



November 16, 2022

Mr. Karl Alexy  
Associate Administrator for Safety  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Mail Stop 25  
Washington, D.C. 20590

Subject: FRA-2022-0095 BSAP to Remove Automatic Signals Revision

Dear Mr. Alexy:

On October 17, 2022, Amtrak submitted a block signal application to remove automatic wayside signals between Park Interlocking (MP 46.3) and Roy Interlocking (MP 94.3) on Amtrak's Mid-Atlantic Division, Main Line Philadelphia to Harrisburg Northeast Corridor. It was brought to Amtrak's attention that information in the application was not clear, expected supporting documentation was not provided and the format of the road diagram was not in compliance with requirements. This intent of this letter is to revise Amtrak's original submission to address these issues.

In 2011 on Amtrak's Mid-Atlantic Division, Main Line Philadelphia to Harrisburg Northeast Corridor, Amtrak upgraded the ABS sections between Park Interlocking (M.P. 46.3) and Roy Interlocking (94.3) from NORAC Rule 251 territory, cab signals fixed block automatic signals to NORAC Rule 562 territory, cab signals no wayside. Clear block signal indications were also installed in the territory. At the time of the installation, the automatic wayside signals serving as distant signals to existing interlocking were kept in service. Since this installation was complete, Amtrak has fully implemented Positive Train Control which enforces speed in approach to interlocking home signals and updated standards for cab, no-wayside signal territory to remove all automatic signals including distant signals. Thus, Amtrak is submitting the following application seeking permission to remove these distant signals.

In accordance with RS&I Instructions 235.10 through 235.13, Amtrak hereby submits the following application seeking permission to remove these distant signals:

- (1) The Corporate names of the applicants are the National Railroad Passenger Corporation (Amtrak) and the Norfolk Southern Railway (NS). Amtrak has provided notification of NS of the proposed modification. A statement of their concurrence will be submitted to FRA once received.
- (2) Amtrak is the owner and operator of this line. NS operates on portions of this line as a tenant with trackage rights.
- (3) Automatic wayside signals 55.3 (Tk 1&4), 59.2 (Tk 1&4), 64.5 (Tk 4), 66.1 (Tk 1), 70.8 (Tk 1), 71.8 (Tk 2), 81.5 (Tk 1&2), 86.0 (Tk 1&2), 92.3 (Tk 1&2) and 96.4 (TK 1&2) are located on Amtrak's Philadelphia to Harrisburg Line, Mid-Atlantic Division.

- (4) The tracks involved at each interlocking are Main Tracks No.1 and No. 4 from Park (MP 46.3) to Holland (MP 66.1) and Main Tracks No.1 and No.2 from Holland (MP 66.1) to State East (MP 104.3)
- (5) The changes proposed are to remove all automatic wayside signals on track's No. 1 and No. 4 and tracks No. 1 and No. 2 between interlockings. The signal locations will remain in service as a block point, an insulated joint location which defines block limits and functions as a cab signal code change point, without wayside signals.
- (6) The reason for removal of the signals is to eliminate maintenance and operation of unnecessary hardware no longer needed. Wayside signals require periodic replacement of lamps, cleaning of signal lenses, and painting of signal mast and backgrounds. These maintenance activities which require signal personnel to perform work at heights will be eliminated by removal of the wayside signals. Automatic wayside signals between interlockings are not required in NORAC Rule 562 territory, cab signals without fixed automatic block signals.
- (7) The project will begin immediately upon receiving permission for removal and will be completed within two years of receiving the authority to proceed.
- (8) All NORAC Rules will remain in effect. There will be no changes to operating practices because of this modification.
- (9) Safety of operation will not be affected. The cab signals system (CSS) without fixed automatic block signals and Positive Train Control (PTC) systems will continue to enforce train speed and positive train stop under normal operations. During CSS failure, PTC will continue to prevent train-to-train collisions through enforcement of positive train stop at interlocking signals when all tracks are not clear to the next interlocking with a permissive signal. During PTC failure, CSS will continue to enforce restricted speed in approach to occupied blocks and stop signals. When both CSS and PTC are failed, trains must follow the operating rules currently in place.
- (10) Proposed changes will fully conform to the Federal Railroad Administration's Rules, Standards and Instructions, Part 236, Title 49 of the Code of Federal Regulations.

Sincerely,

Nicholas J Croce III, PE  
*Amtrak*  
*Deputy Chief Engineer, C&S*

Attachments:

1. Amtrak notification to BRS
2. Road Diagram, Amtrak PH Line Park to Roy



November 16, 2022

Mr. David Ingersoll  
General Chairman  
Brotherhood of Railroad Signalmen  
4201 Church Road, Suite 11  
Mount Laurel, NJ 08054

Subject: PH Line Automatic Wayside Signal Removal

Dear Mr. Ingersoll,

This letter is informing the Brotherhood of Railroad Signalmen that Amtrak is apply to FRA to remove automatic wayside signals between Park Interlocking (MP 46.3) and Roy Interlocking (MP 94.3) on Amtrak's Mid-Atlantic Division, Main Line Philadelphia to Harrisburg. Amtrak's current standards for Rule 562 cab, no-wayside signal territory no longer include distant signals. The automatic wayside signals serving as distant signals on the PH Line will be removed to conform with latest standards and provide consistent configuration across Amtrak's infrastructure.

Best regards,

A handwritten signature in black ink, appearing to read "N. Croce III".

Nicholas J Croce III, PE  
Deputy Chief Engineer C&S  
Amtrak  
30th Street Station, 4S-002  
2955 Market Street  
Philadelphia, PA 19104



