

**Society for Industrial Archeology - Industrial Heritage Preservation Grant
Grant Application Cover Sheet**

Date of application:	1. 02/25/2012	Title of Grant:	2. Pennsylvania Railroad Philadelphia Terminal Division photogra
3. Michael W. Froio		4. 609-706-5686	5. michael@michaelfroio.com

Name of Principal Researcher (Send PDF of CV with this application) *Phone* *E-mail*

6. 450 Chestnut St	7. Williamstown NJ 08094
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Address *City, State, Zip*

8. N/A	9. N/A	10. N/A
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Name of Project Sponsor (Organization and contact name) *Phone* *E-mail*
(Send PDF of letters of sponsorship or collaboration)

11. N/A	12. N/A	13. N/A	14. N/A
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Address *City, State, Zip* *Tax ID* *Type of Tax Status*

15. Frances Bourne, Sr. Director, Amtrak Intergovernmental Rela	16. (202) 906-3918	17. bournef@amtrak.com
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Name of Project Co-Sponsor (s) *Phone* *E-mail*
(Send PDF of letters of sponsorship or collaboration)

18. 60 Massachusetts Avenue NE	19. Washington, DC 2002	20.	21. exempt
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Address *City, State, Zip* *Tax ID* *Type of Tax Status*

22. Michael W Froio	23. 609-706-5686	24. michael@michaelfroio.com
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Name of person or organization receiving the check *Phone* *E-mail*

25. 450 Chestnut St	26. Williamstown NJ 08094
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Address *City, State, Zip*

27. Brief Description of Project (Send full project summary & application narrative in PDF)				
Part of an ongoing effort illustrating the Pennsylvania Railroad (PRR) this project involves the photographic documentation and compilation of historical materials of the engineered landscape of the PRR in the Philadelphia Terminal area. Focusing largely on the Amtrak owned Keystone Corridor and Northeast Corridors the documentation is two part: The Railroad itself, photographing surviving structures, junctions, bridges, and rail yards, and second, the impact of the railroad on the greater landscape to encompassing city centers, industrial development, and smaller communities that grew and thrived around the railroad's existence.				
When completed a finished portfolio will be provided to the Society for Industrial Archeology. The primary researcher/ applicant Michael Froio will compile this portfolio, with assistance provided by Historic Architect John Bowie Associates and Amtrak's Engineering Department. As a related benefit this project is will be part of a larger effort that will aid Amtrak with the mitigation of historical properties with the State Historical Preservation Offices.				

28. Project start date:	09/01/2012	29. Project end date:	09/01/2013
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30. Is this a new proposal ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
31. Is this a resubmitted proposal ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
32. Are you a previous SIA Grant Awardee ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
33. Is this grant your only funding source ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

34. Total dollar amount requested: <i>(send PDF of full budget)</i>	\$ 2,969.00
35. Total matching funds:	\$ 0.00
36. Total project budget:	\$ 2,969.00

37. Print Name of Principal Researcher:	Michael W Froio
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38. Signature (Please fax or scan/send PDF)	
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39. Print Name of Sponsoring Org. Official	N/A
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40. Signature (Please fax or scan/send PDF)	N/A
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The project summary is a synopsis of the entire proposal limited to one page or less. The rationale and goals of the project should be described. Methodologies, key historians, researchers, and other participants should be detailed. A balance of conciseness and thoroughness is essential.

Project Summary

The project involves the photographic documentation and compilation of historical materials of the engineered landscape of the Pennsylvania Railroad (PRR) in the Philadelphia Terminal area. Focusing largely on the Amtrak owned Keystone Corridor and Northeast Corridors the documentation is two part: The Railroad itself, photographing surviving structures, junctions, bridges, and rail yards, and second, the impact of the railroad on the greater landscape to encompassing city centers, industrial development, and smaller communities that grew and thrived around the railroad's existence.

