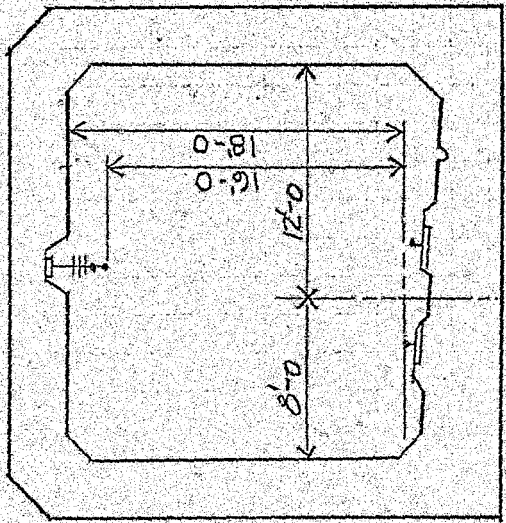
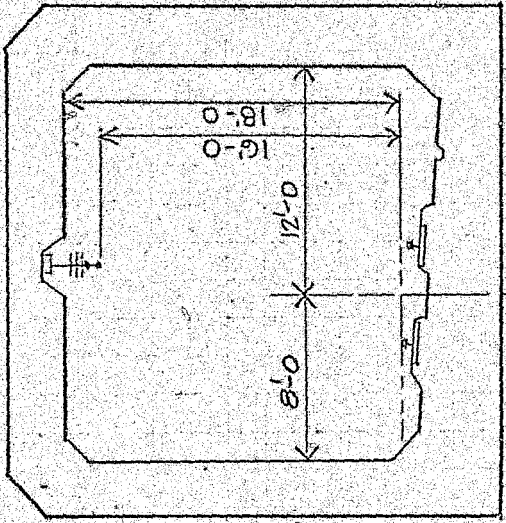
PROPOSED RETAINED CUT  
58TH ST. BRIDGE

WEST END  
LOOKING NORTH  
STA 208+50

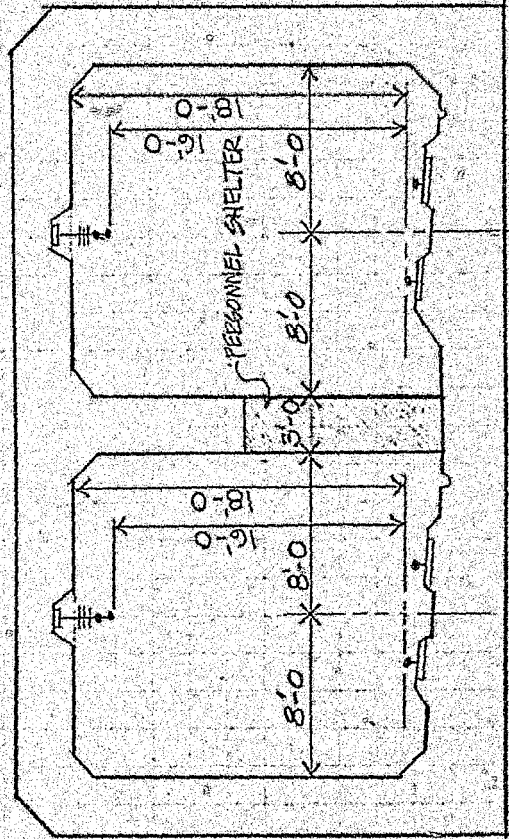
CONSULTANTS  
Philadelphia, Pa.

HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

BY: FRB DATE  
CHK'D: DATE  
REV: FAS DATE 12-1-72



SEPARATE SINGLE TRACK VERSION



DOUBLE TRACK VERSION OF PERSONNEL SHELTER

LOCATION V DUCK-UNDER AT 60TH ST.

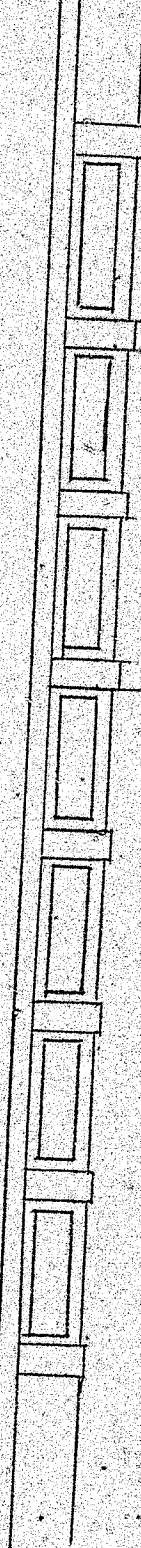
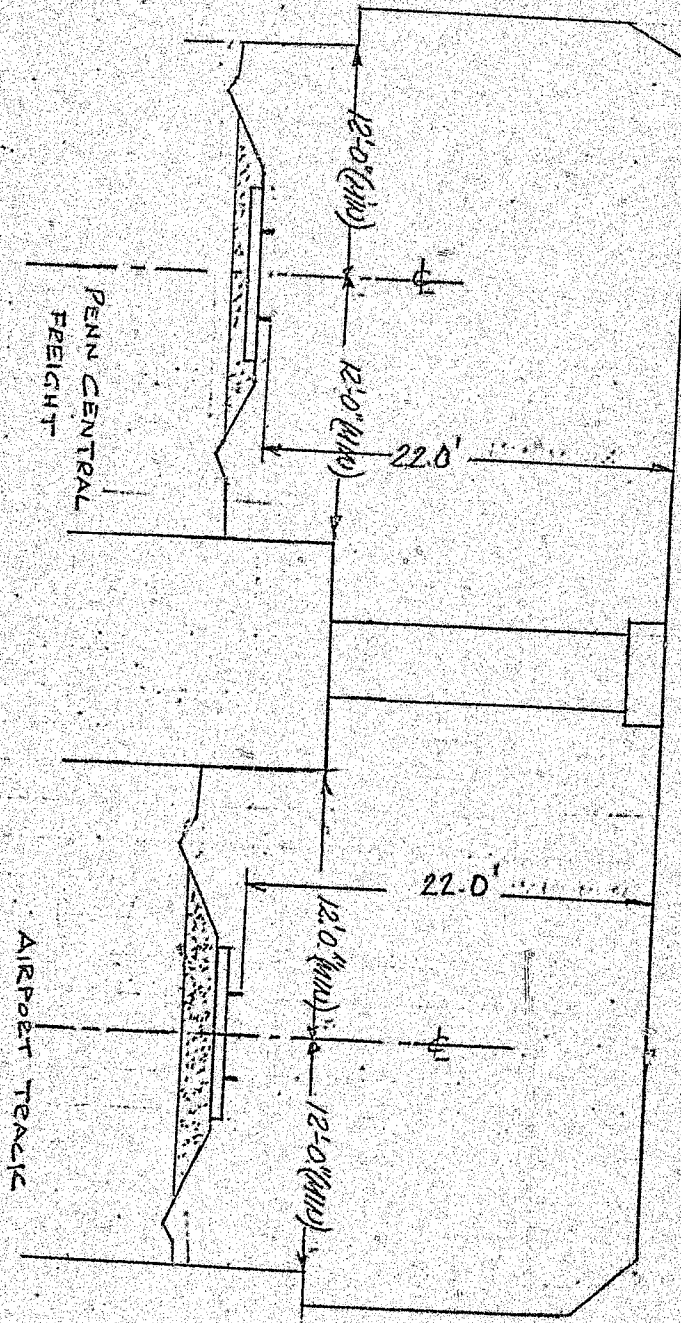
CONSULTANTS  
Philadelphia, Pa.

PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

SHEET NO. 1 OF 3  
JOB NO. 1950  
BY J.G.S. DATE 6/21/50  
CHK'D. DATE  
REV. DATE

LOCATION VI

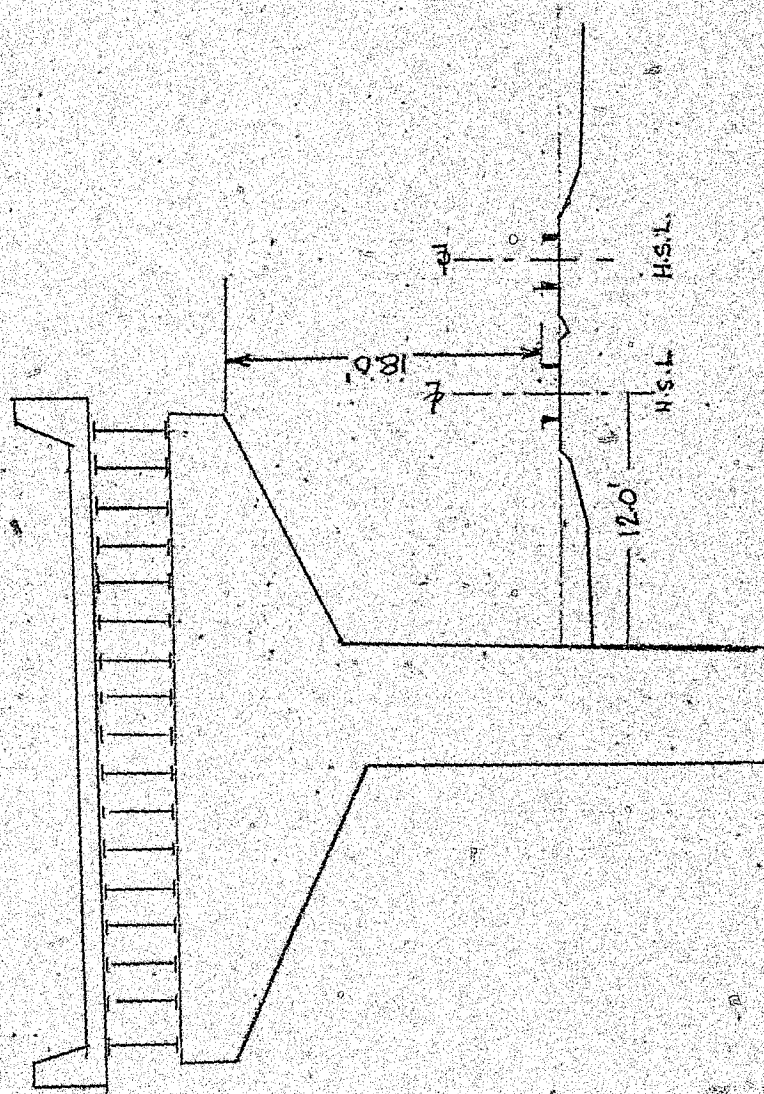
ELMWOOD AVE. BRIDGE



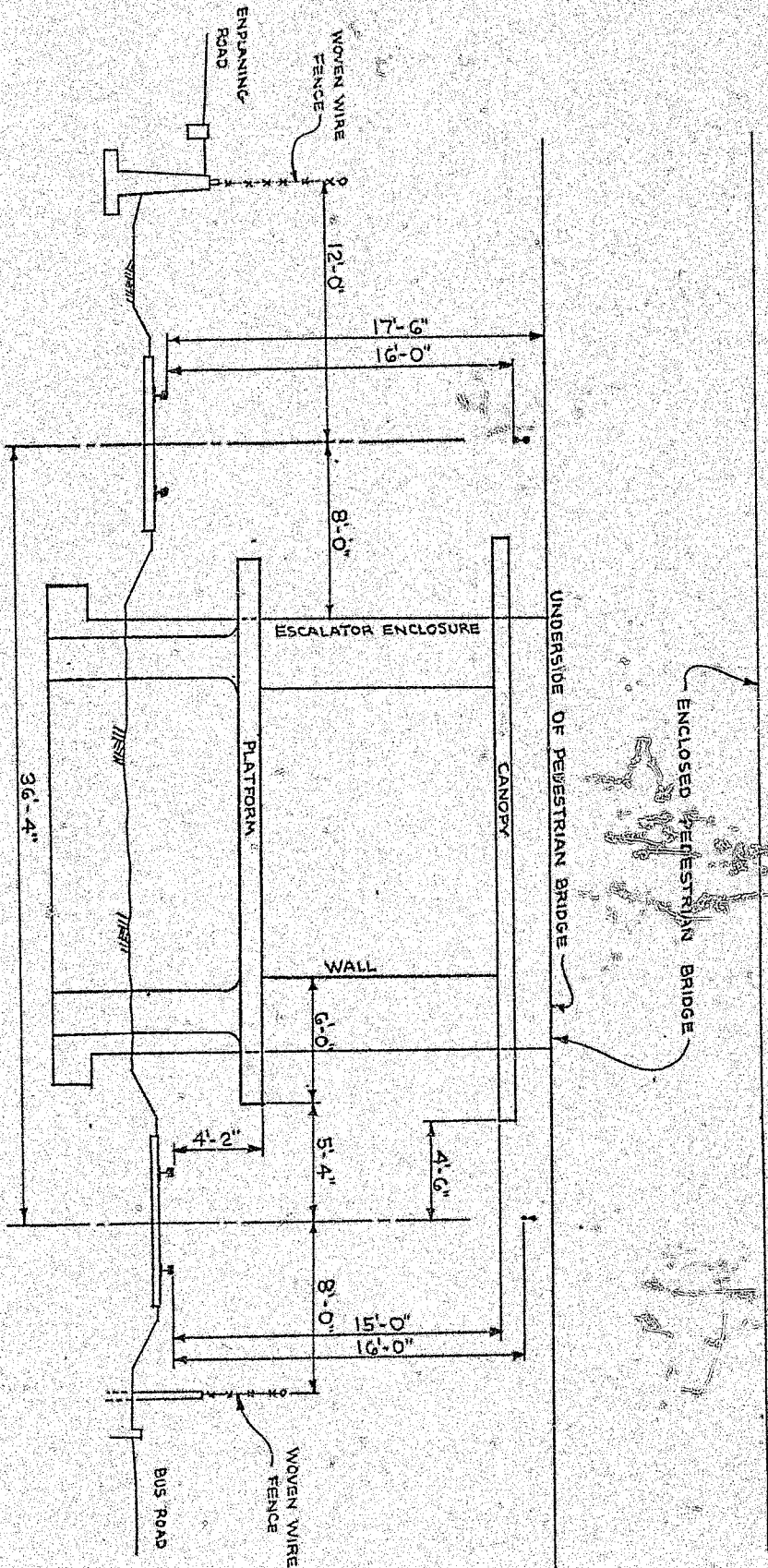
URBAN ENGINEERS, INC.  
CONSULTANTS  
Philadelphia, Pa.

PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

JOB NO. 19-48  
BY L.G.S. DATE 02/73  
CHK'D DATE  
REV. DATE

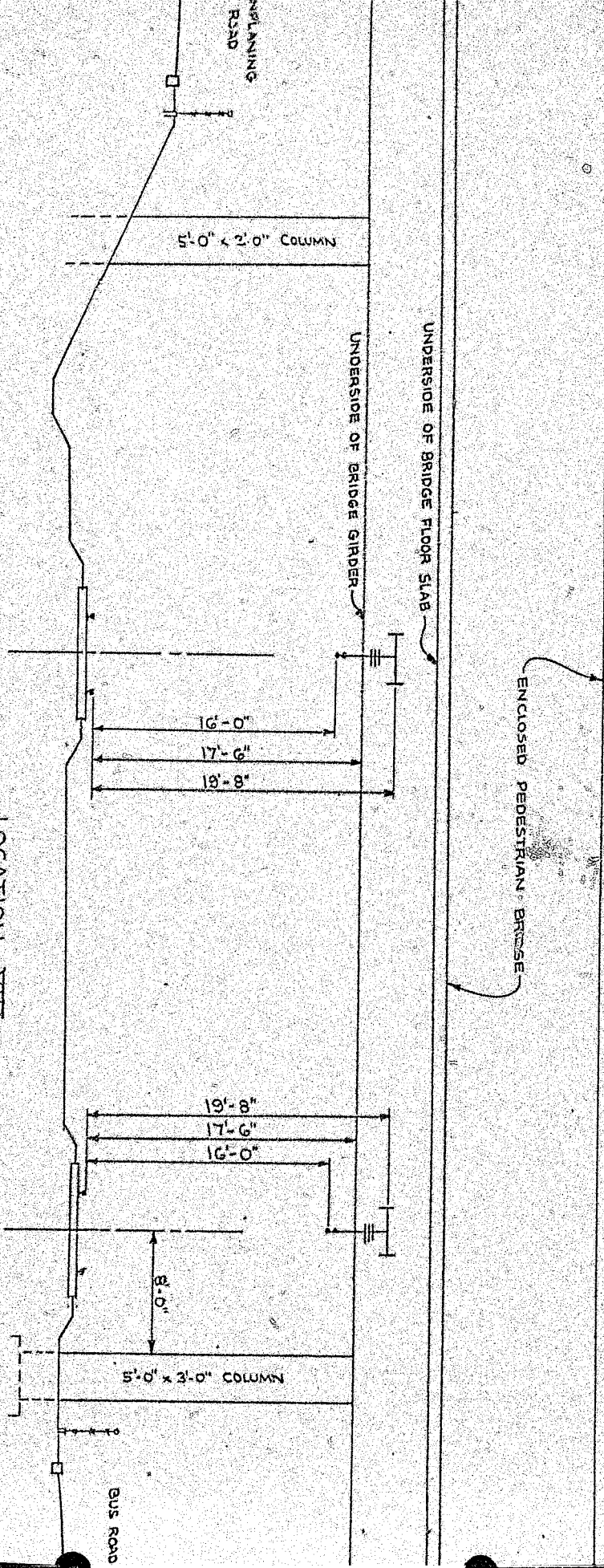


LOCATION VII AIRPORT ENPLANING ROAD

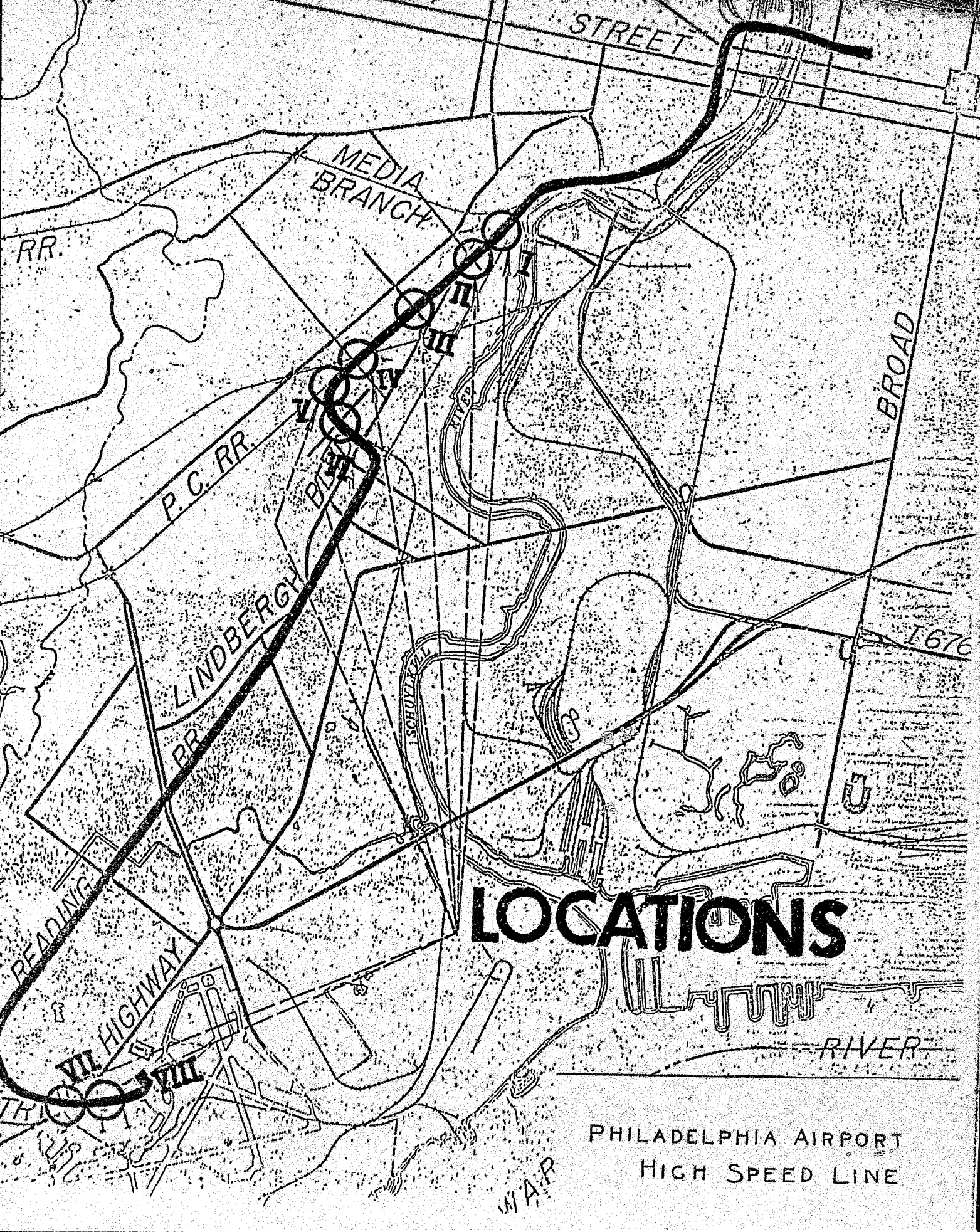


PROJECT: Airport High Speed Line  
 City Project Number 20-594-2-1  
 Urban Project Number 1950

LOCATION VIII  
 AIRPORT STATION



**LOCATION VIII**  
 SECTION SHOWING COLUMNS  
 SUPPORTING PEDESTRIAN BRIDGES  
 PROJECT: Airport High Speed Line  
 City Project Number 20-194-2-1  
 Urban Project Number 155



# LOCATIONS

PHILADELPHIA AIRPORT  
HIGH SPEED LINE

BEFORE THE PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

Application Docket No. 98061

In Re: Application of the City  
of Philadelphia for the approval  
of (1) the construction,  
alteration and reconstruction of  
various crossings above, below  
and at grade of the Penn Central  
Company and Reading Company tracks,  
between Penn Central Suburban  
Station and Philadelphia  
International Airport, (2)  
exemption from the minimum  
overhead and side clearances as  
required by Part III of the  
~~Commission's Railroad Regulations~~  
and, (3) the allocation of costs  
and expenses incident thereto.

FIRST AMENDMENT TO THE APPLICATION  
TO THE PUBLIC UTILITY COMMISSION  
BY THE CITY OF PHILADELPHIA  
FOR THE AIRPORT HIGH SPEED LINE

LAW DEPARTMENT  
CITY OF PHILADELPHIA  
David L. German  
Assistant City Solicitor  
MARTIN WEINBERG  
CITY SOLICITOR

15TH FLOOR, MUNICIPAL SERVICES BUILDING  
PHILADELPHIA, PA. 19107

Before The  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

RECEIVED  
SEP 25 AM 7:59  
SENEGAL'S OFFICE  
PUBLIC UTILITY  
COMMISSION

In Re: Application of the City of :  
Philadelphia for the approval of :  
(1) the construction, alteration :  
and reconstruction of various : Application  
crossings above, below and at :  
grade of the Penn Central Company : DOCKET  
and Reading Company tracks, between :  
Penn Central Suburban Station and : NO. 98061  
Philadelphia International Airport, :  
(2) exemption from the minimum :  
overhead and side clearances as :  
required by Part III of the :  
Commission's Railroad Regulations :  
and, (3) the allocation of costs :  
and expenses incident thereto. :

FIRST AMENDMENT TO THE APPLICATION TO THE  
PUBLIC UTILITY COMMISSION BY THE CITY OF  
PHILADELPHIA FOR THE AIRPORT HIGH SPEED LINE

1. A detailed description (Map is attached) of the construction, if any, that will be performed at the location of each street that crosses the proposed Airport High Speed Rail Line is to follow.

2. Those streets listed in the application between Suburban Station and University Avenue are crossed by the existing Penn Central Railroad System which will be used by the Airport High Speed Rail Line. There will be no changes or construction along this portion of the Penn Central Railroad System including at the street crossings.

3. At Grays Ferry Avenue the Airport High Speed Line will require a bridge over two new tracks on the northwest side of Penn Central Railroad's existing tracks. This is explained on Page 2 of Addendum-A to the Application.

4. The Forty-Ninth Street and Fifty-Fourth Street existing bridges will be used as explained on Pages 2 and 3 of Addendum-A to the Application.

DUPLICATE REC'D,  
ORIGIN L. CERTIFIED  
TO COMMONS, EARTH COURT

EXTRA COPY

5. The existing Baltimore and Ohio Railroad Bridge will be used without making any alterations to it.
6. The Fifty-Eighth Street existing Bridge will be used as explained on Page 3 of Addendum-A to the Application.
7. The Airport High Speed Line turns southeast at 60th Street and crosses under the existing main line tracks of the Penn Central Railroad in two reinforced concrete tunnels to be constructed under this project as explained on Page 4 of Addendum-A to the Application.
8. The Elmwood Avenue existing Bridge will be used as explained on Page 4 of Addendum-A to the Application.
9. The two-track Airport High Speed Rail Line will pass under the existing Lindbergh Boulevard by the construction of a new bridge that will not make any change in the grade or alignment of the Boulevard. This bridge is to be designed and constructed under the High Speed Line project to conform to PUC requirements.
10. Sixtieth Street is to be vacated southeast of Lindbergh Boulevard within a proposed recreation area where the High Speed Line crosses it.
11. Eastwick Avenue is to be vacated northeast of Sixty-First Street within a proposed recreation area where the High Speed Line crosses it.
12. The Sixty-First Street existing Bridge will be used as is, with minor revisions to the wood cribbing.
13. The existing grade crossings at Sixty-Third and Seventieth Streets will be eliminated by the construction of new bridges under the High Speed Line Project and conforming to PUC requirements.
14. The existing grade crossing at Island Avenue will be eliminated by the construction of a new bridge by PennDOT conforming to PUC requirements.

15. There are no existing grade crossings at Eighty Second Street and Eighty-Third Street and these streets have been or will be vacated adjacent to the Reading Railroad property.

16. Mingo Creek Bridge has been replaced by a reinforced concrete storm sewer in this area.

17. The existing grade crossing at Eighty-Fourth Street will be eliminated by the construction of a new bridge by PennDOT conforming to PUC requirements.

18. There are no existing grade crossings at Eighty-Fifth Street and this street has been or will be vacated adjacent to the Reading Railroad property.

19. The existing grade crossings at Eighty-Sixth Street and Eighty-Seventh Street are not shown on the Eastwick Urban Renewal Plan or the City Comprehensive Plan and these streets have been or will be vacated adjacent to the Reading Railroad property.

20. There are no existing grade crossings at Eighty-Eighth, Eighty-Ninth, Ninetieth, Ninety-Second Streets and these streets have been or will be vacated adjacent to the Reading Railroad property.

21. The Airport High Speed Rail Line will pass over the proposed Bartram Avenue, Delaware Expressway (I-95) and the Industrial Highway on a viaduct being constructed under the High Speed Rail Line project.

22. Some Airport Enplaning roads will pass over the High Speed Rail Line on a bridge to be constructed as part of the High Speed Rail Line project.