# MID-ATLANTIC DIVISION

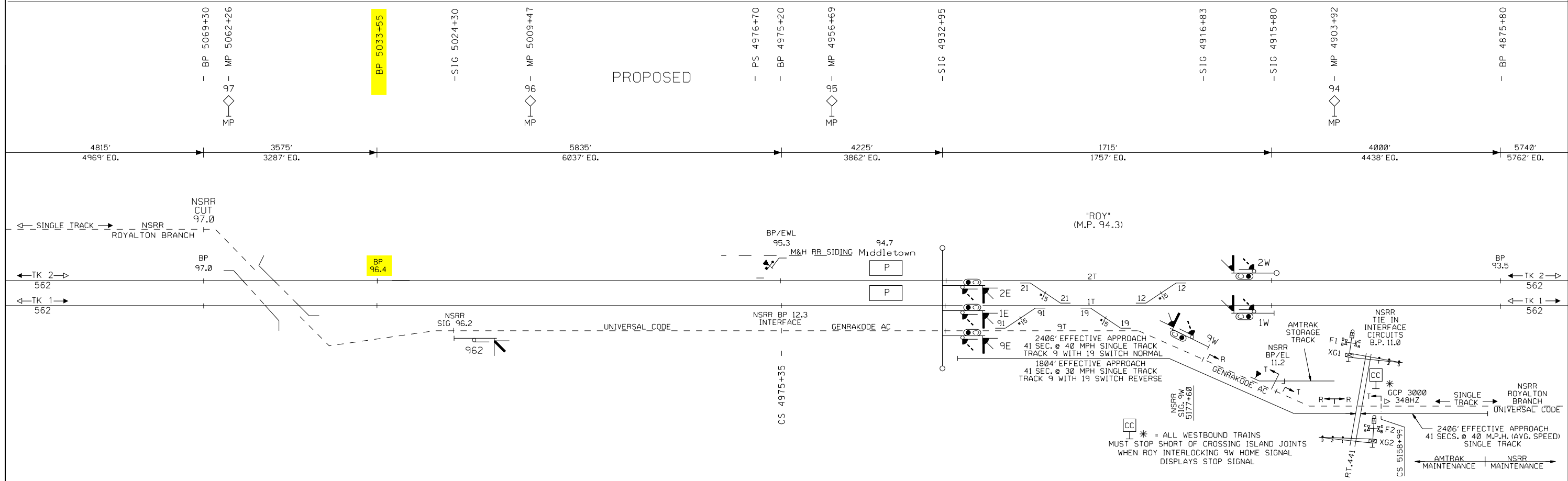
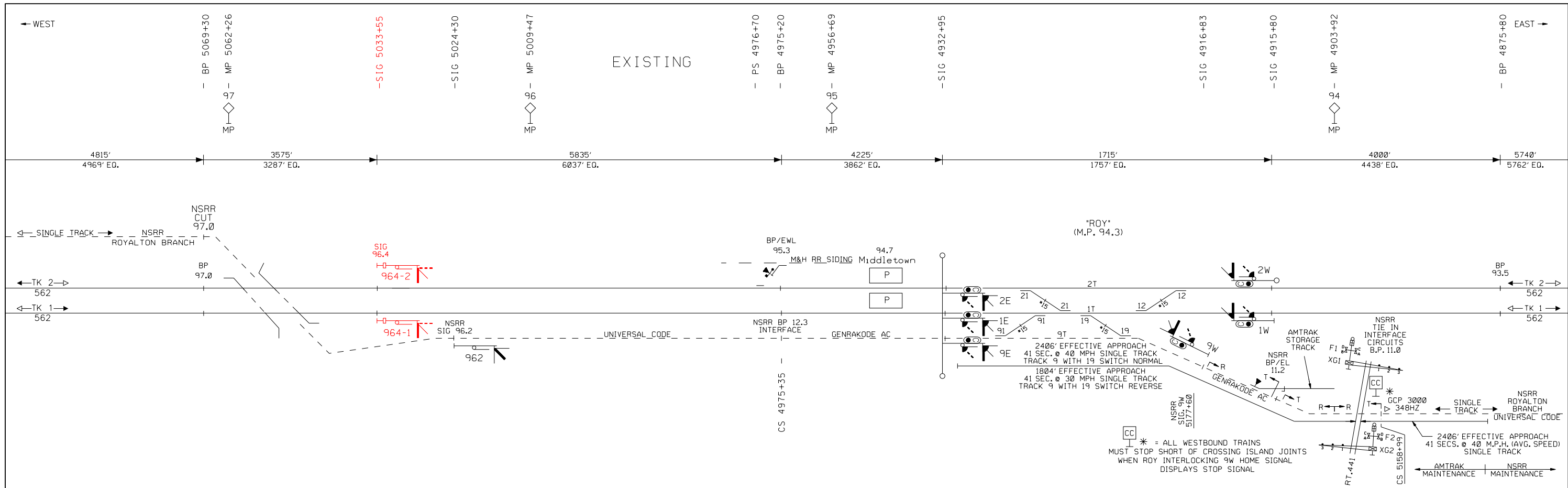
## HARRISBURG LINE

### ROAD DIAGRAM

#### EXISTING & PROPOSED

No.	Revisions	Date	By	Legend and Notes
1	DISTANT SIGNALS RETIRED	APR 20, 2021	PHL	 OFFICE OF THE DEPUTY CHIEF ENGINEER C&S Phila., PA Date: April 20, 2021 Approved: 
2	SIGNAL COLOR ADDED	NOV 04, 2022	SLF	
				 MID-ATLANTIC DIVISION HARRISBURG LINE ROAD DIAGRAM COVER Dwg. No. Z0HA RDcvr Sheet No. CVR Designed AWB Drawn SLF Checked AWB Date APR 20, 2021

