



November 2, 2022

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

Dear Mr. Alexy:

On Amtrak's Mid-Atlantic Division, Main Line Philadelphia to Washington, Northeast Corridor, between Bridge interlocking located at MP 98.2, Baltimore, MD and Grove interlocking located at MP 112.4, Severn, MD, Amtrak plans to convert approximately 14 miles of its cab signal and fixed automatic block signal system to a signal system having cab signals without fixed automatic block signals, operated under NORAC Rule 562. As a result, Amtrak plans to retire the fixed wayside signals, as the automatic block signals are not necessary and require additional maintenance. Therefore, in accordance with Federal Railroad Administration's Rules, Standards and Instructions, 235.10 through 235.13, Amtrak hereby submits the following application seeking permission to remove these signals:

- (1) The Corporate names of the applicants are the National Railroad Passenger Corporation (Amtrak), CSX Transportation (CSX), Maryland Area Regional Commuter (MARC), and the Norfolk Southern Railway (NS).
- (2) Amtrak is the owner and operator of this line. CSX, MARC and NS operate on portions of this line as a tenant with trackage rights.
- (3) The project location is on Amtrak's Northeast Corridor, Mid-Atlantic Division, between Bridge interlocking located at MP 98.2, Baltimore, MD and Grove interlocking located at MP 112.4, Severn, MD. The nearest passenger station to the project is B.W.I, Station at MP 106.3.
- (4) The tracks involved at each interlocking are Main Tracks No. 1, No. 2, No. 3 and A Track.
- (5) The changes proposed are to remove the wayside signals at automatic block points 994 and 1014 on Tracks No. 1, No. 2, No. 3 and A Track, wayside signals at automatic block points 1031 and 1034 on Tracks No. 2 and No. 3 and wayside signals at automatic block points 1054, 1078 and 1102 on Tracks No. 1, No. 2 and No. 3. All locations will remain in service as a block point without wayside signals.
- (6) The reason for removal of the signals is to eliminate maintenance and operation of unnecessary hardware no longer needed, and to reduce delays to trains caused by failures of the signals. The

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signals 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. The existing ACSES and I-ETMS systems will be modified to enforce a positive stop at Bridge, Winans and Grove interlockings for a train with failed cab signal equipment unless the "C" signal is displayed allowing the failed train to enter the block.
- (9) Safety of operation will not be affected. The cab signals without fixed automatic block signals and ACSES system will continue to enforce train speed and positive train stop.
- (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,