Using both detail and elevation photographs in conjunction with images that deal more with the context of the railroad in the landscape, the large-format photography will be undertaken to the standards outlined by the Historic American Building Survey / Historic American Engineering Record Programs.

In addition to the photographic documentation, historical background, maps and references will help complete the project to provide context to the photographs taken on this section of the PRR System.

When completed a finished portfolio will be provided to the Society for Industrial Archeology. The primary researcher/ applicant Michael Froio will compile this portfolio, with assistance provided by Historic Architect John Bowie Associates and Amtrak's Engineering Department. As a related benefit this project will be part of a larger effort that will aid Amtrak with the mitigation of historical properties with the State Historical Preservation Offices.

The mission of the Pennsylvania Railroad Project is to create a cohesive documentation of the former system in the context of the landscape it travels through. The result is a visual compilation of details, locations, structures and landscapes that illustrate how the Railroad built our country. When the entire PRR documentation is complete, the finished works will go to the HABS/HAER Collection at the Library of Congress to aid in the education of generations to come on our American Industrial Heritage

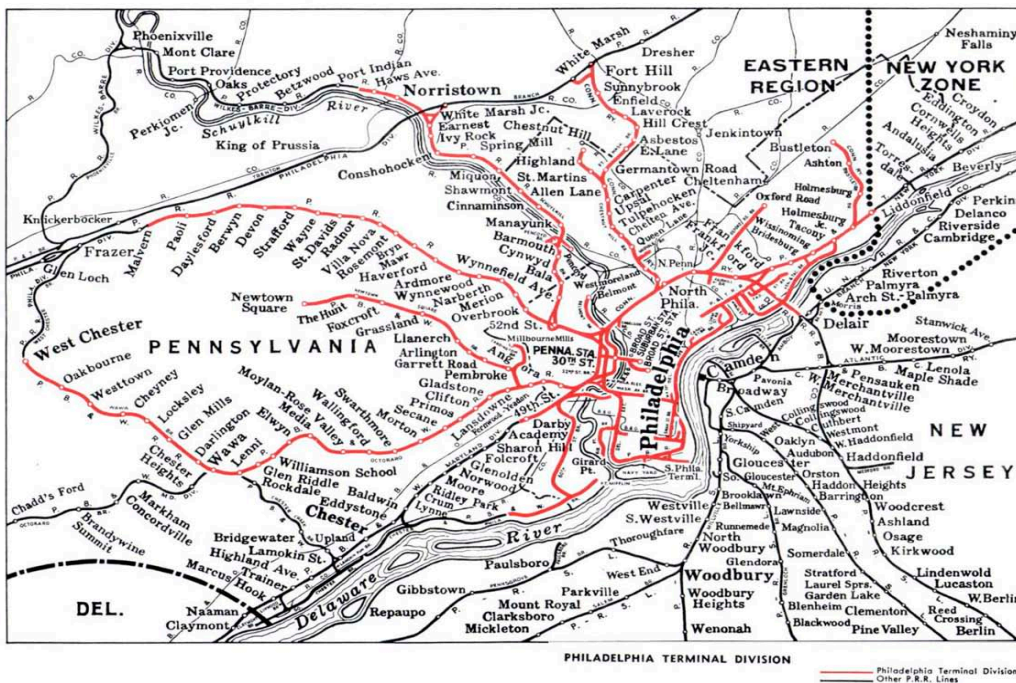
Project Narrative

Documentation of need for the Project: What is the proposed project's significance to industrial heritage?

Photographic documentation of the historic former Pennsylvania Railroad Philadelphia Terminal Division

Since its Charter in 1846 the Pennsylvania Railroad (PRR) and its successors have been a dominating presence in the Philadelphia area rail transportation market.

Operating a transportation system engineered in the late 19th and early 20th centuries, the rail infrastructure once known as the Philadelphia Terminal Division stands today as a testament to the self proclaimed “Standard Railroad of the World,” who engineered a rail network built to handle high volume traffic quickly and efficiently. What remains is a vital infrastructure that carries passengers and freight throughout the Philadelphia area with connections to all major US Markets and key Northeastern US Ports.



