

Weekly Progress Report – July 28, 2017

July 7 to July 26	Activity Status	
Replace 69A switch	Complete	On Schedule
Preparatory work for 37/71 core scissor	Complete	On Schedule
Replace 69B switch	Complete	On Schedule
Install 37/71 core scissors	Complete	On Schedule
Install 71/89 core scissors	Complete	On Schedule
Replace 2 complex frogs (71/89-4X)	Complete	On Schedule
Replace long cross ties (21' – 26')	Complete	On Schedule
Install core scissors 69/71	Complete	On Schedule
Replace 2 complex frogs (37/71-5X)	Complete	On Schedule
Install / test signal & power system	Complete	On Schedule
Replace Track 10: July 7 to August 28	Activity Status	
Install ties, rail and third rail	In Progress	On Schedule
Remove old rail and third rail	Complete	On Schedule
Remove old block ties	Complete	On Schedule
Demolition of concrete track bed	In Progress	On Schedule
Install rebar and pour concrete track bed	In Progress	On Schedule

Program Description Amtrak is accelerating already scheduled work on a series of major track and switch improvement projects that, once complete, will improve reliability and operations at Penn Station and along the Northeast Corridor.

Phase I (July 7 to July 26) - Work entails the demolition, removal and renewal of the 69A and 69B switch (crossover). In addition the switch points and stock rail for the core scissors will be removed and renewed. It should be noted that the core scissors have unique curvature in the stock rail that is not found on standard switches. This requires the entire removal of the switch and replacement of long timbers (some 26' long). Amtrak forces will also be disassembling the signal system that controls the switches and putting in new switch machines. Complex frogs (4) will be removed and replaced. All of this requires the movement of specialized pieces of track equipment that must traverse in and out of the area to bring in materials which can not be stored (due to limited space) near the job site.

Track 10 Replacement: For the platform 10 track renewal (which will take the entirety of the shutdown) Amtrak forces must remove all rail, third rail, cables and signal system apparatus and begin demolition of the concrete roadbed. This requires the disposal of 100 cubic yards of concrete. After removal of the concrete the new forms will be put in place and on-rail concrete trucks will be loaded outside of Penn Station and brought in through the "Empire Tunnel" to allow for the new concrete to be efficiently poured. This requires shutting down of the track and also the adjacent track where the trucks will sit.

Work tasks to be completed for the week July 21 to July 27 include:
(Numbers correspond with locations where work occurred at track level. See map on next page.)

1. Installed 3rd rail along 5X and west end of 4X.
2. Connected 37, 71 and 69 switch to 5X.
3. Performed signal work on 37 and 69 switch
4. Installed timbers, formwork and poured concrete on track # 10 for 126LF.
5. Performed testing of signals and power. Phase I complete.
6. Demo of 67/85 slip-3X completed (Phase II)

Major construction efforts for the entire duration (July 7 to September 4) include:

- Replacing entire switch turnouts using a specialized piece of on-track equipment called a "switch exchange system". This unit carries in whole section of track to enable efficient replacement of switches.
- Replacing long timbers and core scissors tracks. Because of the tight conditions in Penn Station the whole scissor layout needs to be disassembled and the ties replaced and the scissor replaced with new components
- Replacement of 8 specialized frogs, diamonds and end frogs
- Track ten total rebuild, includes demolition of track and concrete, re-pour and setting of concrete, new ties, rail and third rail
- Renewal of all switch machines and valves

Explanation of items / terminology can be found at Amtrak.com/nyprenewal.

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July 27 to September 4	Activity Status	
Replace 71/89 slip-4x	Planned	On Schedule
Replace 65/67 slip-4x	Planned	On Schedule
Replace 67/85 slip-3x	In Progress	On Schedule
Replace 89/91 slip-3x	Planned	On Schedule
Replace diamond scissor crossing 67/89	Planned	On Schedule