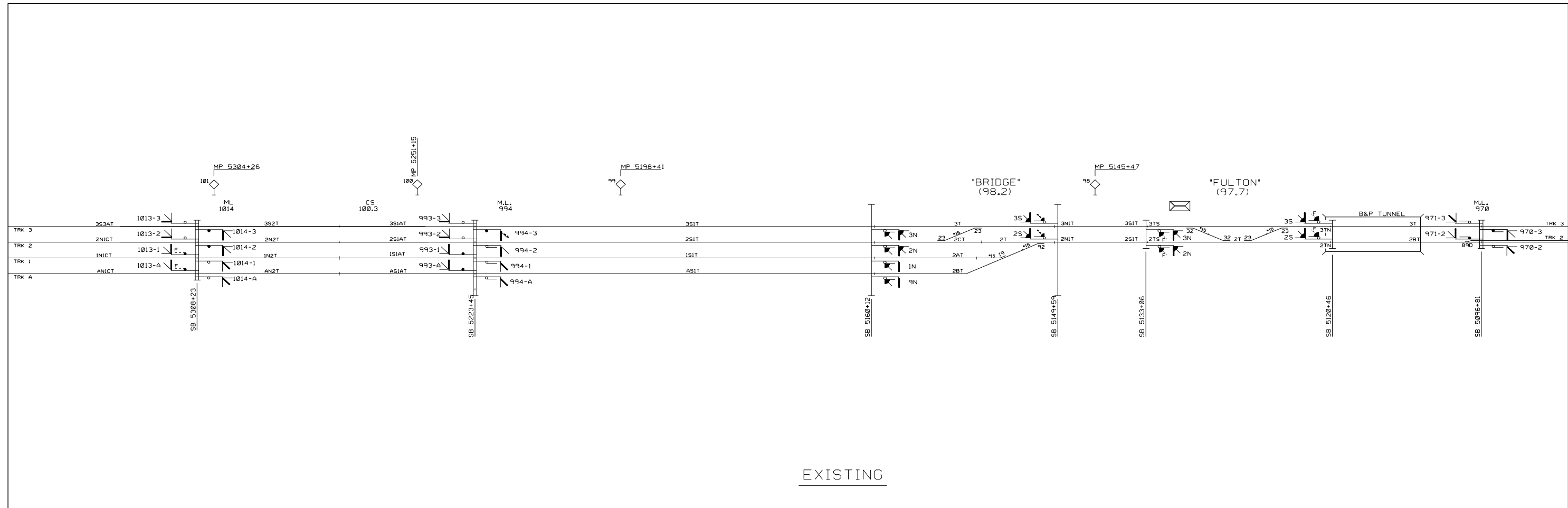
Nicholas J Croce III, PE

Amtrak

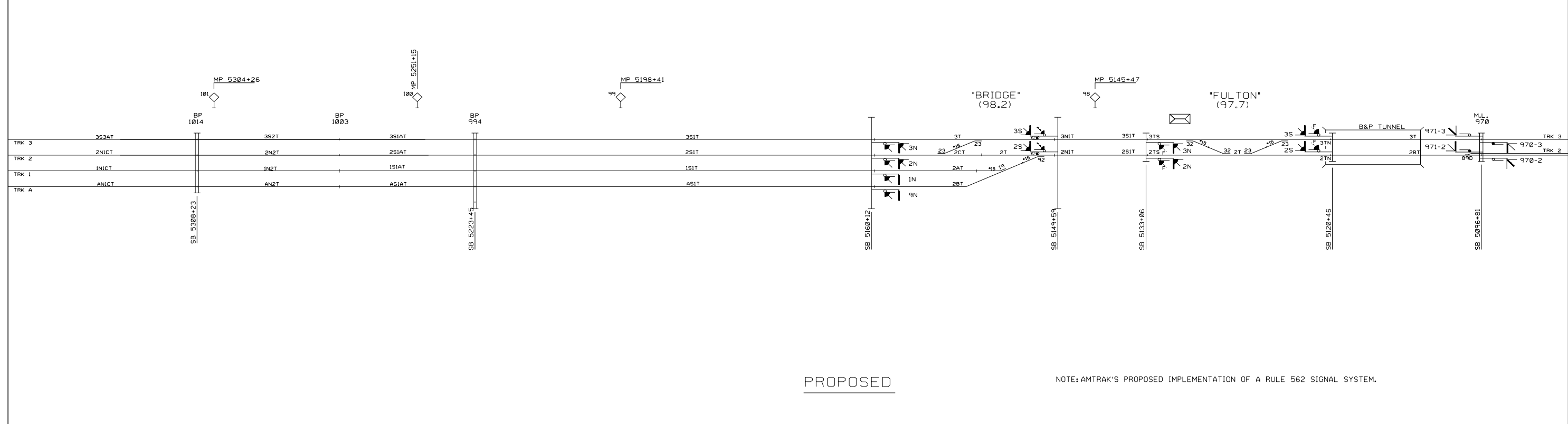
Deputy Chief Engineer, C&S

Attachments:

1. Bridge to Grove Road Diagram



EXISTING



PROPOSED

NOTE: AMTRAK'S PROPOSED IMPLEMENTATION OF A RULE 562 SIGNAL SYSTEM.