1941 Map of the Pennsylvania Railroad Philadelphia Terminal Division illustrating all main, secondary and commuter lines.

Project Background

Part of a self directed, ongoing large-scale photographic project documenting the PRR system, past efforts have received limited funding to defray material costs and travel expenses since 2007. This early effort concentrated on the documentation of the former PRR Mainline from Pittsburgh to Harrisburg.

Highlights of the documentation included the following sites, and facilities. (See work samples attachment for examples of project scope)

- Stone Arch Bridges built under the direction of William H Brown, Chief Engineer
- Interlocking towers including Alto (Altoona, PA) and Hunt (Huntingdon PA)
- Train Stations including, but not limited to, Pittsburgh, Johnstown, Huntingdon, Lewistown, Mifflin and Harrisburg
- Yard and terminal facilities including, but not limited to. the Pittsburgh Area, Johnstown, Altoona, Tyrone, Mt Union, Lewistown, Mifflin and Harrisburg
- Contextual shots illustrating the presence of the railroad in the larger landscape including, but not limited to, Johnstown, Mt Union, Huntingdon, Lewistown, Duncannon and Steelton

In 2011, under the direction of Historic Architect John Bowie Associates and with support from Amtrak's Engineering department work began on intact and abandoned lines East of Harrisburg including Amtrak's Keystone Corridor, the former Atglen and Susquehanna Low Grade, and former Enola and Royalton branches now operated by Norfolk Southern. Although working under John Bowie Associates, this project has been voluntary and unfunded by both Amtrak and John Bowie Associates. This work has been completed with a small amount of funding for materials being provided by a Faculty Grant from Drexel University's Westphal College.

Highlights of this documentation include the following to date. (See work samples attachment for examples of project scope)

- Interlocking towers, associated historic interiors & equipment and documentation of physical plant under jurisdiction of Tower operations. Examples include State (Harrisburg), Cork (Lancaster), Park (Parkesburg), Thorn (Thorndale) and Paoli.
- Stations include the Harrisburg Station complex covering the interior, platforms, train shed and terminal trackage as well as the Power Dispatcher's Office. In addition Lancaster, Elizabethtown, Parkesburg, Coatesville, and Paoli have been documented with consideration to the neighboring landscape.
- Bridges include steel examples such as Downingtown (Philadelphia and Thorndale branch), Safe Harbor, Martic Forge and Whitford. Also stone arch construction with examples including Swatara Creek, Shocks Mill, Chiques Creek, Coatesville, Downingtown (mainline) have been photographed.

Current Phase and SIA Proposal

The assistance of the SIA grant will defray costs for the project. The current phase will continue east to create a thorough documentation of the Philadelphia Terminal Area, focusing largely on the Amtrak owned Keystone Corridor and Northeast Corridors, which despite seeing significant upgrades in the past, still retains many structures and facilities that were designed and built by the Pennsylvania Railroad.

Facilities included in the SIA proposal include the following (but are not limited to):

- Interlocking towers and associated interlocking plants/ terminals including Paoli Overbrook, Bryn Mawr, Zoo, North Philadelphia, Shore, Holmesburg, Penn, Arsenal and Brill.
- ¹Bridges including the West Philadelphia Elevated Line¹, 25th Street Viaduct¹, Arsenal Bridge, Schuylkill River (Mainline and suburban lines), 52nd St. jump over, Baltimore and Ohio crossing, Delair Trestle¹ and Washington Ave. Branch.
- Stations include but are not limited to 3^{0th} St Penn Station², Suburban Station², North Philadelphia², and commuter stations on the mainline, Chestnut Hill Branch, West Chester Branch, and Schuylkill Valley Branch.

