

Program Milestone Report

Replace Track 15: January 5 to February 26 **Activity Status**

Remove old rail and third rail	Complete	On Schedule
Remove old block ties	Complete	On Schedule
Remove old crossties and ballast	Complete	On Schedule
Demolition of concrete track bed	Complete	On Schedule
Install rebar and pour concrete track bed	Complete	On Schedule
Install block ties, rail and third rail	Complete	On Schedule
Install crossties, rail, third rail and ballast	Complete	On Schedule
Surface ballasted track	Complete	On Schedule
Install / test signal & power system	Complete	On Schedule
Paint platform	Complete	On Schedule

Rehabilitate Track 18: March 23 to May 14 **Activity Status**

Drill holes for new plates	Complete	On Schedule
Remove old rail and third rail	Complete	On Schedule
Remove embedded tie plates & grout	Complete	On Schedule
Install new anchors & tie plates	Complete	On Schedule
Install rail & third rail	Complete	On Schedule
Replace #625 Turnout	Complete	On Schedule

Replace Additional Turnouts in "C" Interlocking **Activity Status**

Replace #641 Turnout March 2 to March 19	Complete	On Schedule
Replace #639 Turnout May 18 to May 28	Complete	Completed 6/18

Program Description Amtrak Engineering is continuing the program to perform critical infrastructure renewal to improve reliability and operations at Penn Station and along the Northeast Corridor.

Phase II (Beginning January 5th) - For the Track 15 replacement (January 5th – February 26th) 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 350 tons 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. Once fresh concrete is poured with new forms and wood ties, the rail, third rail and all signal equipment will be replaced and tested. In addition to the replacement of the track in the concrete block tie section on Track 15, Engineering will be replacing the standard ballasted track from the end of the concrete to the west end of the platform. Once complete, all rail, ties, ballast, third rail and signal equipment will be removed and replaced in kind for the entire length of Track 15.

For the Track 18 rehabilitation (March 23rd – May 14th) Amtrak forces will first pre-drill holes for the new tie plates with a rail-mounted drill on the existing track infrastructure. Once the holes are drilled into the concrete slab, the rail and third rail will be removed and the existing tie plates embedded in concrete will be extracted and replaced with grout. New tie plates will be installed and anchored into the concrete slab. New rail and third rail will be installed. During the outage on Track 18, Amtrak forces will extend their efforts east into "C" Interlocking to replace the #625 turnout. During this replacement, the full turnout (ties, rail, switch points, frog, guard rails and switch machine) will be removed from track and replaced with a new turnout panel.

During a number of weekend outages between March 2nd – May 28th, Amtrak forces will work in "C" Interlocking again and replace the #639 and #641 turnouts. During these replacements, similar to the replacement of #625, the full turnout (ties, rail, switch points, frog, guard rails and switch machine) will be removed from track and replaced with a new turnout panel.

From January 5th through May 28th, work tasks to be completed in New York Penn Station include: (Numbers correspond with locations where work occurred at track level. See map on next page.)

1. Replace Track 15 block tie and ballasted track
2. Rehabilitate Track 18 direct fixation track
3. Replace three (3) turnouts in "C" Interlocking

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

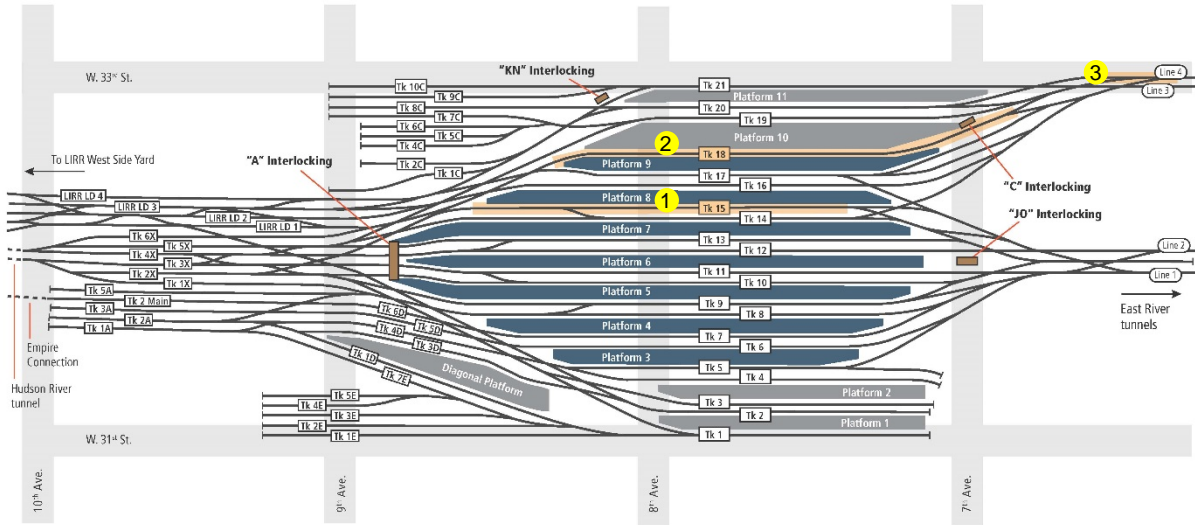
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INFRASTRUCTURE RENEWAL AT NEW YORK PENN STATION

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

Blue = Amtrak Platform
 = Work Zone



Source: Amtrak