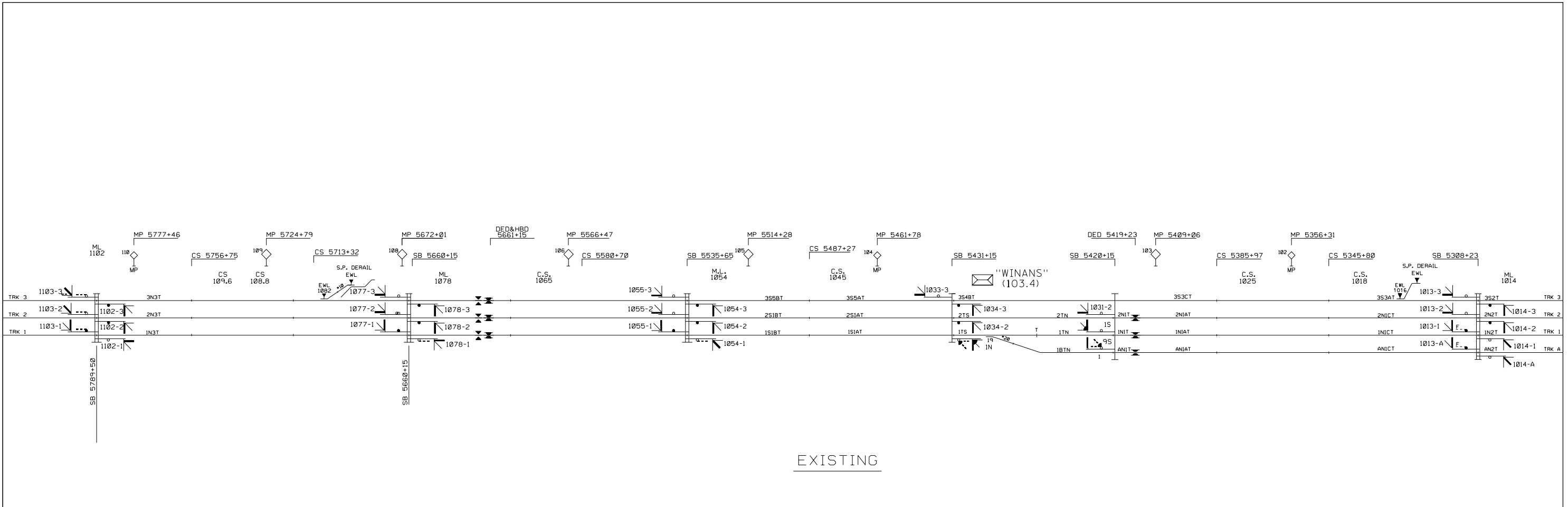
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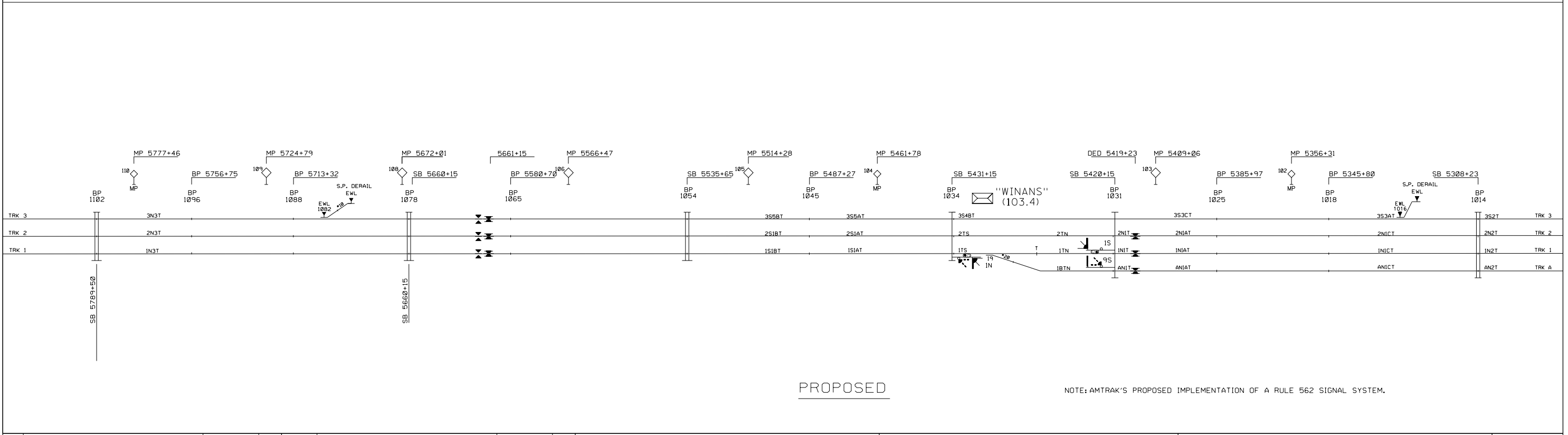
OFFICE OF THE DEPUTY CHIEF ENGINEER C&S		"GROVE" TO "BRIDGE" EXISTING AND PROPOSED LAYOUTS		Plan No.		
				Sheet No. 1 OF 3		
Phil., PA	Date: October 25, 2022	Approved: <i>[Signature]</i>	Designed BURNS	Drawn QM	Checked AWB	Date OCT 25, 2022