23. A copy of the revised Page 3 of Addendum-A to the application and the related sketch dated 7/17/73 is attached.

24. Paragraph 5, Page 3 of the application - An additional party affected by this application is:

Baltimore and Ohio Railroad  
12th and Market Streets  
Philadelphia, Pennsylvania 19102

Martin Weinberg  
City Solicitor

By s/ David L. German, Jr.  
David L. German, Jr.  
Assistant City Solicitor

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In Re: Application of the City of :  
Philadelphia for the approval of :  
(1) the construction, alteration :  
and reconstruction of various : Application  
crossings above, below and at :  
grade of the Penn Central Company : DOCKET  
and Reading Company tracks, between: NO. 98061  
Penn Central Suburban Station and :  
Philadelphia International Airport, :  
(2) exemption from the minimum :  
overhead and side clearances as :  
required by Part III of the :  
Commission's Railroad Regulations :  
and, (3) the allocation of costs :  
and expenses incident thereto. :

AFFIDAVIT OF SERVICE

BRENDA BENSON, being duly sworn according to law, deposes and says that on the 24th day of September, 1973, she caused a copy of the First Addendum to the Application of the City of Philadelphia in the above matter to be served by first class mail upon the following:

Pennsylvania Department of Transportation  
Commonwealth of Pennsylvania  
1120 Transportation and Safety Building  
1400 Spring Garden Street  
Philadelphia, Pa. 19130

Reading Company  
Reading Terminal  
12th and Market Streets  
Philadelphia, Pa. 19107

Baltimore and Ohio Railroad Co.  
Reading Terminal  
12th and Market Streets  
Philadelphia, Pa. 19107

Bell Telephone Company of Pennsylvania  
1 Parkway  
Philadelphia, Pa. 19102

Philadelphia Gas Works  
1800 North 9th Street  
Philadelphia, Pa. 19122

Philadelphia Electric Company  
2300 Market Street  
Philadelphia, Pa. 19103

Penn Central Transportation Company  
Penn Central Station  
30th & Market Streets  
Philadelphia, Pa. 19104

Southeastern Pennsylvania Transportation Authority  
200 West Wyoming Avenue  
Philadelphia, Pa. 19141

American Telephone and Telegraph Company  
900 Race Street  
Philadelphia, Pennsylvania 19106

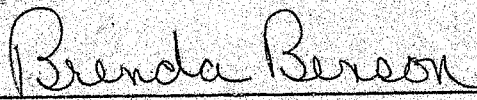
United Transportation Union  
2107 North 6th Street  
Harrisburg, Pa.

Arco Pipeline Company  
P. O. Box 989  
Philadelphia, Pa. 19107

Gulf Oil Corporation  
P. O. Box 8056  
Philadelphia, Pa. 19101

Mobil Pipeline Company  
P. O. Box 989  
Plainfield, New Jersey

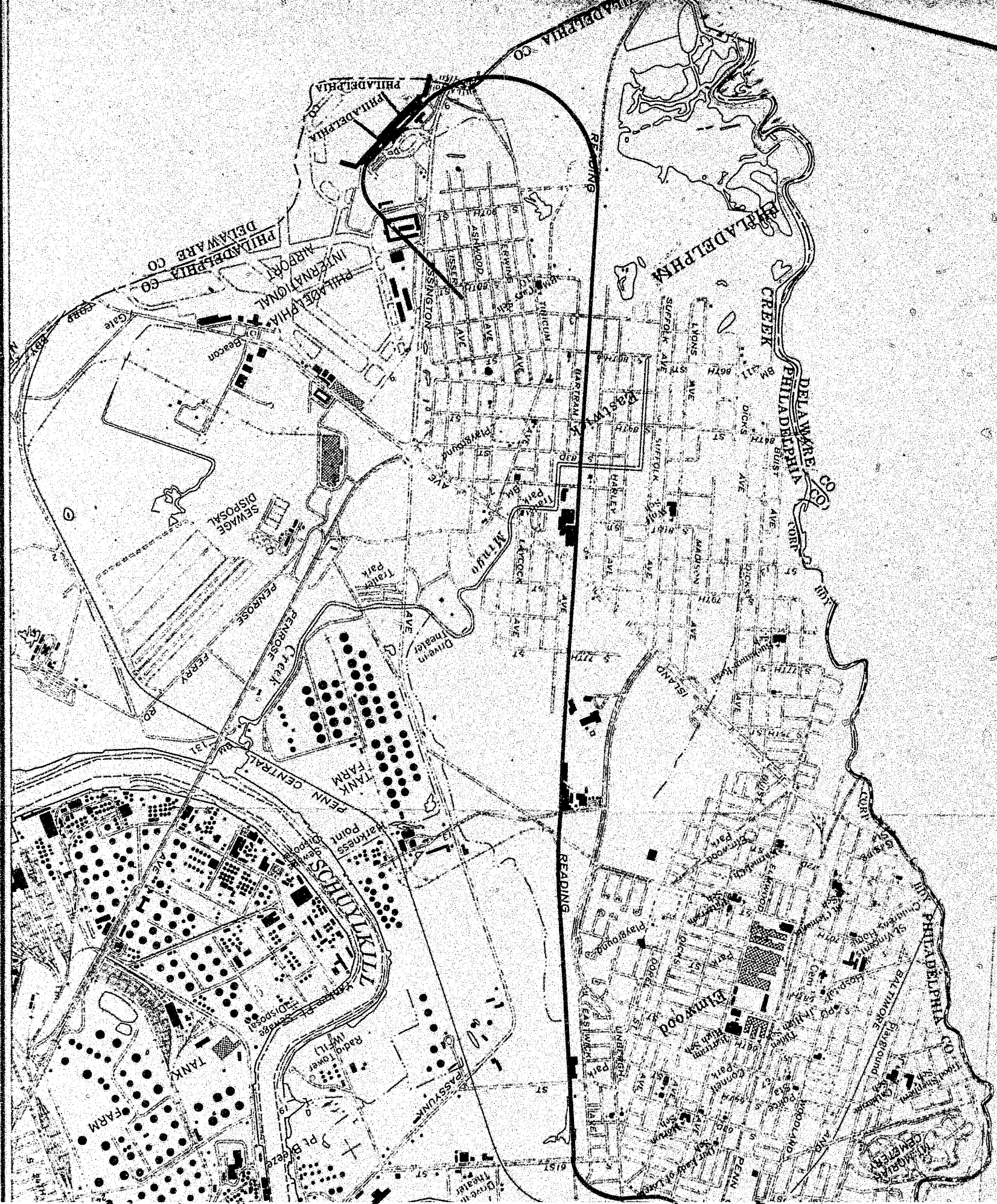
Texas Eastern Transmission Corp.  
P. O. Box 3655  
Harrisburg, Pa. 17101

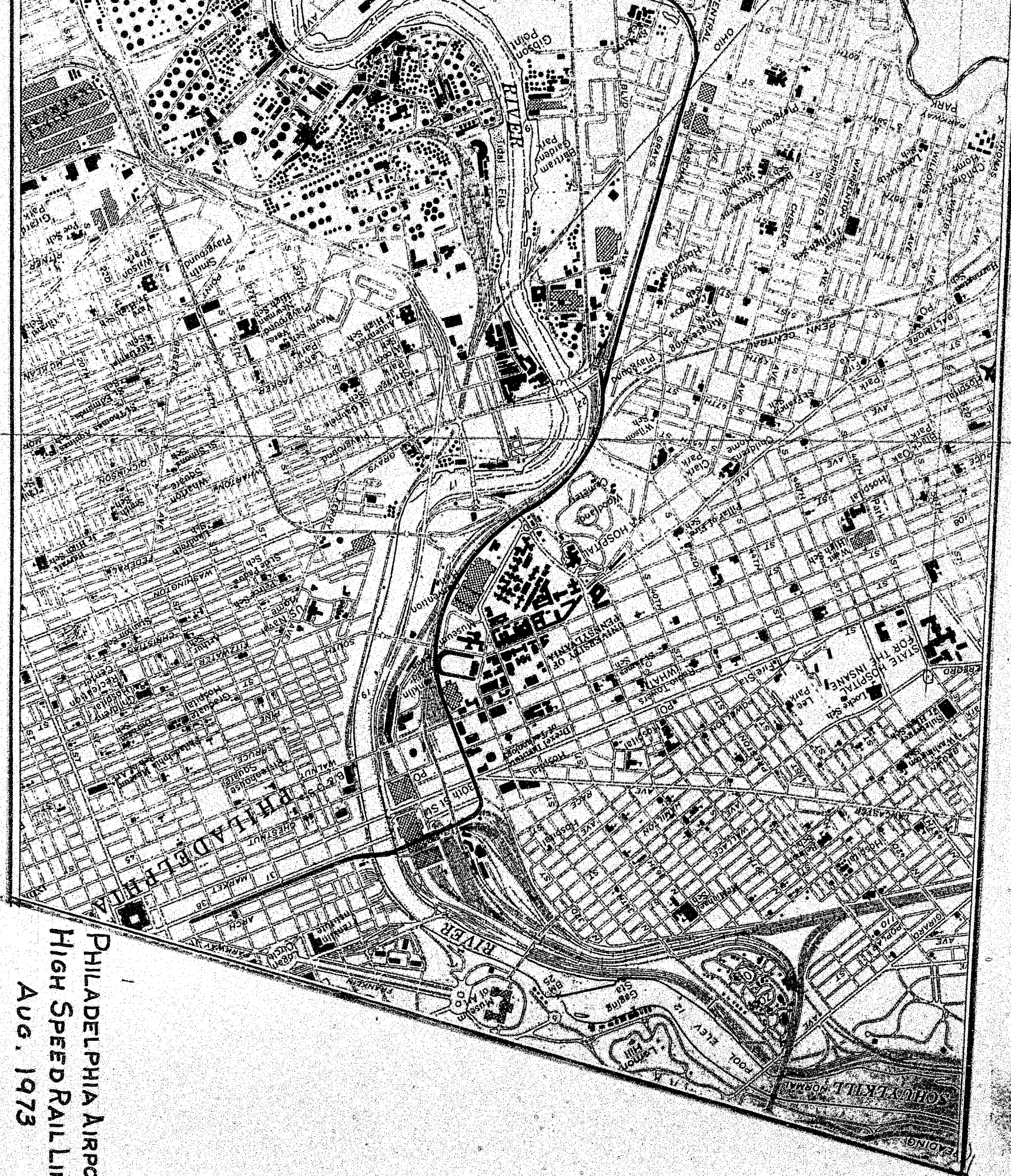
  
Brenda Benson

Sworn to and subscribed  
before me this 21st day  
of September, 1973.

