**Weekly Progress Report – August 11, 2017**

### 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.

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 roadway. 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 August 4 to August 10** include:
(Numbers correspond with locations where work occurred at track level. See map on next page.)

1. Finished installing and connecting 85, 65 and 71 double slips.
2. Assembled and adjusted 85, 65, 71 and 91 slips at 3X and 4X.
3. Removed and replaced 89/91 center frogs.
4. Completely assembled 85 sw.
5. Completed the installation of rebar and the pouring of the concrete track bed.

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](http://Amtrak.com/nyprenewal).
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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 trackwork 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.

Explanation of items / terminology can be found at [Amtrak.com/nyprenewal](http://Amtrak.com/nyprenewal).

### Activity Status

<table>
<thead>
<tr>
<th>Activity Status</th>
<th>Activity Status</th>
<th>On Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace 71/89 slip-4x</td>
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</tr>
<tr>
<td>Replace 65/67 slip-4x</td>
<td>Installed</td>
<td>On Schedule</td>
</tr>
<tr>
<td>Replace 67/85 slip-3x</td>
<td>Installed</td>
<td>On Schedule</td>
</tr>
<tr>
<td>Replace 89/91 slip-3x</td>
<td>Installed</td>
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</tr>
<tr>
<td>Replace diamond scissor crossing 67/89</td>
<td>Completed</td>
<td>On Schedule</td>
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Source: Amtrak