Z0HA RDcvr



No.	Revisions	Date	By
1	DISTANT SIGNALS RETIRED	APR 20, 2021	PHL
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Legend and Notes	
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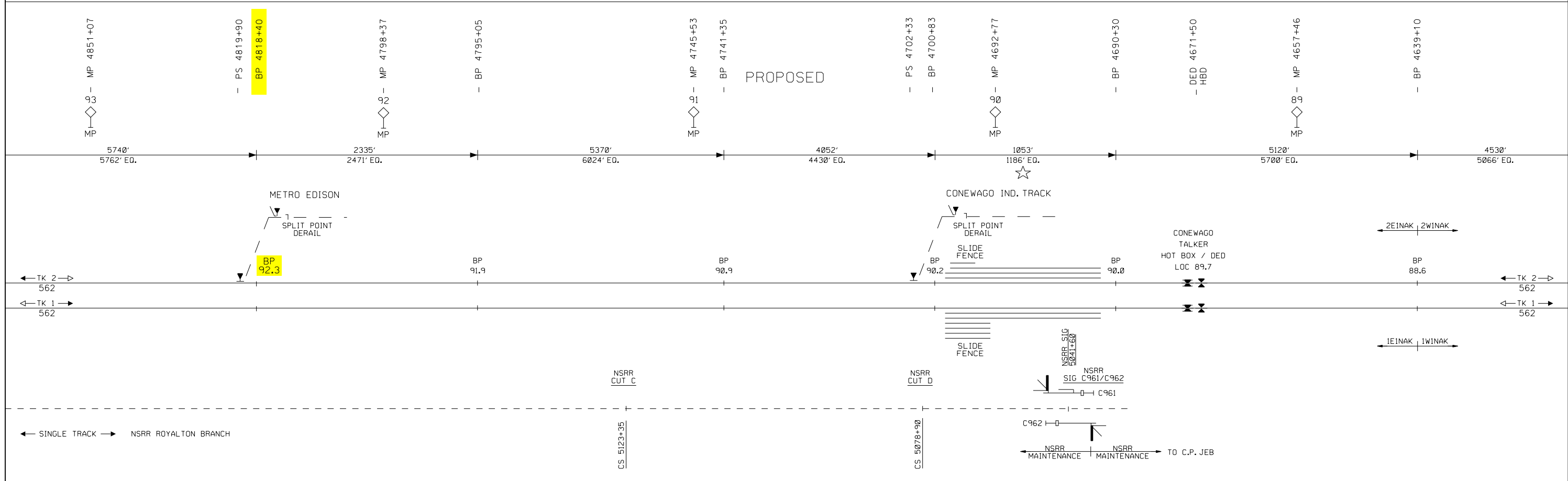
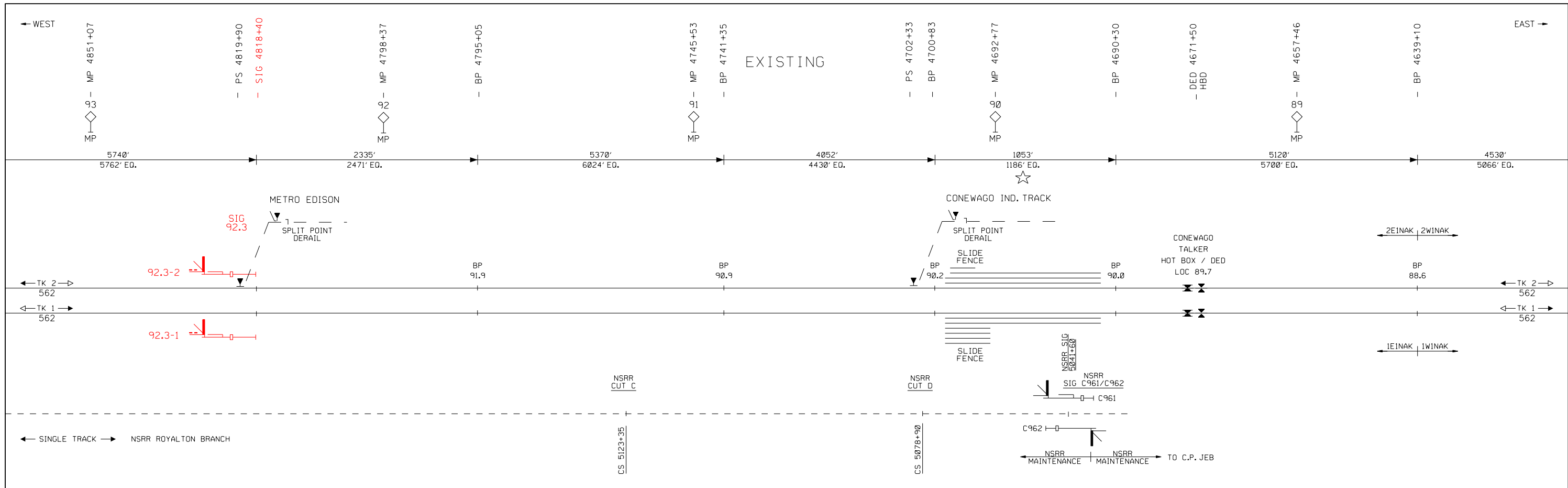
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MID-ATLANTIC DIVISION  
HARRISBURG LINE  
ROAD DIAGRAM  
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Dwg. No. ZOHAR0003  
Sheet No. 3

Designed AWB Drawn SLF Checked AWB Date APR 20, 2021

ZOHAR0003



No.	Revisions	Date	By
1	DISTANT SIGNALS RETIRED	APR 20, 2021	PHL
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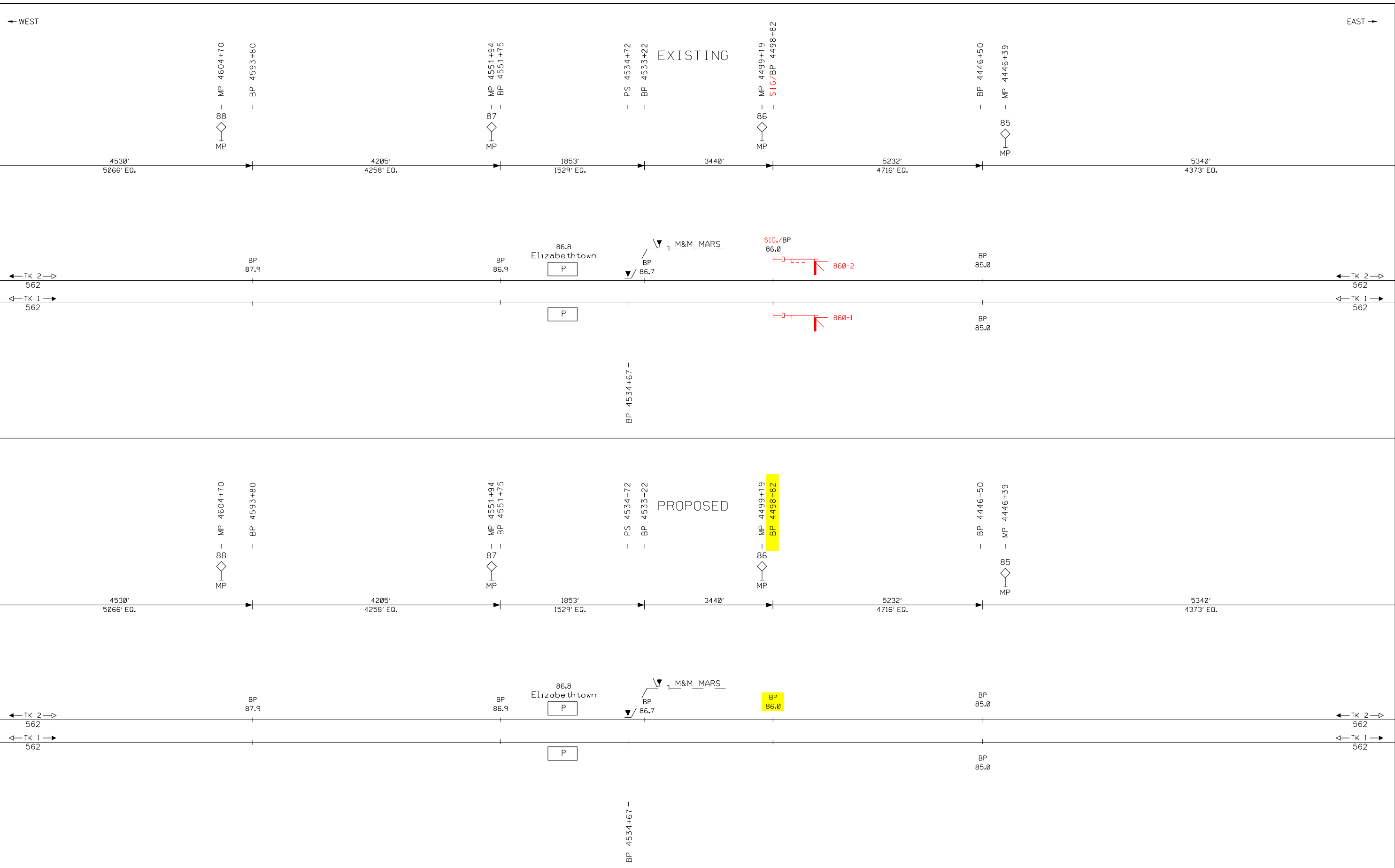
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HARRISBURG LINE  
ROAD DIAGRAM  
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Dwg. No. ZOHA RD004  
Sheet No. 4