5/  
Notary Public

MARGARET MARY BEHRE  
Notary Public, Philadelphia, Philadelphia Co.  
My Commission Expires November 15, 1976





PHILADELPHIA AIRPORT  
HIGH SPEED RAIL LINE  
Aug. 1973

Location III: Between 53rd and 55th Streets

Track #5 will pass beneath the main span of the existing Fifty-fourth Street Bridge. Former track #5, now abandoned, will be rebuilt for use by the Airport line.

An exemption (Number 1) from PUC clearance regulations is requested to permit acceptance of the 8'-0" minimum clearance originally provided between track #5 and the adjacent pier of the bridge. This exemption will permit retention of the existing bridge and adjacent catenary structures Nos. W-11, W-12A, W-12B, W-13 and W-14.

An exemption (Number 2) is requested to permit acceptance of the original 12'-8" clearance between track #4 and rebuilt track #5.

The existing 20'-9" vertical clearance will be maintained at the bridge.

Location IV: Fifty-eighth Street Bridge

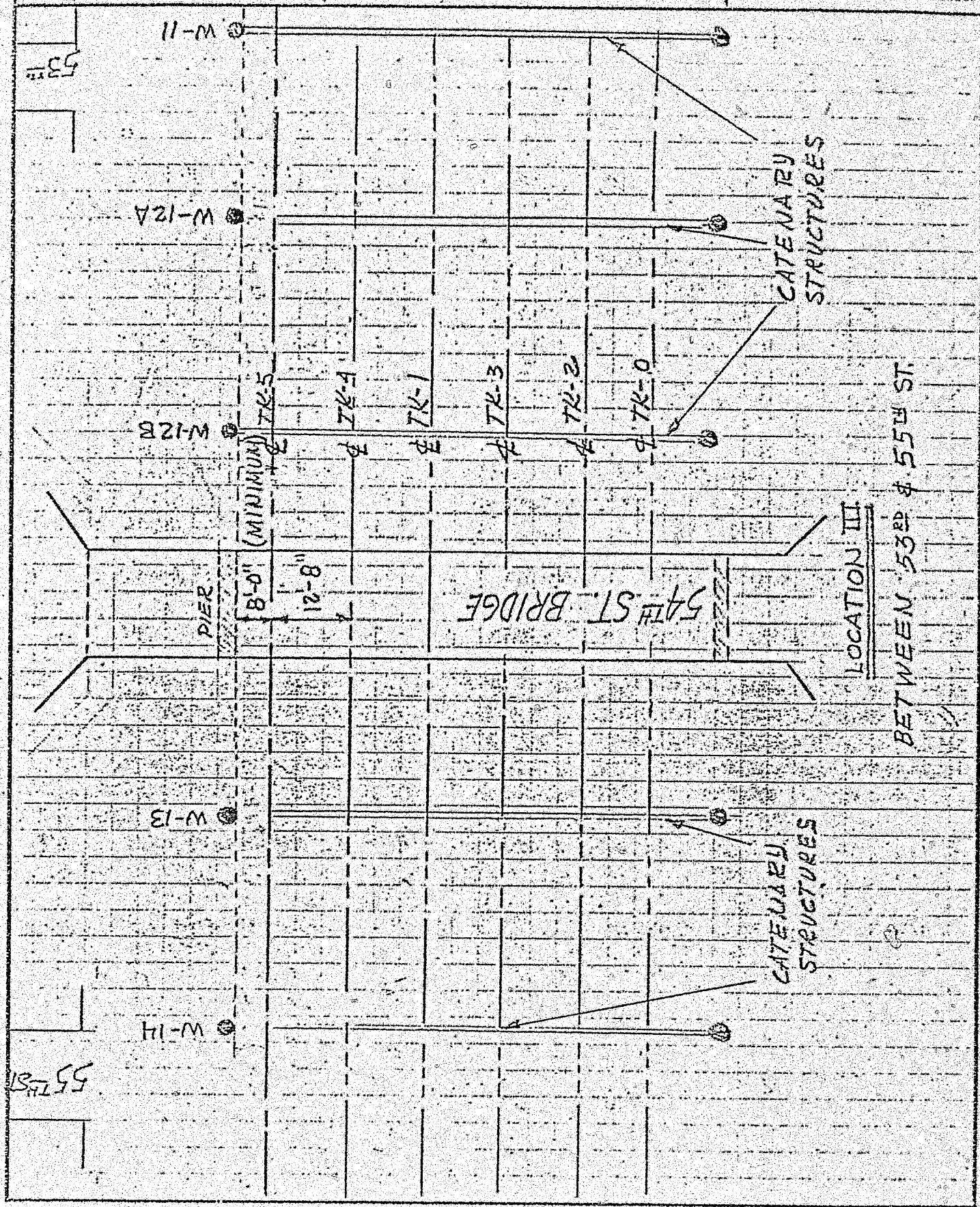
Track #5 will enter a single track retained cut directly beneath Fifty-eighth Street Bridge. The bridge will be underpinned and altered to accept the retaining structure. The cut will provide entrance to a single track tunnel crossing beneath the existing main tracks.

Exemption (Number 3) from PUC clearance regulations is requested to permit a lateral clearance within the retained cut of 8'-6" on one side. A 12'-0" clearance will be held on the other

Philadelphia, Pa.

PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHK'D \_\_\_\_\_ DATE \_\_\_\_\_  
REV. \_\_\_\_\_ DATE 7-17-73



RECEIVED  
 DEC 13 1973  
 OFFICE OF THE PENNSYLVANIA  
 PUBLIC UTILITY COMM.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In Re: Application of the City of Philadelphia for the approval of (1) the construction, alteration and reconstruction of various crossings above, below and at grade of the Penn Central Company and Reading Company tracks, between Penn Central Suburban Station and Philadelphia International Airport, (2) exemption from the minimum overhead and side clearances as required by Part III of the Commission's Railroad Regulations and, (3) the allocation of costs and expenses incident thereto.

: Application

: DOCKET

: NO. 98061

RECEIVED  
 1973 DEC 11 AM 8:14

SECOND AMENDMENT TO THE APPLICATION TO THE PUBLIC UTILITY COMMISSION BY THE CITY OF PHILADELPHIA FOR THE AIRPORT HIGH SPEED RAIL LINE

1. A copy of the preliminary plans and profile drawings prepared by Urban Engineers Inc. and Numbered 1 to 25 inclusive are attached and become a part of this amendment.
2. The following listed stationing information is required to coordinate these drawings with the Location sketches and detailed information contained in the Application and the First Amendment to the Application:
  - X Location I. Station 150 + 76 Grays Ferry Avenue Bridge
  - X Location II. Station 160 + 92 Forty-Ninth Street Bridge
  - X Location III. Station 185 + 18 Fifty-Fourth Street Bridge
    - Exemption Number 1
    - X Station 178 + 82 to 189 + 07 Catenary
      - Exemption Number 2
  - X Location IV. Station 200 + 53 Fifty-Eighth Street Bridge
    - Exemption Number 3
  - X Location V Station 212 + 00 to 213 + 83 Under-Pass Tunnel

DUPLICATE REC RD.  
 ORIGINAL CERTIFIED  
 TO COMMONWEALTH COURT.

RECORD  
 FOLDER

DOCKETED  
 APPLICATION DOCKET  
 DEC 28 1973  
 ENTRY No. *[Signature]*

Copy of Rev. sketch attached - Exemption Number 3

- X Location VI Station 222 + 93 Elmwood Avenue Bridge
- X Location VII Original sketch superseded by three sketches at Station 459 + 39.6, 460 + 73.3 and 462 + 12. Copies attached.

- X Location VIII Pedestrian bridges at the Airport at Station 473 + 30, 481 + 63, 487 + 16, 491 + 45 and 496 + 24 - Exemption Number 4
- X Station Platforms at the Airport at Station 477 + 44, 489 + 33 and 497 + 92

-Exemption Number 5

- X Structural Horizontal Clearances above the station platforms at the Airport -

-Exemption Number 6

3. The stationing of the above locations differs slightly from those shown on the sketches in the Application due to changes in the alignment.
4. The clearances shown on any of the above sketches that are located on a curve will be increased to compensate for curvature and superelevation as stated in Addendum-A on Page 1, Paragraph 3.