Although some locations were covered in the HABS/ HAER Northeast Railroad Corridor Documentation in the 1970's by way of aerial photographs and others subject to later studies from the ground, this work will act as a supplement, revealing changes in that 30 year period. The documentation of duplicate areas will take consideration to vantage points not made in the previous surveys or of areas that have changed significantly since the last survey. Photographs of all locations will utilize elevation photographs, recording of historical interior details such as interlocking machines and relay rooms as well as contextual images that speak of the past relationship between the PRR and the Philadelphia Region. Once finished, a complete visual record of this historic railroad, its key structures and neighboring landscape will exist for future generations.

Research methods employed

This project intends to document in photographs the physical traits of the railroad including yard facilities, bridges, tunnels, junctions, stations, etc. while they still survive. In addition to the railroad, the impact on the greater landscape, encompassing the industrial regions, city centers and commuter suburbs will be examined to speak of the historic perspective of the railroad's presence.

The large-format photography will be undertaken to the standards outlined by the Historic American Landscape Survey (HALS), Historic American Buildings

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- 1 *Facilities documented by previous HABS/HAER efforts will be done with limited work, focusing primarily on areas not included by past projects*
 - 2 *A note on Station facilities, 3^{0th} Street and Suburban Station will be included with a short establishing survey for reference, but will not include a full documentation as they are too large for this study.*

Survey (HABS) and the Historic American Engineering Record (HAER) of the Heritage Documentation Programs of the National Park Service.

To reinforce these photographs, writing, maps, and illustrations will be used to support the images and the immediate result upon completion of this grant will be a portfolio suitable for publication that illustrates the history of the Philadelphia Terminal Division past and present.

Work Schedule

Photographic documentation will begin as soon as funds are available; arrangements are in place with Amtrak to begin accessing key locations when needed. Ideally the project would start September 1st because of weather and light considerations, working through the mild fall and early winter weather outdoors.

Concurrent with the photography work, historical research will help to build the written content for the finished portfolio. By March, the films should all be processed and scanned for final editing and printing. By June all retouching and printmaking will be done, and all historical drafts and portfolio design complete.

By September 1, 2013, a finished portfolio of research and photographs will be released to the SIA Archive. Upon completion of the PRR project in its entirety a set of negatives and prints will be released to the HABS/ HAER Archive at a future date.

Who is responsible?

The Principal researcher is the applicant, Michael Froio, providing all contemporary photographic work, historical research, and finished compilation. Support will be provided from Amtrak's Engineering Department for access, and historical background, John Bowie Associates will provide support and advising on historical research and compilation of final materials.

Tangible results:

For immediate release upon completion of the Grant term will be a finished photographic portfolio and historical compilation to illustrate the role of the PRR Philadelphia Terminal Division. In addition an article form of this portfolio will be available for publication. As a related benefit to this project, it can function as part of a larger effort that will aid Amtrak with the mitigation of historical properties with the State Historical Preservation Offices.

The long range goal is to complete the entire PRR system documentation from Pittsburgh to New York and Washington DC for inclusion in the HABS/HAER collections at the Library of Congress, Prints & Photographs Division, to help educate future generations of the importance and magnitude of what the PRR built over 150 years ago and how it still functions today largely as it was designed to do moving rail traffic safely and efficiently through out the Northeast Region.

Budget

Expense	Price	Quantity	Expense
Film			
5x7 Kodak Tri-X (50 Sheets)	120.00	12	1200.00
4x5 Kodak Tri X (50 sheets)	68.00	12	816.00
Supplies/chemicals	**		
Film Developer	12.50	8	100.00
Epson 81/2x11 Enhanced Matte Proofing Paper (250 sheets)	73.00	1	73.00
Hahnemuhle German Etching Paper 81/2x11 (25 sheets)	35.00	10	350.00
Archival Method's 3" drop front archival storage box	15.00	2	30.00
Research expenses: may include institutional reproduction service for historical materials and purchase of printed material			
Institutional reproduction allowance	200.00		200.00
Published materials allowance for research	200.00		200.00
TOTAL EXPENSES			\$2,969.00