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1	DISTANT SIGNALS RETIRED	APR 20, 2021	PHL
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MID-ATLANTIC DIVISION  
HARRISBURG LINE  
ROAD DIAGRAM  
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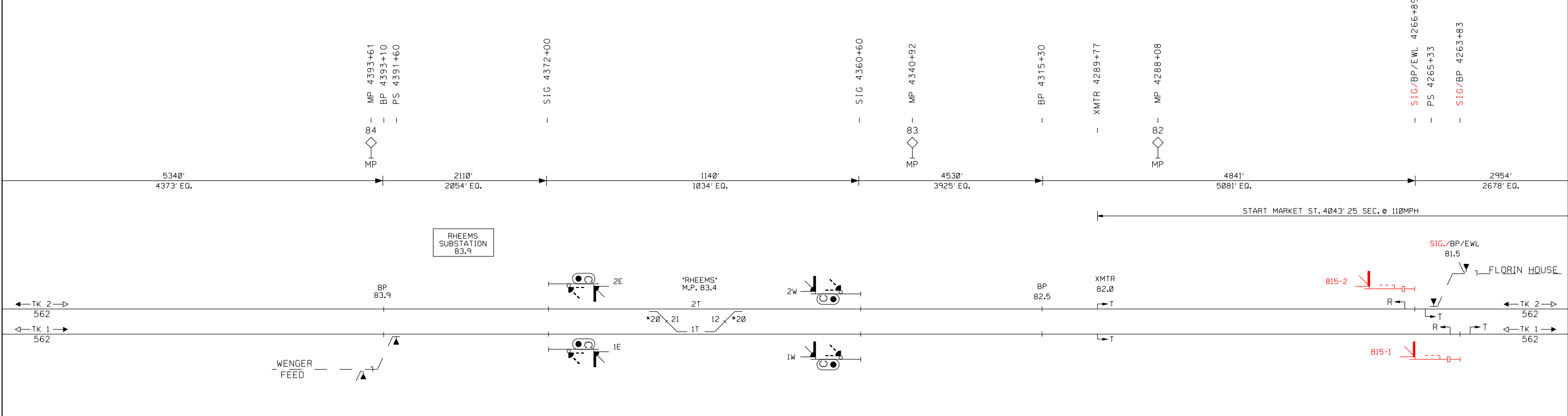