By: David L. German, Jr.  
David L. German, Jr.  
Assistant City Solicitor

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In Re: Application of the City of Philadelphia for the approval of (1) the construction, alteration and reconstruction of various crossings above, below and at grade of the Penn Central Company and Reading Company tracks, between Penn Central Suburban Station and Philadelphia International Airport, (2) exemption from the minimum overhead and side clearances as required by Part III of the Commission's Railroad Regulations and, (3) the allocation of costs and expenses incident thereto. : Application : DOCKET : NO. 98061

AFFIDAVIT OF SERVICE

BRENDA BENSON, being duly sworn according to law, deposes and says that on the 7th day of December, 1973, she caused a copy of the Second Amendment to the Application of the City of Philadelphia in the above matter to be served by first class mail upon the following:

~~K. W. WALKER, P.E., Chief Utility Engineer  
Pennsylvania Department of Transportation  
Commonwealth of Pennsylvania  
1120 Transportation and Safety Building  
1400 Spring Garden Street Hbg. Pa.  
Philadelphia, Pa. 19130~~

~~MR. J. S. WARDEN  
Reading Company  
Reading Terminal  
12th and Market Streets  
Philadelphia, Pa. 19107~~

~~Engineering Department  
Baltimore and Ohio Railroad Co.  
Reading Terminal  
12th and Market Streets  
Philadelphia, Pennsylvania 19107~~

~~Legal Dept.  
Bell Telephone Company of Pennsylvania  
1 Parkway  
Philadelphia, Pa. 19102~~

~~Legal Dept.  
Philadelphia Gas Works  
1800 North 9th Street  
Philadelphia, Pa. 19122~~

~~Legal Dept.  
Philadelphia Electric Company  
2300 Market Street  
Philadelphia, Pa. 19103~~

Mr. Wendell Johnson  
Dept of Public Property  
City of Philadelphia  
Room 1050 Municipal Svcs Bldg.

send copy of letter  
and list.

Mr. H. H. HILDENBIDDLE, JR.  
Penn Central Transportation Company  
Penn Central Station  
30th and Market Streets  
Philadelphia, Pa. 19104

~~MR. FRANK BERDAN, <sup>Manager of Operational Planning</sup>  
Southeastern Pennsylvania Transportation Authority  
200 ~~West Wyoming Avenue~~ P.S.F.S. Bldg. 12 So. 12<sup>th</sup> St.  
Philadelphia, Pa. ~~19141~~ 19107~~

~~Legal Dept  
American Telephone and Telegraph Company  
900 Race Street  
Philadelphia, Pa. 19106~~

~~MR. C. J. SLIDDEN, <sup>State Legislative Director</sup>  
United Transportation Union  
2107 North 6th Street  
Harrisburg, Pa. 17110~~

~~Legal Dept,  
Arco Pipeline Company  
P.O. Box 989  
Philadelphia, Pa. 19107~~

~~Legal Dept  
Gulf Oil Corporation  
P.O. Box 8056  
Philadelphia, Pa. 19101~~

~~Legal Dept.  
Mobil Pipeline Company  
P.O. Box 989  
Plainfield, New Jersey~~

~~Legal Dept.  
Texas Eastern Transmission Corp.  
P.O. Box 3655  
Harrisburg, Pa. 17101~~

Baltimore and Ohio Railroad  
12th and Market Streets  
Philadelphia, Pa. 19102

repeat?

Brenda Benson  
Brenda Benson

Sworn and subscribed to  
before me this 4 day  
of December, 1973.

Margaret Mary Behre

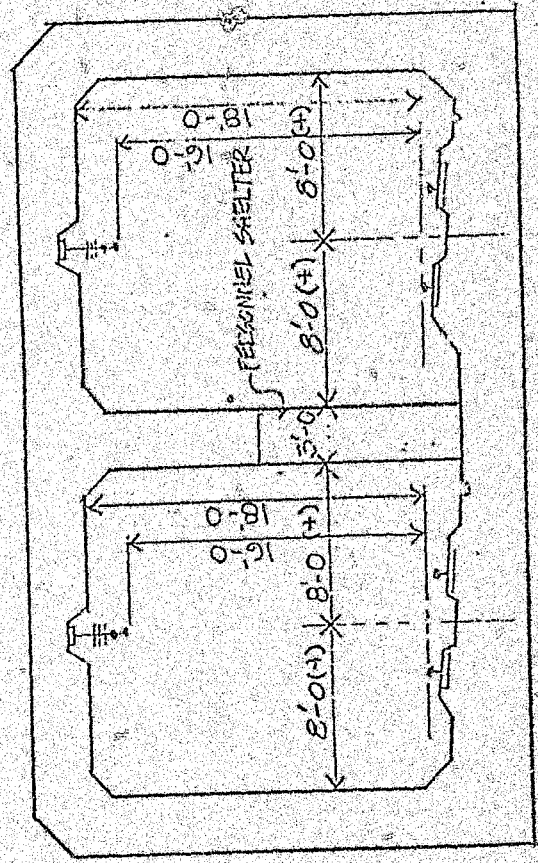
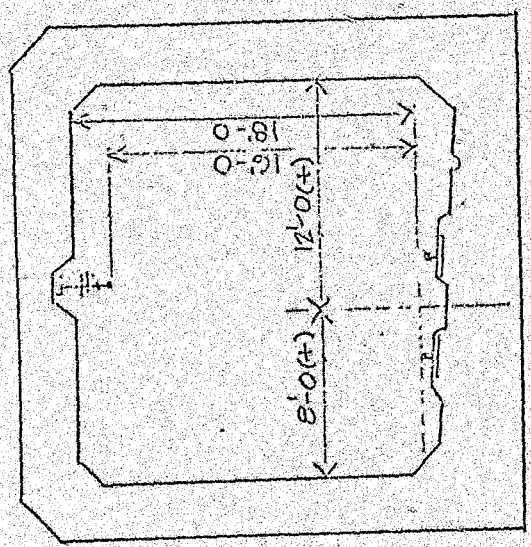
MARGARET MARY BEHRE  
Notary Public, Philadelphia, Philadelphia Co.  
My Commission Expires November 15, 1976

PHILADELPHIA AREA  
HIGH SPEED LINE  
TRUCK CLEARANCE  
ALONG FALLS BRIDGE BRIDGEWAY

JOB NO. 12-73  
BY: FRE DATE  
CHK'D DATE  
REV. FRS DATE 12-73

NOTE: THE LATERAL CLEARANCES WILL BE INCREASED AS REQUIRED TO COMPENSATE FOR CURVATURE AND SUPERELEVATION.

REV LGS. DATE 11-7-73



SEPARATE SINGLE TRACK VERSION

DOUBLE TRACK VERSION WITH PERSONNEL SHELTER

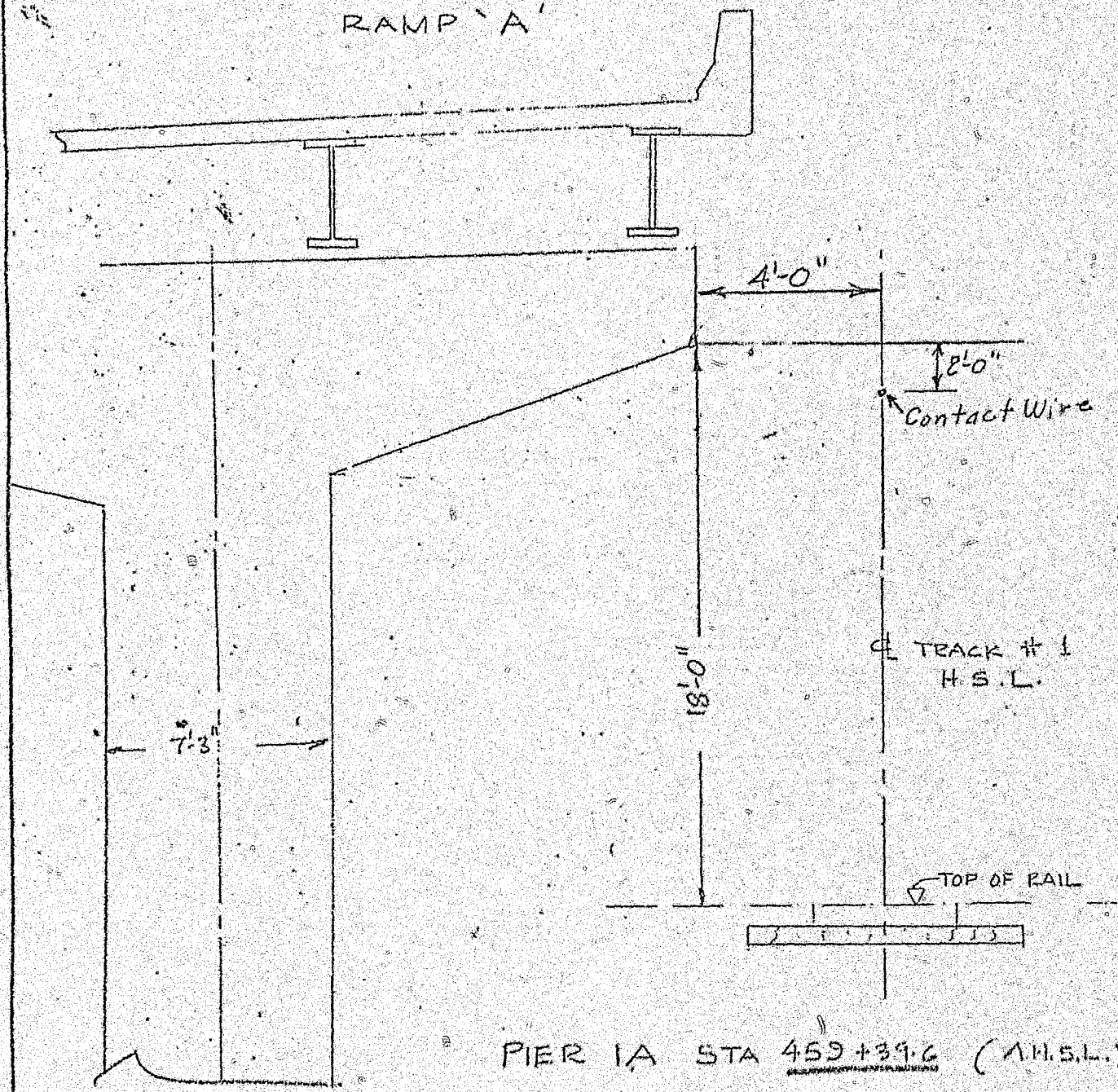
LOCATION V  
DUCK-UNDER AT 60TH ST.  
STA 212+00 TO STA 213+83

URBAN ENGINEERS, INC.  
CONSULTANTS  
Philadelphia, Pa.

