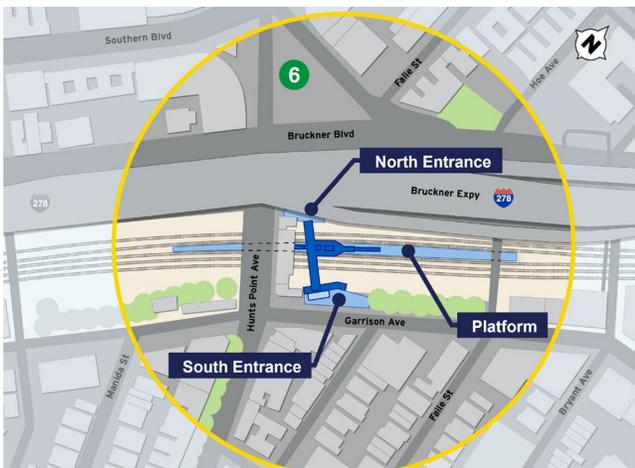


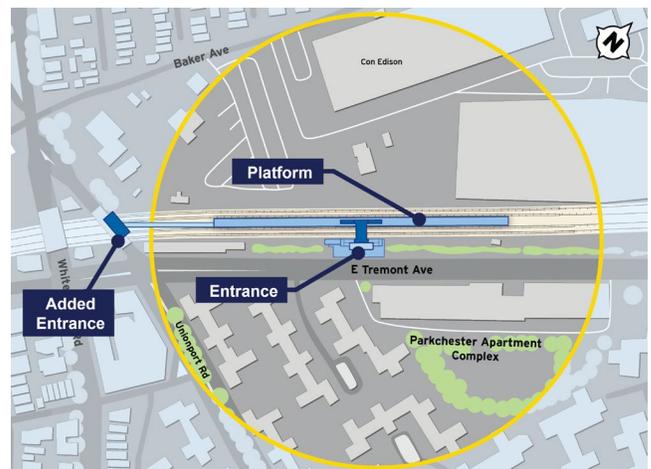
Welcome to the Penn Station Access Project quarterly newsletter. Penn Station Access will bolster equity, regional connectivity, and reliability by providing a new transit option. Read on to learn more about the four future Metro-North stations and recent project milestones.

## About – Four New Stations

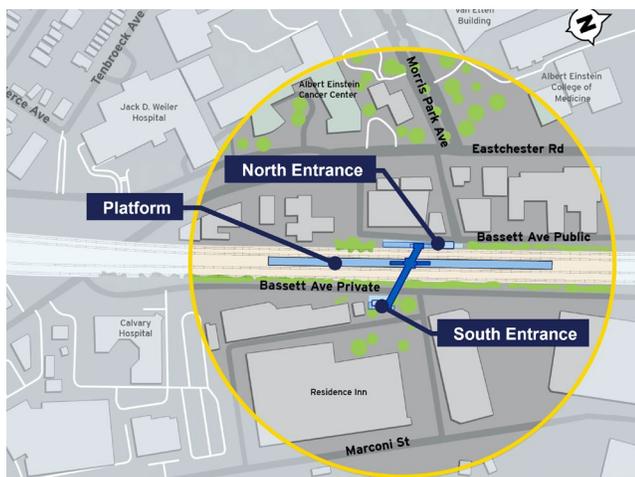
With four new ADA passenger rail stations in the East Bronx, Penn Station Access will increase accessibility to underserved neighborhoods, cutting travel times, and introducing reverse commuting opportunities. The new Metro-North stations will be in Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City.



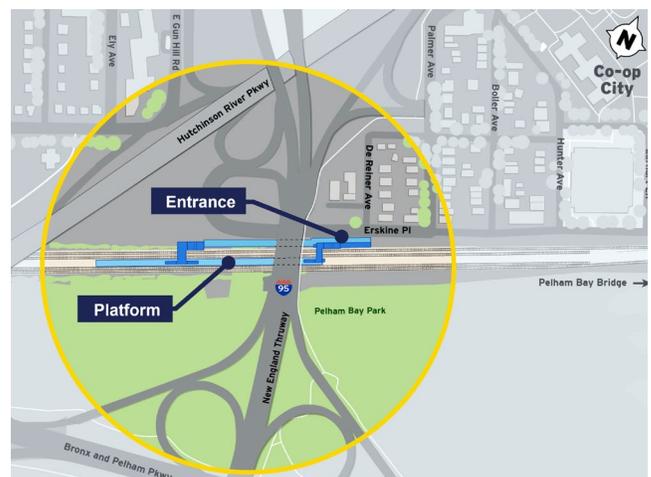
Above: Conceptual map of new Hunts Point station, to be located on Hunts Point Avenue between Garrison Avenue and Bruckner Boulevard, near the Bruckner Expressway overpass.



