

# Weekly Progress Report –August 31 ,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 September 4	Activity Status	
Install ties, rail and third rail	Completed	On Schedule
Remove old rail and third rail	Complete	On Schedule
Remove old block ties	Complete	On Schedule
Demolition of concrete track bed	Complete	On Schedule
Install rebar and pour concrete track bed	Complete	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.

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 August 25 to August 31 include:**  
**(Numbers correspond with locations where work occurred at track level. See map on next page.)**

1. Removed and replaced timbers and tie plates on 87 switch-2X.
2. Distributed ballast on 87 switch-2X.
3. Removed 48 tie plates from track # 18.
4. Drilled holes and installed epoxy coated bolts for the tie plates on track # 18.
5. Placed 100 LF of running rail on track # 18.
6. Removed replaced ballast on 3A.

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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July 27 to September 4	Activity Status	
Replace 71/89 slip-4x	Completed	On Schedule
Replace 65/67 slip-4x	Completed	On Schedule
Replace 67/85 slip-3x	Completed	On Schedule
Replace 89/91 slip-3x	Completed	On Schedule
Replace diamond scissor crossing 67/89	Completed	On Schedule
Final adjustments and testing	Completed	On Schedule

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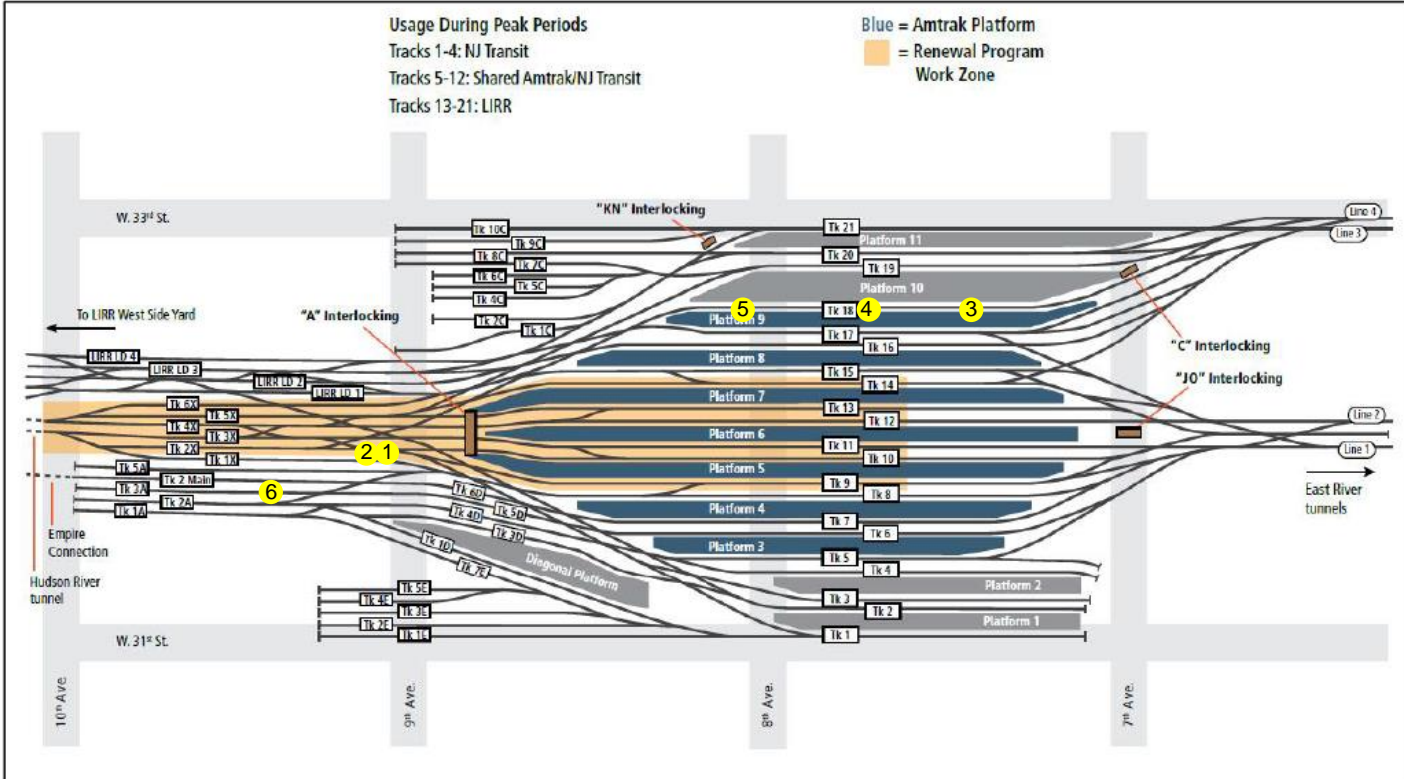
**Phase II (July 27 to September 4)** - Work entails the replacement in its entirety of the complex #8 diamond scissor crossing, its associated switches and slips. It should be noted that this diamond scissor crossing has unique curvature in the stock rail that is not found on standard switches. All of the timber mattress and concrete in the track plinth that supports this 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.

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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