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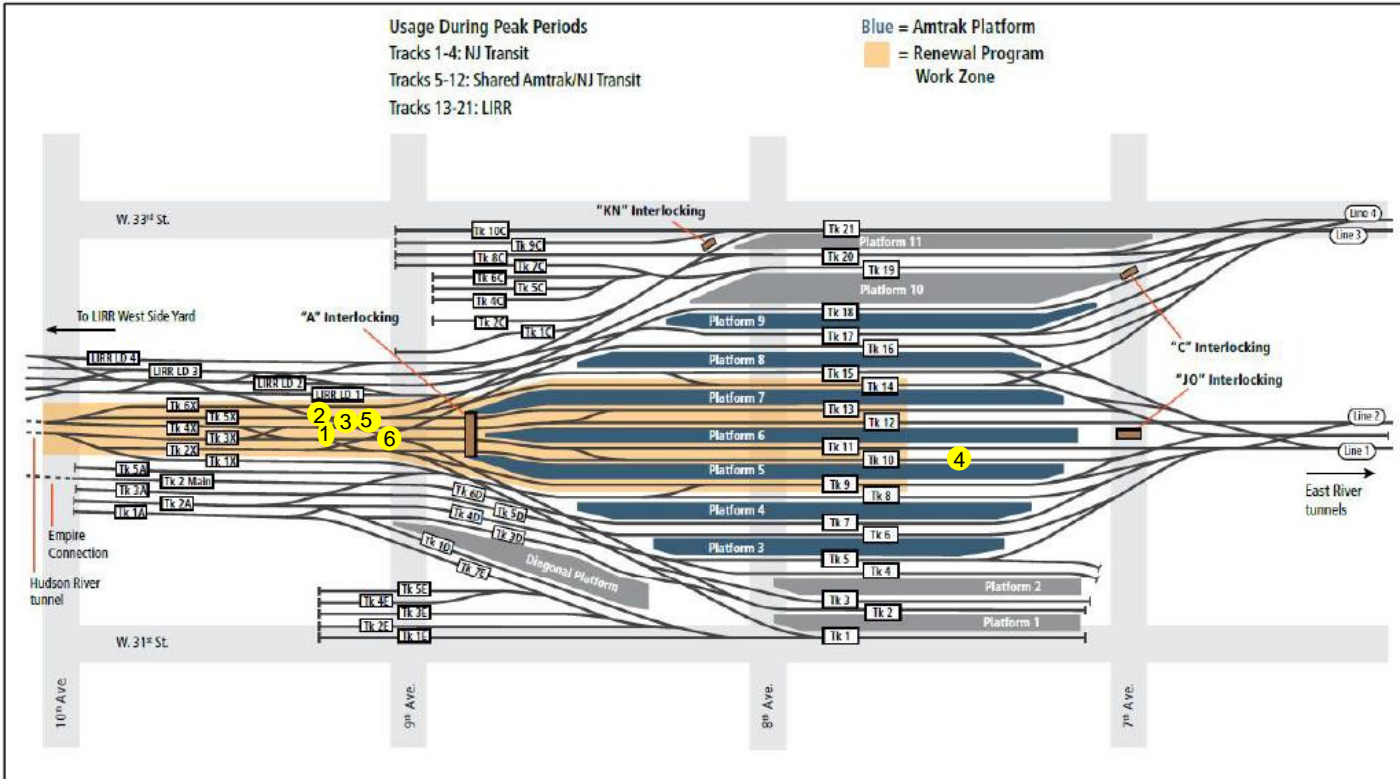
Phase II (July 27 to September 4) - Work entails the replacement in its entirety of the complex #8 diamond scissor crossing, its associated switches and slips. It should be noted that this diamond scissor crossing has unique curvature in the stock rail that is not found on standard switches. All of the timber mattress and concrete in the track plinth that supports this track work will be removed. A concrete bed will be poured and a new timber mattress installed. Amtrak forces will be disassembling the signal and third rail feeds that control and power this track section and then restore and test them once the track work is completed. All of this requires the movement of specialized pieces of track equipment that must traverse in and out of the area to bring in materials which can not be stored (due to limited space) near the job site.

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Usage During Peak Periods
 Tracks 1-4: NJ Transit
 Tracks 5-12: Shared Amtrak/NJ Transit
 Tracks 13-21: LIRR

Blue = Amtrak Platform
 Orange = Renewal Program Work Zone



Source: Amtrak