SUBJECT  
PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADSIDE

SHEET NO. OF  
JOB NO. 1950  
BY L.S. DATE 11-2-73  
CHK'D DATE  
REV. DATE

RAMP 'A'



PIER 1A STA 459+39.6 (A.H.S.L.)

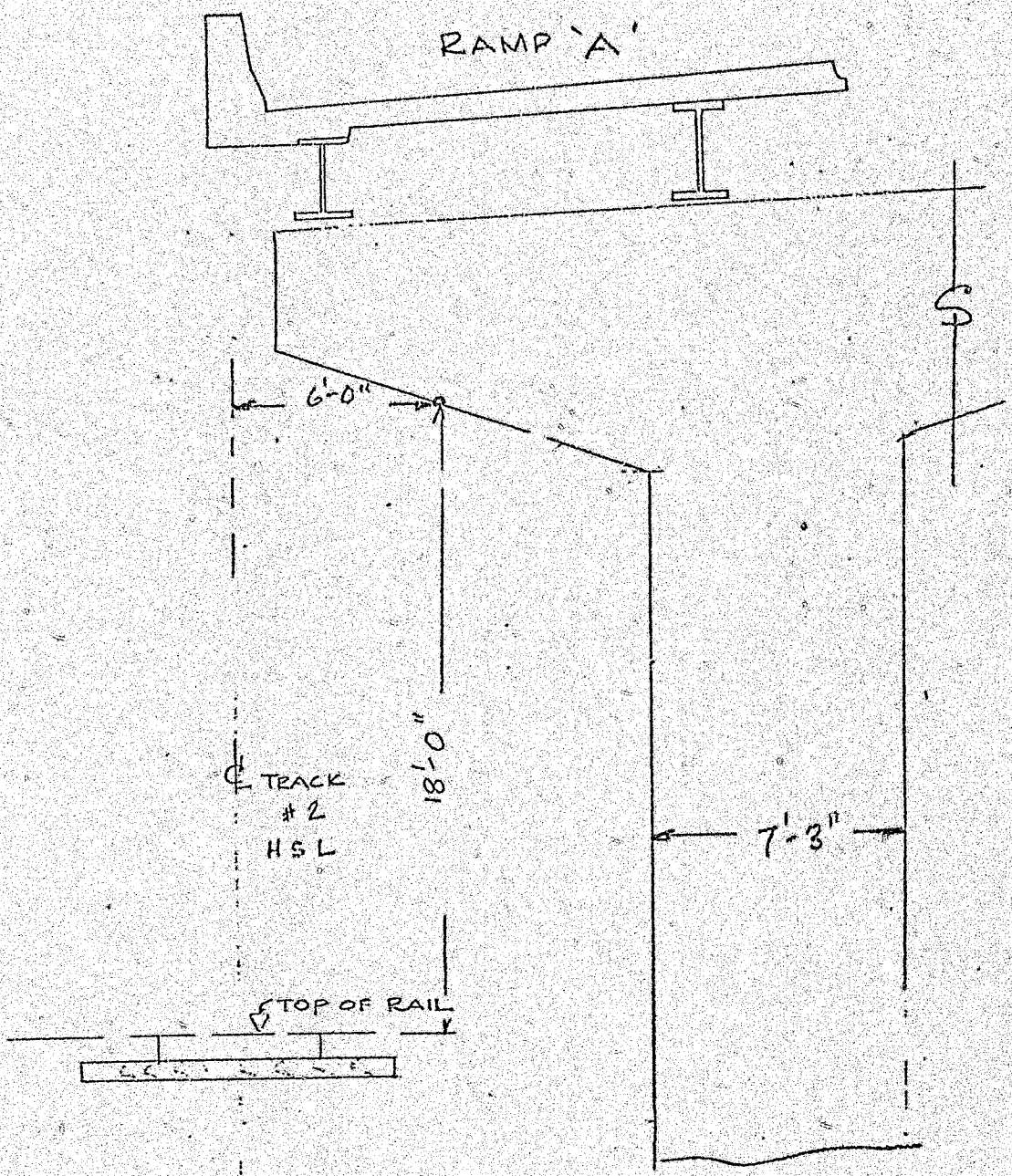
LOCATION VII

AIRPORT ENPLANING ROAD

URBAN ENGINEERS, INC.  
CONSULTANTS  
Philadelphia, Pa.

SUBJECT  
PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

SHEET NO. OF  
JOB NO. 1750  
BY L.S. DATE 11-2-73  
CHK'D. DATE  
REV. DATE



PIER 2A STA. 460+733 (A.H.S.L.)

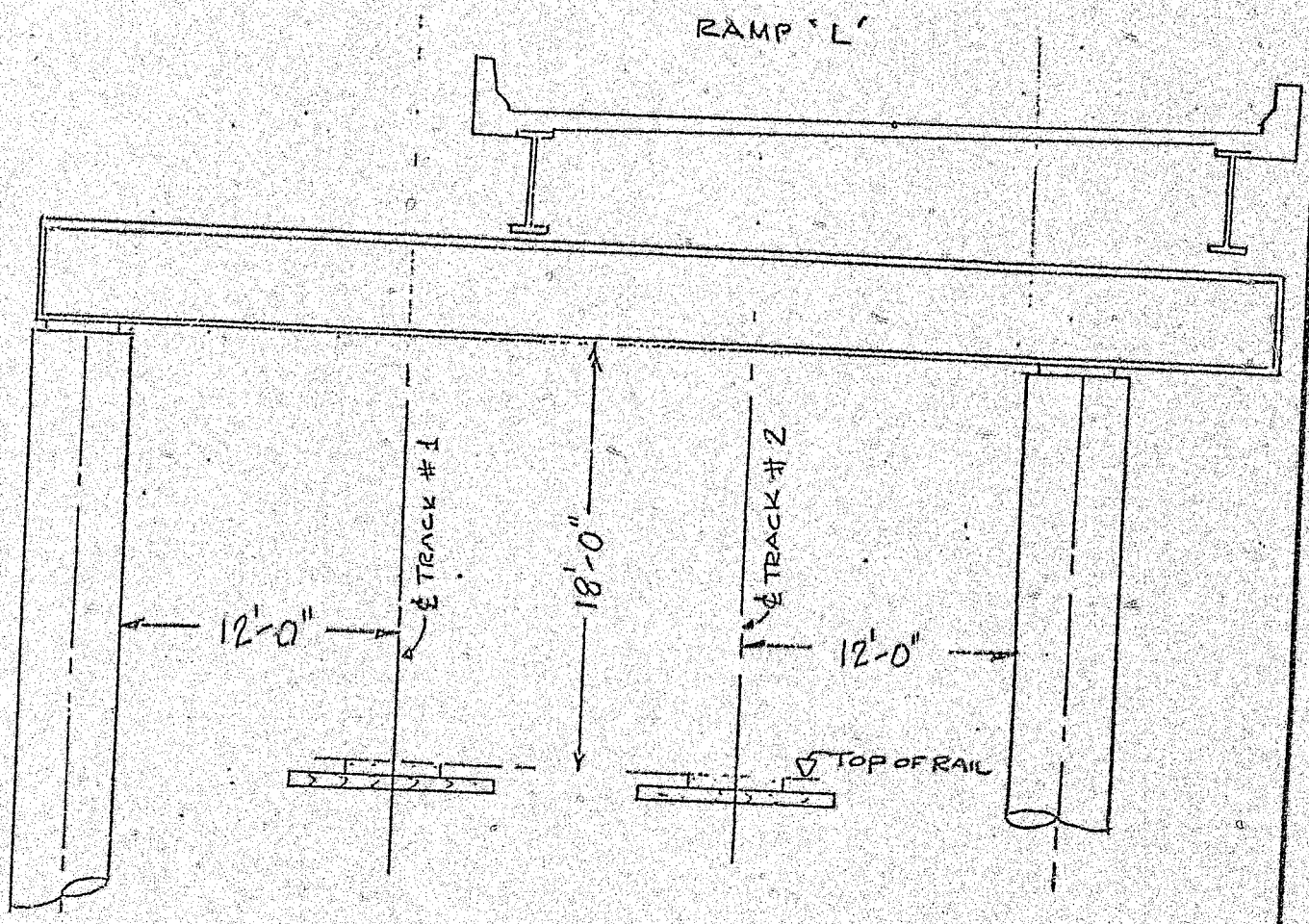
LOCATION VII

AIRPORT ENPLANING ROAD

URBAN ENGINEERS, INC.  
CONSULTANTS  
Philadelphia, Pa.