February 27, 2012

Grants Committee
Society for Industrial Archeology
c/o Department of Social Sciences
Michigan Tech University
1400 Townsend Drive
Houghton, Michigan 49931-1295

Subject: PRR Philadelphia Terminal Documentation Project Proposal
Michael Froio

Dear Committee Members:

Please allow this to serve as a Letter of Project Support for Michael Froio's proposed large-format documentation project for the former Pennsylvania Railroad's (PRR) Philadelphia Terminal infrastructure. Among historians, the PRR is considered a paragon of American railroading: its technological and engineering advances and corporate structure not only provided a strong model adopted by other railroads, but also inspired the internal organization of many large-scale enterprises.

While the word "railroad" likely conjures up images of tracks, trains, and perhaps depots, the infrastructure is far more extensive, and includes signal towers, bridges, tunnels and other structures that Mr. Froio has documented in his photographic and written studies. As home base for the PRR, the Philadelphia region is awash in important railroad infrastructure—representing various construction methods and materials—that traces the evolution of the industry from the mid-19th century into the late 20th century. Amtrak proudly owns and maintains former PRR trackage and buildings, such as Philadelphia's busy 30th Street Station.

Mr. Froio's work will be a welcome update to existing material available through the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER). By contributing his work to HABS/HAER, these visual records will be permanently available to the American people. His interest in documenting the landscapes adjacent to and including the railroad right-of-way adds new scholarship to the field of cultural landscapes, especially those focused on former industrial zones.

Amtrak supports Mr. Froio's ongoing project and his commitment to making his scholarship available to the public through HABS/HAER.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frances Bourne". The signature is fluid and cursive, with a long horizontal stroke at the end.

Frances Bourne
*Sr. Director, Intergovernmental Relations
Government Affairs*

John Bowie Associates

101 East Possum Hollow Road
Wallingford, Pennsylvania 19086-6238 U.S.A.
(610) 565-1268 Phone
(610) 565-4367 Fax

February 20, 2012

Grants Committee
Society for Industrial Archeology
c/o Department of Social Sciences
Michigan Tech University
1400 Townsend Drive
Houghton, Michigan 49931-1295

Subject: PRR Philadelphia Terminal Documentation Project Proposal
Michael Froio

Dear Sirs,

Please allow this to serve as a Letter of Project Support for Mike Froio's proposed large-format documentation project for the former Pennsylvania Railroad (PRR) Philadelphia Terminal infrastructure. Mr. Froio has worked with me in an unpaid (volunteer) capacity for the past two years, assisting me and Amtrak's project engineers as we have been surveying interlocking towers throughout the Northeast Corridor and the Keystone Corridor. Our affiliation has enabled him to have secure access onto Amtrak property to gain vantage points that would otherwise not be possible.

Prior to, and in addition to his work with me, he has also extensively photographed large portions of the former PRR (now Norfolk-Southern) Middle Division infrastructure between Harrisburg and Pittsburgh. However, his photographs in this portion of the main line have been solely from publicly accessible vantage points.

I strongly support Mr. Froio's project, and believe it will make an important and worthwhile addition to the HABS/HAER Collection – particularly since many of the towers in his views will soon be removed. Please do not hesitate to contact me if you have any questions.

Very truly yours,



John R. Bowie, A.I.A.
Historical Architect

Michael

Froio

Formally studying photography at Drexel University, I received the foundation of understanding both the technical and aesthetic side of creating photographs. Studying with Department Chair Paul Runyon helped reinforce a very creative but structured way of making pictures and interpreting the designed landscape.

Since 2001, I have been the Facility Manager of the Drexel University Photography Program managing a 10,000 square foot traditional and digital photo facilities needed to support the program. In addition to this I also have been teaching photography courses at Drexel University ranging from basic intro level classes, core Sophomore / Junior level classes and Senior Thesis. Both of these opportunities have allowed me the ability to not only stay on the cutting edge of digital technology but to continue teaching the legacy of traditional practices that date back to the beginnings of Photography.