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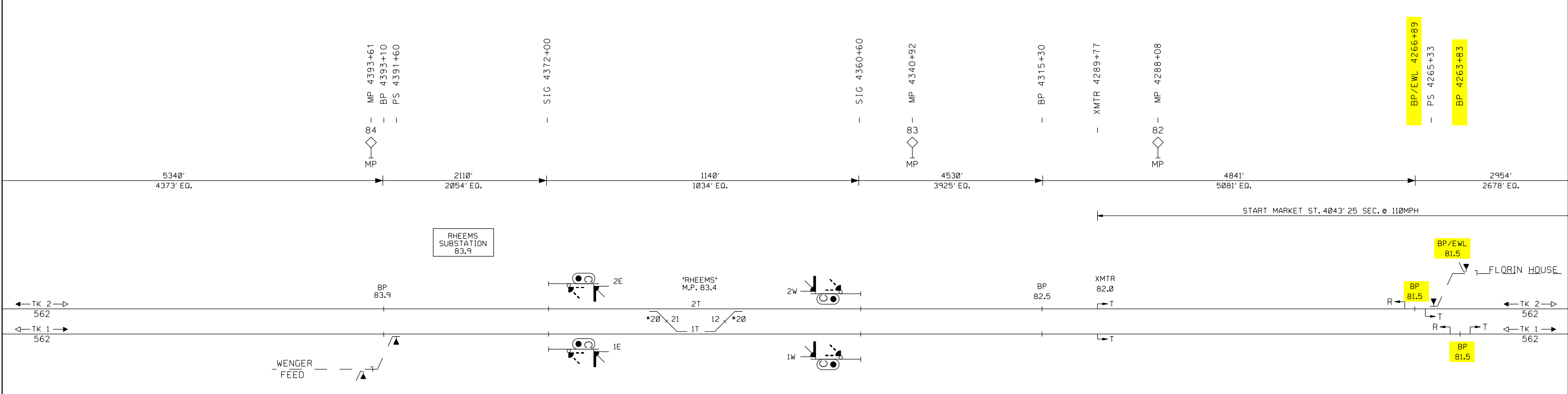
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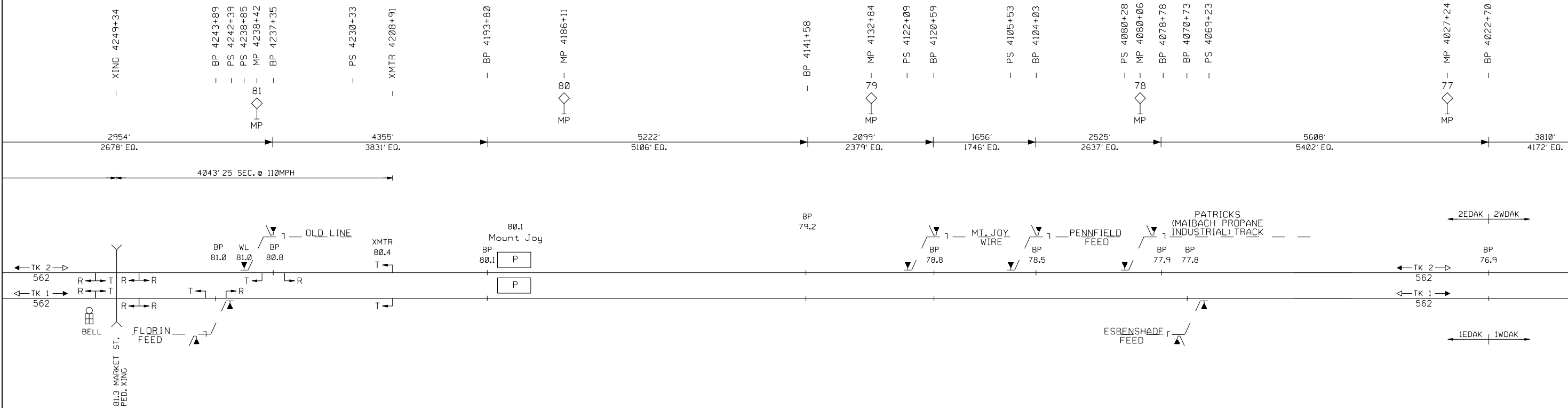
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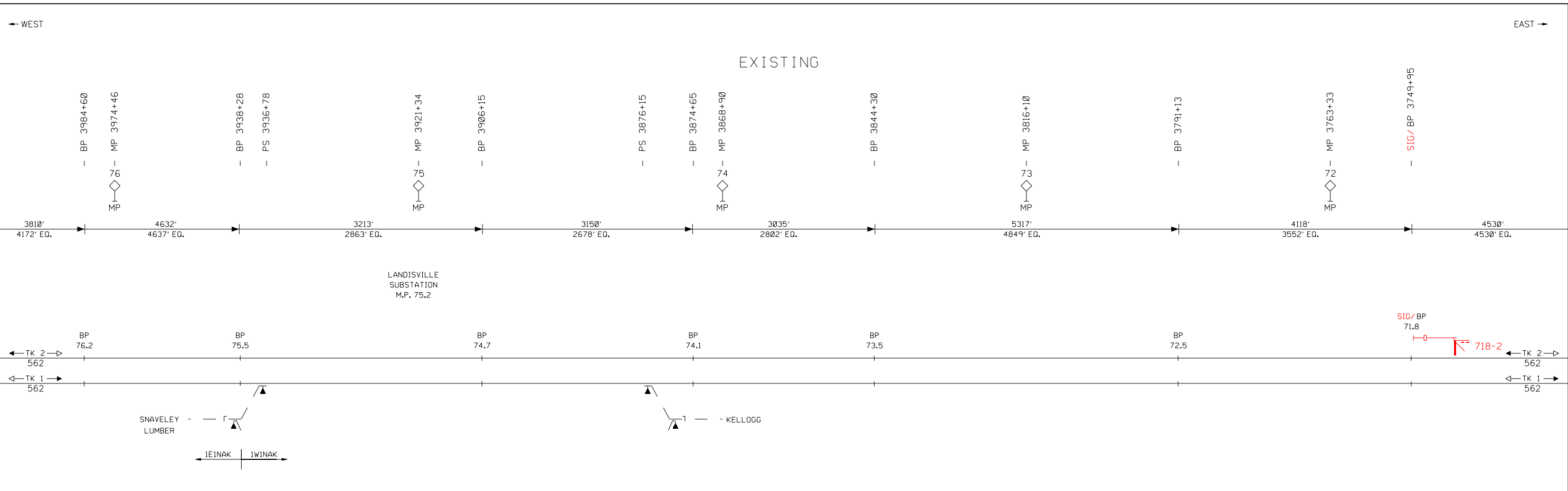
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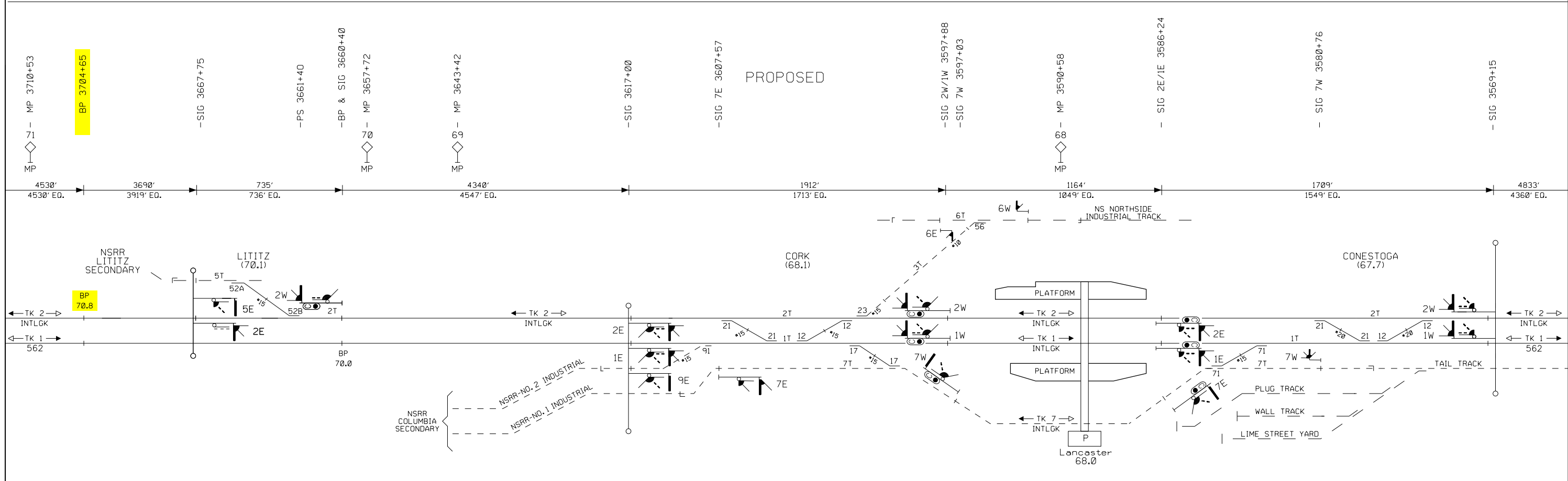