SUBJECT  
PHILADELPHIA AIRPORT  
HIGH SPEED LINE  
PROPOSED CLEARANCE  
ALONG RAILROAD ROADWAY

SHEET NO. . . . . OF . . . . .  
JOB NO. 1950  
BY L. S. DATE 11-2-73  
CHK'D. . . . . DATE . . . . .  
REV. . . . . DATE . . . . .



PIER 12A STA. 462+12 (A.H.S.L.)  
LOCATION VII

# **OVERSIZE DOCUMENT(S)**

PRELIMINARY PLANS  
( 25 sheets )

FILE  
D. B. K.

RECORD FOLDER  
A. 98061.

**NOTICES**

**Railroads and Railways  
Hearings**

A. 98061. City of Philadelphia. Notice is hereby given that application has been made to the Pennsylvania Public Utility Commission, under the provisions of the Public Utility Law, by the City of Philadelphia, for an order evidencing the Commission's approval of (1) the construction, alteration and 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 public hearing upon this application will be held Friday, March 8, 1974, at 10 a.m., in Room 1306, State Office Building, Broad and Spring Garden Streets, Philadelphia, Pa., when and where all persons in interest may appear and be heard if they so desire.

*Counsel for the applicant:* David L. German, Assistant City Solicitor, City of Philadelphia, Fifteenth Floor, Municipal Services Building, Philadelphia, Pa. 19107.

WILL KETNER,  
*Secretary*

[Pa. B. Doc. No. 74-293, Filed February 15, 1974, 9:00 a.m.]

DUPLICATE RECORD.  
ORIGINAL CERTIFIED  
TO COMMONWEALTH COURT.

PENNSYLVANIA BULLETIN  
FEBRUARY 16, 1974.

VOLUME 4, NUMBER 7.

RECORD  
FOLDER

# Proof of Publication of Notice in The Philadelphia Inquirer

Under Act No. 587, Approved May 16, 1929

A-98061

State of Pennsylvania, }  
County of Philadelphia. } ss.:

S. Lufkin, being duly sworn, deposes and says that THE PHILADELPHIA INQUIRER is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County and State aforesaid, which was established in the year 1829, since which date said daily newspaper has been regularly issued in said County, and that a copy of the printed notice or publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates, viz.:

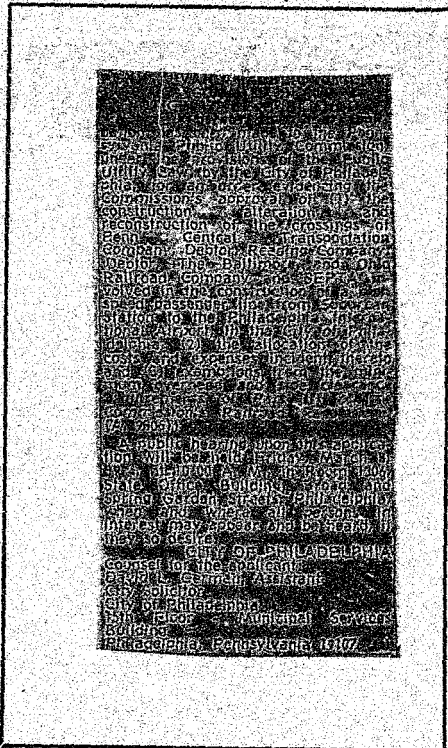
2/21

and the 27 day of February, A. D. 19 74

Affiant further deposes that he is duly authorized by Philadelphia Newspapers, Inc., a corporation, publisher of THE PHILADELPHIA INQUIRER, a daily newspaper, to verify the foregoing statement under oath, and also declares that affiant is not interested in the subject matter of the aforesaid notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

S. Lufkin

### Copy of notice or publication



Sworn to and subscribed before me this Twenty Seventh

day of February, 19 74

My Commission Expires:

EARL JANEY  
Notary Public, Philadelphia, Philadelphia Co.  
My Commission Expires May 10, 1974

### Statement of Advertising Costs

RECEIVED  
MAY 26 AM 10:59  
SECRETARY'S OFFICE  
PUBLIC UTILITY  
COMMISSION

To Philadelphia Newspapers, Inc.

For publishing the notice or advertisement attached hereto on the above stated dates \$ \_\_\_\_\_

Affidavit thereto \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

### Publisher's Receipt for Advertising Costs

Philadelphia Newspapers, Inc., a corporation, publisher of THE PHILADELPHIA INQUIRER, a daily newspaper, hereby acknowledges receipt of the aforesaid advertising and publication costs, and certifies that the same have been fully paid.

Philadelphia Newspapers, Inc., a Corporation  
Publisher of THE PHILADELPHIA INQUIRER, a Daily Newspaper.

Office  
Broad and Callowhill Sts.  
Phila., Pa. 19101  
Established 1829

EXTRA COPY

By \_\_\_\_\_  
DUPLICATE RECORD,  
ORIGINAL CERTIFIED  
TO COMMONWEALTH COURT.

No. Term, 19.....

Court of

Philadelphia County, Pennsylvania

PHILADELPHIA NEWSPAPERS, INC.

Proof of Publication  
AND  
Receipt for Advertising Costs  
OF

Filed ..... 19.....

Attorney for

MAR 27 1974

RECEIVED  
MAR 27 1974  
COURT CLERK  
PHILADELPHIA

FILED  
MAR 27 1974  
COURT CLERK  
PHILADELPHIA

Printed and Published by  
PHILADELPHIA NEWSPAPERS, INC.  
12th and Chestnut Sts.  
Philadelphia, Pa. 19107

Commonwealth of Pennsylvania }  
County of Philadelphia, } ss.

A. 98061

ROSE MARIE PETTIT

of Bulletin Company

being duly sworn according to law, says: that a notice, of which the advertisement hereto attached is a copy, was published in The Evening Bulletin (Established 1847) a daily newspaper, and/or The Sunday Bulletin, a Sunday newspaper, published in the City and County of Philadelphia TWO (2) times, viz. FEBRUARY 21 & 27, 1974

That this affiant is not interested in the subject matter of the aforesaid notice or publication, and that all of the allegations of the statement as to the time, place and character of publication are true.

Sworn and Subscribed before me, this 1st day of

MARCH

A. D. 19 74

*[Signature]*

Notary Public Philadelphia, Philadelphia Co.

Commission Expires My Commission Expires May 23, 1975

*[Signature: Rose Marie Pettit]*



RECEIVED  
MAR 27 AM 10:51  
OFFICE  
NOTARIAL PUBLIC  
COMMISSIONER

EXTRA COPY

DUPLICATE RECORD.  
ORIGINAL CERTIFIED  
TO COMMONWEALTH COURT.

# Proof of Publication of Notice in The Philadelphia Inquirer

Under Act No. 587, Approved May 16, 1929

State of Pennsylvania }  
County of Philadelphia } ss.:

*D. J. Murphy* being duly sworn, deposes and says that THE PHILADELPHIA INQUIRER is a daily newspaper published at Broad and Callowhill Streets, Philadelphia County and State aforesaid, which was established in the year 1829, since which date said daily newspaper has been regularly issued in said County, and that a copy of the printed notice or publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates, viz.:

2/21

and the 27 day of February A. D. 19 74

Affiant further deposes that he is duly authorized by Philadelphia Newspapers, Inc., a corporation, publisher of THE PHILADELPHIA INQUIRER, a daily newspaper, to verify the foregoing statement under oath, and also declares that affiant is not interested in the subject matter of the aforesaid notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

*D. J. Murphy*

### Copy of notice or publication

Sworn to and subscribed before me this Sixth

day of March 19 74

NOTICE TO BE PUBLISHED  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
Notice is hereby given that applications have been made in the Pennsylvania Public Utility Commission under the provisions of the Public Utility Law by the City of Philadelphia, for an order authorizing the Commission's approval of (1) the construction of the crosses at Penn. Central Transportation Company, Center Reading Company, Delcor, 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 site clearance requirements of Part III of the Commission's Railroad Regulations, (A. 7263).  
A public hearing upon this application will be held Friday, March 8, 1974, at 10:00 A.M. in Room 1100, State Office Building, Broad and Spring Garden Streets, Philadelphia, and where all persons having an interest may appear and be heard, if they so desire.  
CITY OF PHILADELPHIA  
Council for the applicant:  
David L. Gorman, Assistant City Solicitor  
City of Philadelphia  
12th Floor - Municipal Services Building  
Philadelphia, Pennsylvania 19107

My Commission Expires:

JOHN M. ...  
Notary Public  
My Commission Expires January 16, 1978

### Statement of Advertising Costs

To Philadelphia Newspapers, Inc.

For publishing the notice or advertisement attached hereto on the above stated dates \$ .....

Affidavit thereto \$ .....

Total \$ .....

### Publisher's Receipt for Advertising Costs

Philadelphia Newspapers, Inc., a corporation, publisher of THE PHILADELPHIA INQUIRER, a daily newspaper, hereby acknowledges receipt of the aforesaid advertising and publication costs, and certifies that the same have been fully paid.

Philadelphia Newspapers, Inc., a Corporation

1374 Publisher of THE PHILADELPHIA INQUIRER, a Daily Newspaper.

Office  
Broad and Callowhill Sts.  
Phila., Pa. 19107  
Established 1829

*ER*

By \_\_\_\_\_  
DLP IC. E. EC. RD.  
ORIGINAL CERTIFIED  
TO COMMONWEALTH COURT.