Beginning in college I have participated in numerous solo and group exhibitions throughout the Delaware Valley including the Woodmere Museum's Annual Juried exhibitions and Perkins Center Juried Photography Show. Through these opportunities I've received many other awards and exhibitions, as well as the purchase of works for both the Camden County Arts Bank collection and the Woodmere Museum's permanent collection.

My approach to photography is part of a greater effort to preserve our industrial heritage. It is an interest that lies not only with photography, but in our history as a Country and how it was built. Understanding the significance of the historic landscape, interiors and industry of the American Fabric is something that excites me and photography is means of preservation for our changing landscape

In 2007 I received a Grant from the Center for Emerging Visual Artists to begin documenting the landscape and towns that stretch along the former Pennsylvania Railroad's Mainline from Harrisburg to Pittsburgh, PA. In 2009 I received a Fellowship from the New Jersey State Council on the Arts and in 2011 a Westphal College Faculty Mini-Grant. This project has been a personal undertaking that continues to excite me. To date, I strive to create a comprehensive documentation of the Railroad while learning about all facets of the company along the way.

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Williamstown, NJ 08094

c:609.706.5686

e:michael@michaelfroio.com

Michaelfroio.com

Michaelfroio.wordpress.com

Michael

Froio

Professional Work	Drexel University Photography Program Facility Manager: December 2004 to present Assistant Facility Manager: July 2001 to December 2004 Duties entail managing a 10,000 Square foot facility that services over 500 students in both traditional and digital work environments
Teaching Experience	Associate Professor: 2003 to present Course work includes: Senior Thesis History of the landscape in the Phil Fine Black and White Printing (Photography 253) Advanced Photo: The Contact Print Basic Photography (Photography 110) Advanced Photography (Photography 210) Workshops and Weekend residencies Long Beach Island Foundation for the Arts Introduction to Photography Camden County Cultural and Heritage Commission Fall 2002 Open Studio and Workshop New Jersey Teen Arts Festival Rutgers University, Spring 2002 through 2006 Introduction to View Camera
Grants and Fellowships	2011 Westphal College Faculty Grant Award for the Pennsylvania Railroad Project 2009 New Jersey State Council on the Arts Individual Artists Fellowship Recipient 2007-2008 Center for Emerging Visual Artists Travel Grant Award for the Pennsylvania Railroad Project 2003-2005 Creative Artists Network Career Development Fellowship (now CFEVA)
Public Collections	Center for Emerging Visual Artists Collection, Philadelphia, PA Woodmere Museum of Art, Chestnut Hill, PA Camden County Arts Bank Collection, Camden County, NJ

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Awards, and Purchase Prizes

Jurors Award: Photography 29, Perkins Center for the Arts, 2010

Honorable Mention: 2009 Biggs Museum of American Art Juried Photography Competition

Edith Emerson Prize: Woodmere Museum of Art, 68th Annual Juried Show, 2008

Esther & Harvey Graitzer Memorial Prize: Woodmere Museum of Art, 67th Annual Juried Show, 2007

Purchase Award: Perkins Center for the Arts group exhibition "Photo 26" In January 2007 for the Woodmere Museum of Art collection

Finalist: 2004 Biennial Center for Documentary Studies / Honickman Foundation First Book Prize with Juror Maria Hamburg of the New York Metropolitan Museum of Art

Juror's Award: Camden County Cultural and Heritage Commission group exhibition - September 2004

Purchase Award from the Camden County Cultural and Heritage Commission in conjunction with the commission's annual group exhibition - September 2003

Juror's Award: Camden County Cultural and Heritage Commission group exhibition, My View, Artists Working in Camden County - August 2003