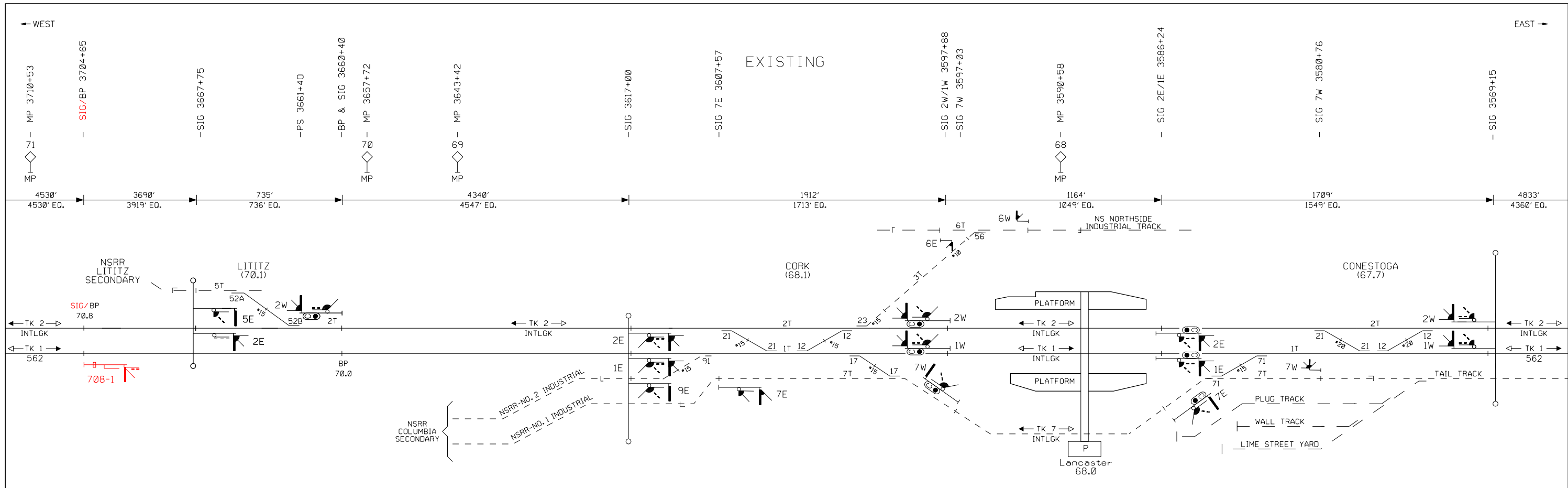
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HARRISBURG LINE  
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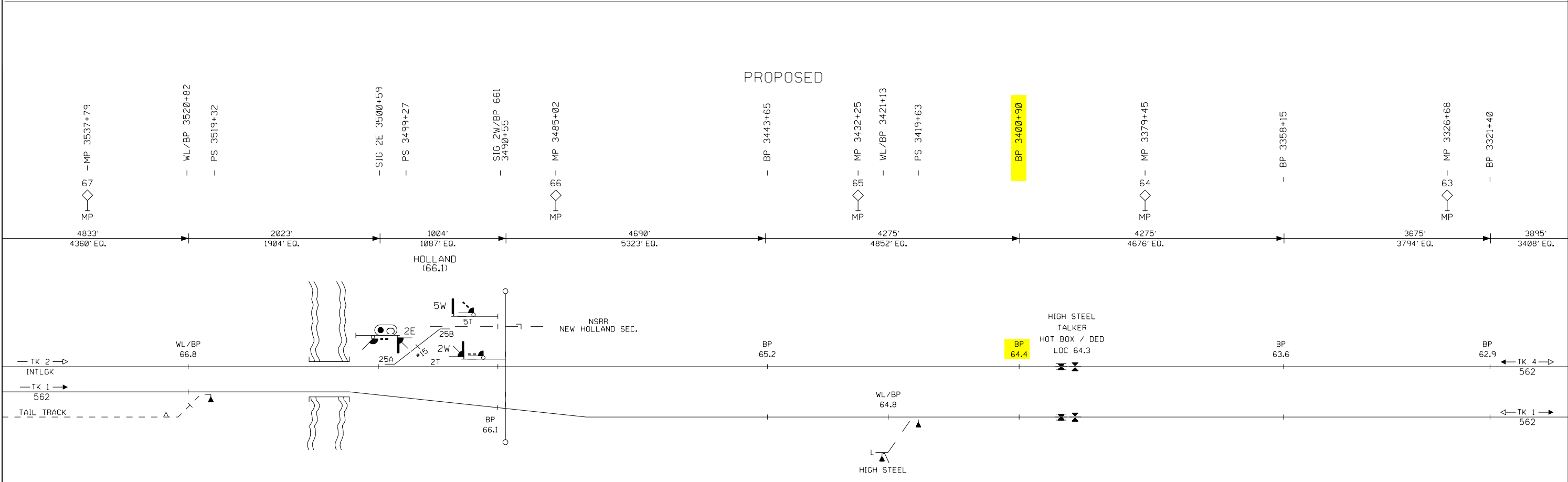
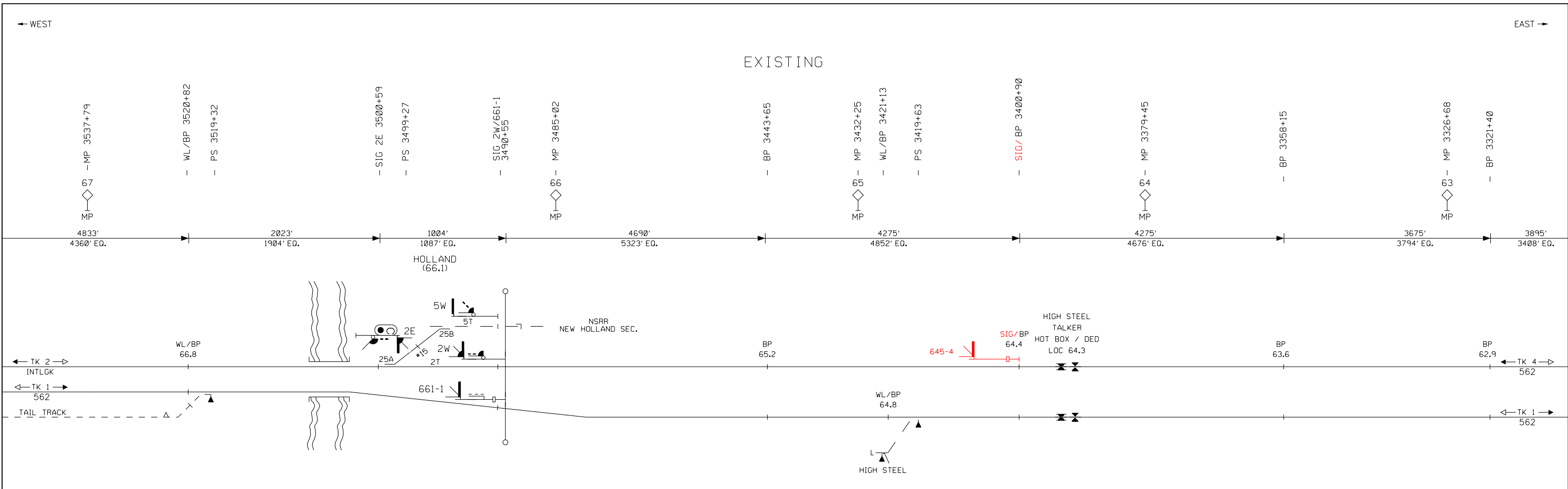