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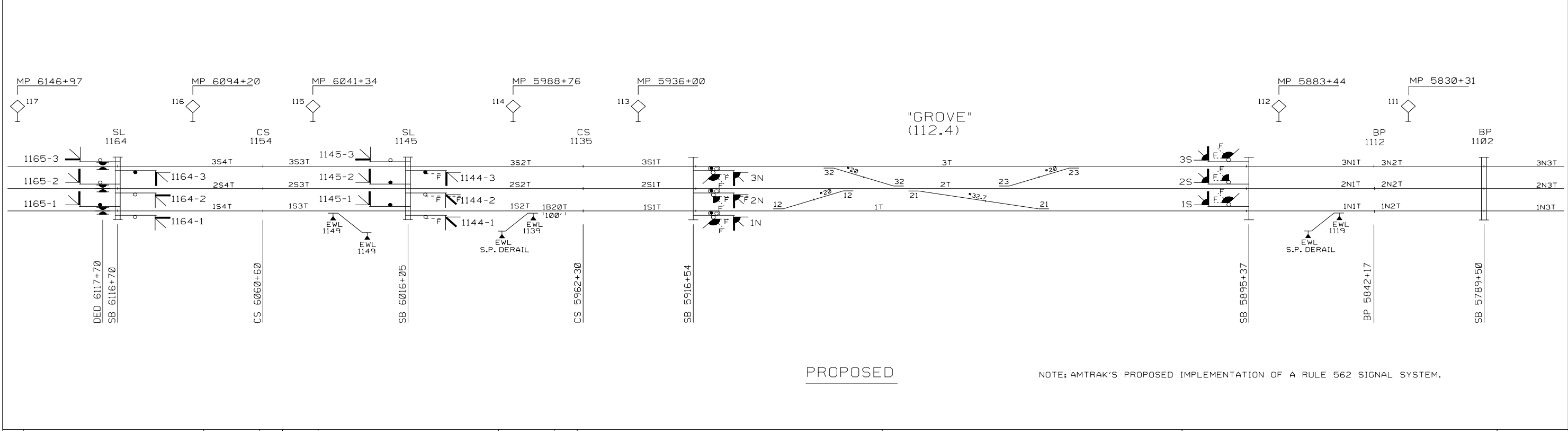
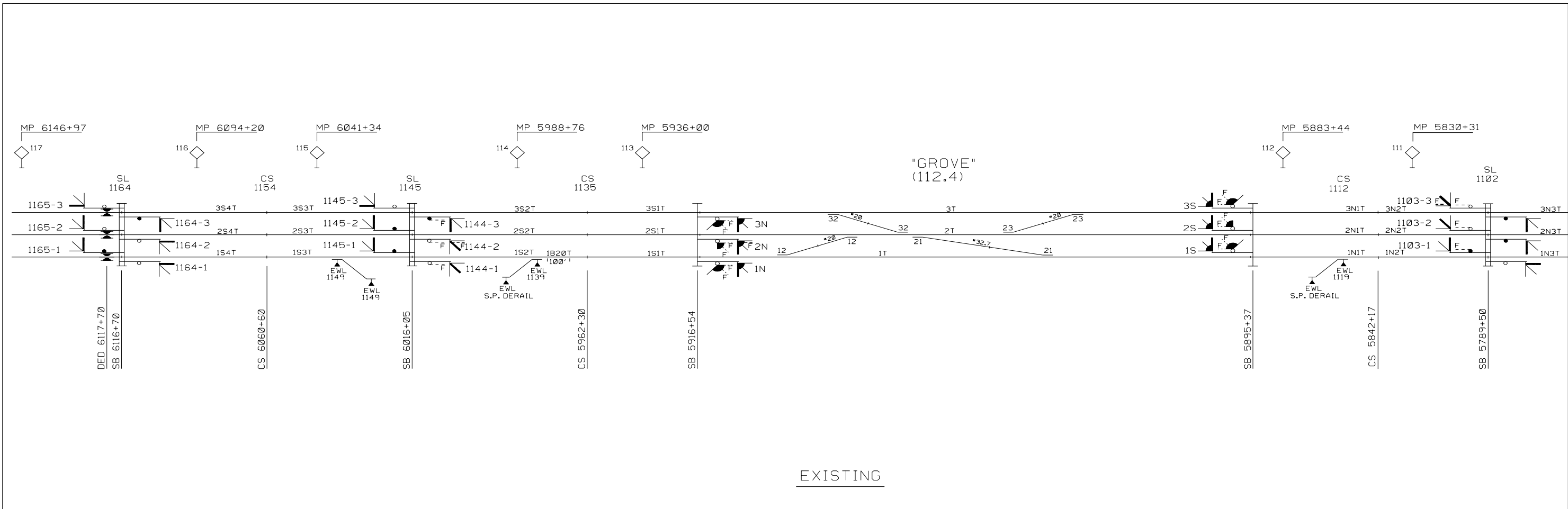
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NOTE: AMTRAK'S PROPOSED IMPLEMENTATION OF A RULE 562 SIGNAL SYSTEM.

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"GROVE" TO "BRIDGE"
EXISTING AND PROPOSED LAYOUTS

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