Accepted as an active member of Philadelphia based Center for the Emerging Visual Artist - CFEVA (formerly known as the Creative Artist's Network) for the two year fellowship for emerging artist - September 2003 through September 2005

Juror's Award: Camden County Cultural and Heritage Commission's annual group show - September 2002

Purchase Award from the Camden County Cultural and Heritage Commission in conjunction with the commission's annual group exhibition - September 2001

Photo Review Quarterly Publication Finalist: Annual Photo Competition in 2000

Commissioned by the National Italian American Foundation in 2001
Photograph in Italy for ten days to promote educational experiences through NIAF's Scholarship program

Solo Exhibitions

Relic: Alumni Exhibition, Center for the Emerging Visual Artist Philadelphia, PA, June 2008

Southern Perspectives, Hopkins House Gallery, Camden County Cultural and Heritage Commission April 2005

Recent Works, CFEVA Community Exhibition Series: Frankford High School Philadelphia, PA, March 2 - June 11, 2005

Solo Exhibition: Recent Work, Ritz Theatre Company, Oaklyn, NJ April 2003

New Jersey Arts Conference, South Jersey Performing Arts Center Camden, NJ, April 2002

Recent Work, Gloucester County Community College, March 2002

Changing Landscape, Photographs of New Jersey's Agricultural Region Hopkins House Gallery, Camden County Cultural and Heritage Commission, June 1999

Group Shows
and Juried Exhibitions

Biggs Museum of American Art: 2009 Biggs Shot Juried Photography Exhibition
March 4 - June 28, 2009, Dover, DE

Alumni Travel Exhibition, CFEVA, Philadelphia PA
February 26 - March 19th, 2009

Betsy Meyer Memorial Exhibition, Mainline Art Center
Haveford, PA, November 2008

Woodmere Museum of Art 68th Annual Juried Show
January - February 2008

PCPI Nexus Photoimage 2007 Juried Exhibition, May 2007

Continuum - Photography in Philadelphia: Past, Present and Future.
Philadelphia Library March - July 2007

Woodmere Museum of Art 67th Annual Juried Show.
January - February 2007

26 Annual Juried Photography Competition
Perkins Center for the Arts Morestown, NJ
January - February 2007

"A Photographers View" Perkins Center Collingswood, NJ
November 2006

CFEVA Community Exhibition Series
Einstien Medical Center Exhibition
Philadlephia, PA- June 2006 - September 2006

CFEVA Community Exhibition Series
Philadelphia Central Schools Exhibition
Philadlephia, PA- April 2006 - July 2006

25 Annual Juried Photography Competition
Perkins Center for the Arts Morestown, NJ
January - February 2006

"The Garden As Art "Sande Webster Gallery,
Philadelphia, PA, August 2005

CFEVA Spring Group Exhibition, Morgan Lewis and Bockius,
1701 Market Street, Philadelphia, PA- May 17 - June 2, 2005

Noyes Biennial Open Exhibition, Noyes Museum of Art, Oceanville, NJ
May 16 - June 26, 2005

CFEVA Small Works Exhibition, CFEVA Gallery, Philadelphia PA - April 14
through May 12, 2005

Long Beach Island Foundation on the Arts Spring Invitational Exhibition
Love Ladies, NJ, April 2005

CFEVA, exhibition in conjunction with "Collecting Photography in
Philadelphia Symposium", Moore College of Art Philadelphia, PA
January 2005

CFEVA Winter Exhibition, University of the Arts, Philadelphia, PA
November 2004

Collaboration 1 @ Chashama, CFEVA, 217 E 42nd Street New York, NY
October 2004

Group Shows
and Juried Exhibitions
(Continued)

CFEVA, Spring group exhibition, CFEVA Gallery , Philadelphia, PA - April 2004

Voices for the Marsh, Friends of the Hamilton Trenton Marsh, Hamilton NJ
April 2004