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HARRISBURG LINE  
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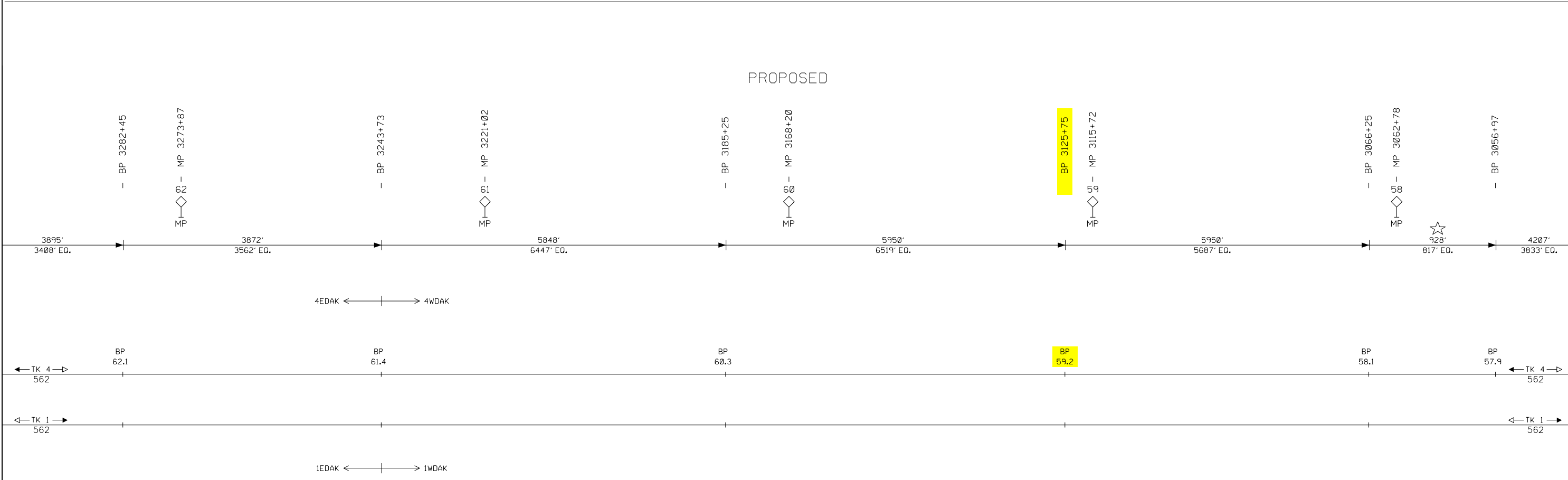
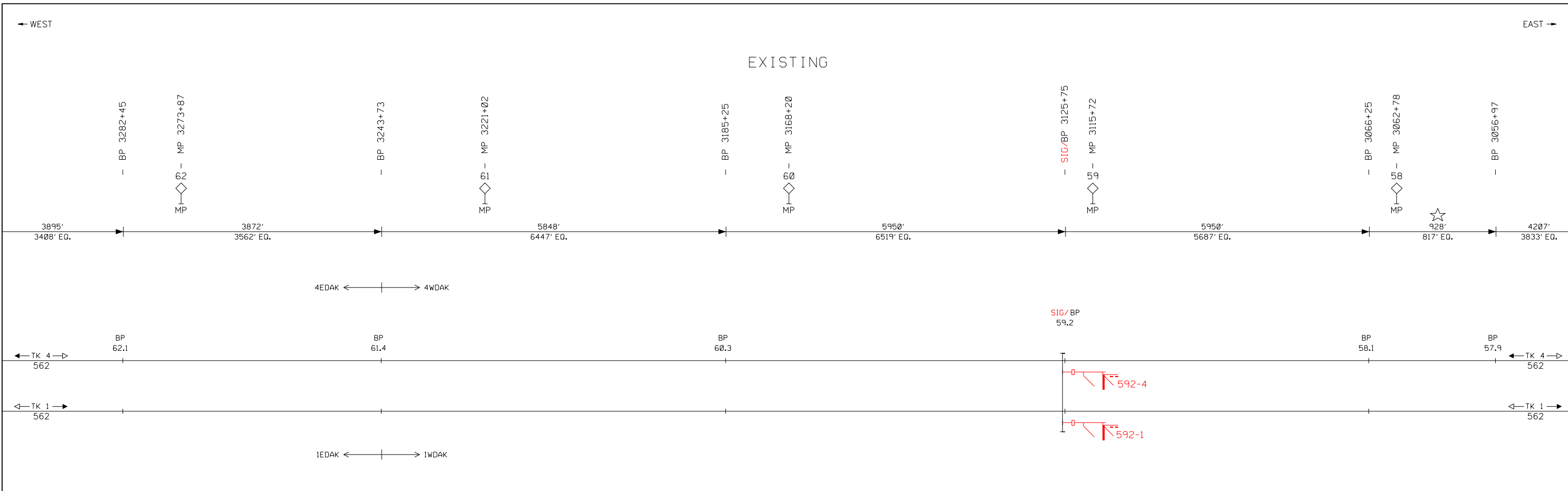
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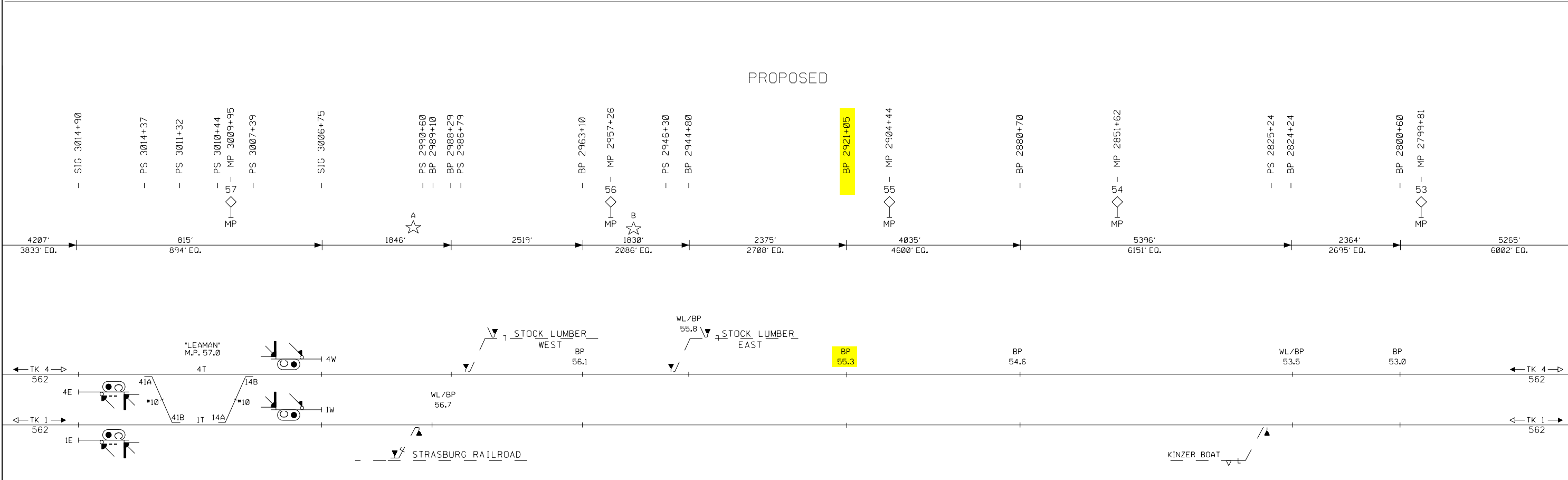
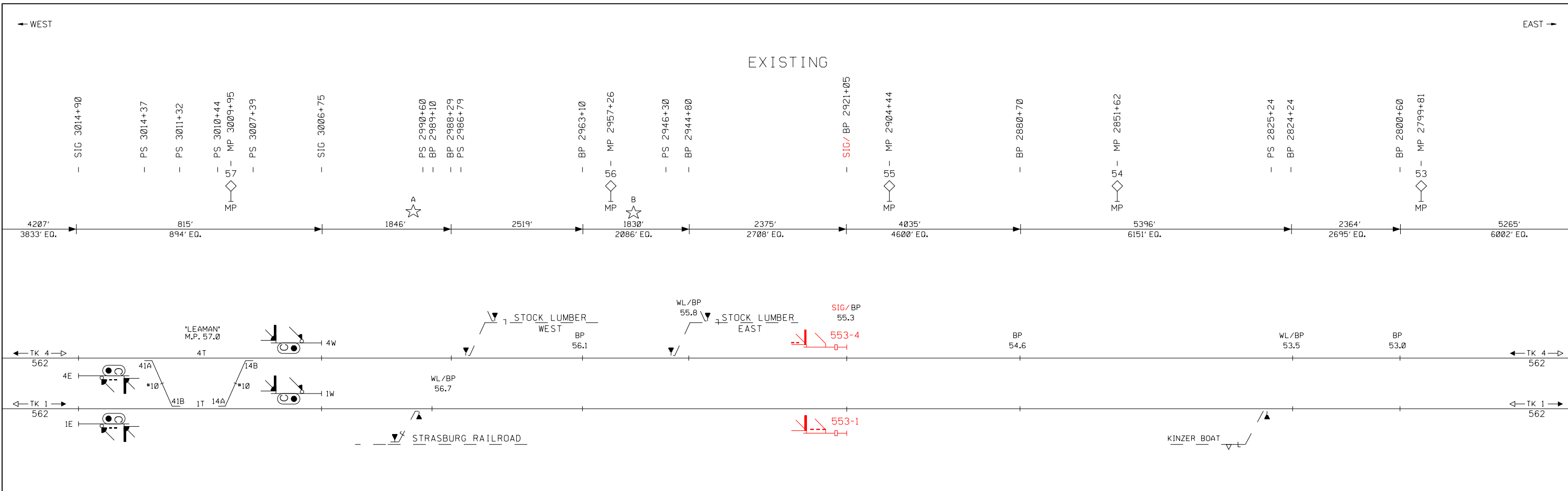
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HARRISBURG LINE  
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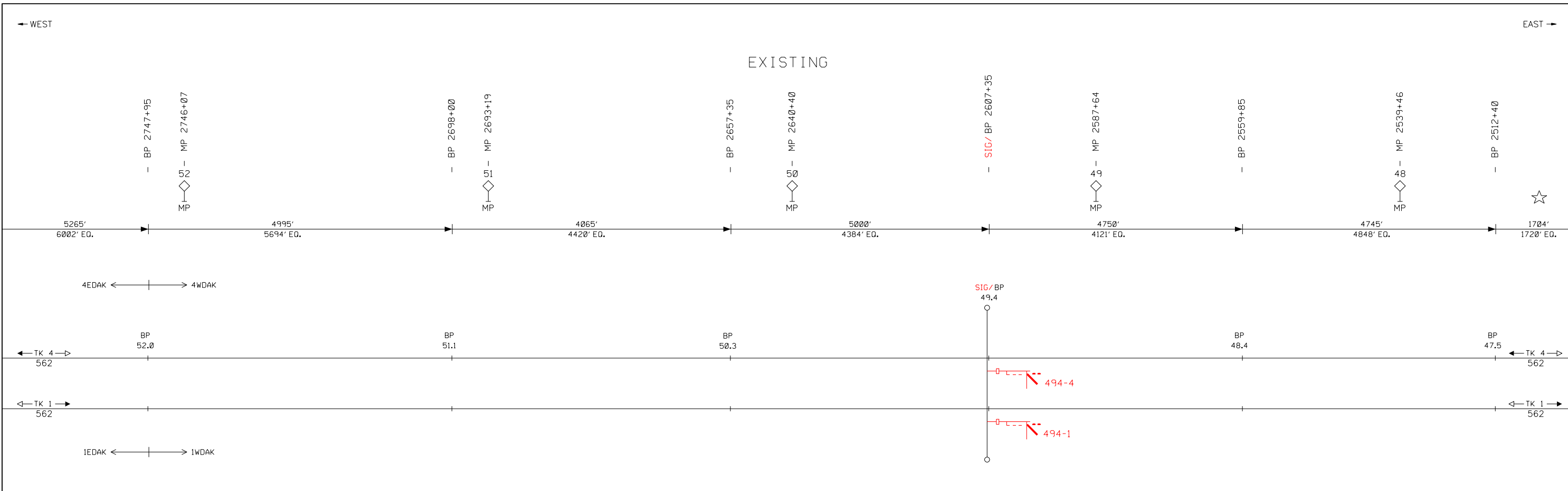
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1	DISTANT SIGNALS RETIRED	APR 20, 2021	PHL
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