Focus on Sculpture, Invitational Photography Exhibition, New Jersey State
Grounds for Sculpture, Trenton NJ, January 11 - April 18 3004

CFEVA, exhibition in conjunction with "Collecting Emerging Art Symposium",
Moore College of Art Philadelphia, PA, January 2004

CFEVA, Winter group exhibition, SEI Corporate Headquarters, Oaks, PA -
October 1 - December 2003

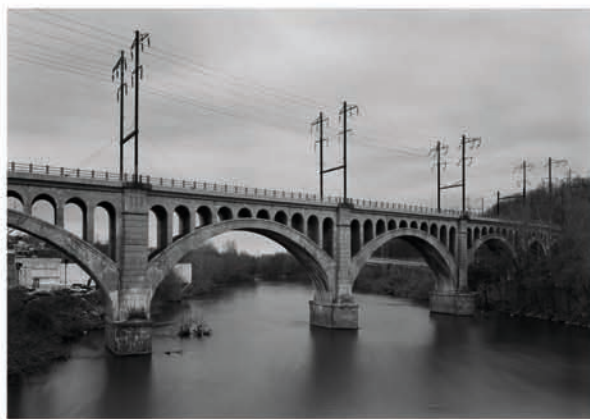
Education

Bachelor of Science in Photography, Drexel University - 2001

Michael Froio

Pennsylvania Railroad Survey Work Samples

2012 SIA Grant Proposal



Bridge, Schuylkill Division. Manayunk Pennsylvania



A&S Low-grade jump-over, Creswell, Pennsylvania



PRR Station from Mulberry St. Harrisburg, Pennsylvania



Pocket Track, East end of Station, Harrisburg, Pennsylvania



Cumberland Valley Bridge, Susquehanna River.
Harrisburg, Pennsylvania



Abandoned Duck-Under Tunnel, Rockville Junction.
Marysville, Pennsylvania



Mainline looking West, Mifflin, Pennsylvania



Rockville Bridge, Marysville, Pennsylvania



Freight Yards, Lewistown Junction, Pennsylvania



Mainline looking West, Altoona, Pennsylvania



South Fork Branch near Soukesburg Pennsylvania



Summit, Allegheny Mountains. Tunnel Hill, Pennsylvania



View of Southfork Pennsylvania from Abandoned Portage Railroad, Eahrnfield, Pennsylvania



Conemaugh River Crossing and Cambria Works
Johnstown, Pennsylvania



Franklin and Mainline from East Conemaugh, Pennsylvania



View from East Singer Street including Gautier Works
Johnstown, Pennsylvania



Former PRR Station, North Philadelphia, Pennsylvania



Munhall yard, Monongahela Branch. Whitaker, Pennsylvania



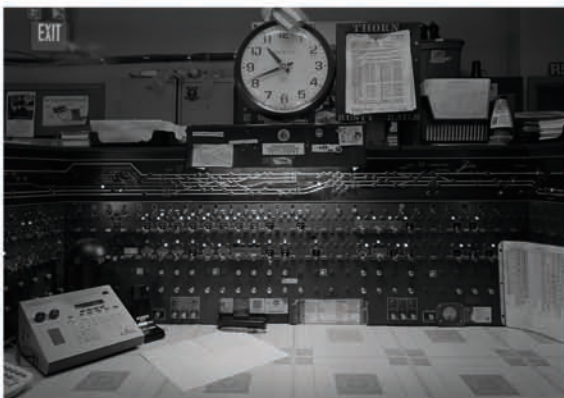
Train Shed looking East, Penn Station, Pittsburgh, Pennsylvania



Trackside Elevation of Train Station, Including Inclined Plane
Johnstown, Pennsylvania



Waiting Room Interior, Lancaster Passenger Station
Lancaster, Pennsylvania



Main CTC Panel, Thorn Interlocking Tower.
Thorndale, Pennsylvania



Power Dispatchers Office, Harrisburg Train Station
Harrisburg, Pennsylvania