Above: Conceptual map of new Parkchester/Van Nest station, to be located on East Tremont Avenue near Unionport Road.



Above: Conceptual map of new Morris Park station, to be located at Morris Park Avenue and Bassett Avenue.



Above: Conceptual map of new Co-op City station, to be located at Erskine Place and De Reimer Avenue.

# Milestone Spotlight

## *Leggett Interlocking*

One of the first Project elements to be installed and commissioned will be the new Leggett Interlocking in the Hunts Point area, which is critical for the delivery of the Project. A railroad interlocking includes a system of signals, track switches, and overhead contact wiring that provides safe passage for trains from one track to another (see below for more information).

At Leggett, the new interlocking will allow for extended single-track outages during construction activities, so that work on the Project can move forward without disruptions to Amtrak passenger service. MTA recognized the importance of Leggett Interlocking to the Project timeline and developed the design of special track components to 100% and initiated the procurement and fabrication through an existing Metro-North contract. As a result, the Penn Station Access Project has already met several exciting milestones that will keep construction on-time and on-budget.



*Above: In August 2022, members of the Project Team observed a factory test of the 2 fabricated railroad crossovers/switches at Voestalpine Railway Systems Nortrak facility in Birmingham, Alabama.*



*Above: In September 2022, the Leggett crossover track components were delivered to a Metro North storage yard in the Bronx, ahead of installation in 2023. Commissioning of the full Leggett Interlocking is anticipated in early 2024.*

## Rail Term Roundup

### *What is an interlocking?*

A railway interlocking is an arrangement of track, signals, and electrification systems that allows trains to pass safely between tracks. Interlockings are essential for preventing conflicting movements of trains that may result in collision or derailment. They consist of interconnected crossover track formations, switches, signals, and other infrastructure components. The arrangement of these elements makes it impossible to signal a train to proceed unless the route through the interlocking is safe.

The Penn Station Access Project includes 4 new and 1 reconfigured interlockings, improving the operational flexibility and reliability of the rail network.

# Design & Construction Updates

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The Team is continuing to conduct site surveys to advance design. Design development is progressing across multiple disciplines, including Track, Overhead Contact System, Signal and Communications, and Traction Power.

Work on the Bronxdale Avenue Bridge between Poplar Street and Sackett Avenue, the Bronx, began October 25 and will continue through mid-November. Access to local business is being maintained. Our team went door-to-door notifying the public on the ground and [public notification](#) of lane and sidewalk closures was distributed via email and was posted on the [Project website](#).

## Meet the Deputy Project Executive: Brad Knote

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Brad Knote has over 15 years of construction and project management experience in the transportation industry. In recent years, he served as Project Manager for the Metro-North Enhanced Station Initiative, which included the complete rehabilitation of the White Plains station, installation of drop-off areas with landscaped urban plazas (also known as a “kiss and ride”), and overpass renovations at five smaller stations. Brad’s leadership and familiarity with the Metro-North network has been instrumental to the successful advancement of the Penn Station Access Project.



*Above: Brad Knote at the White Plains train station  
Photo credit: Tania Savayan/The Journal News, 2019*

## Community Corner

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The Project’s robust community engagement program continues. This Fall, representatives from the MTA and Project Team met with the Bronx-Westchester Community Council (September 29th) and the Metro-North Railroad Commuter Council (October 20th), briefing Bronx and Westchester elected officials, community members, and Metro-North riders on key project elements, progress to date, and upcoming work.

For past newsletter issues, please visit our [Project website](#). Interested community members can now [sign up](#) for updates on specific areas along the Project corridor where work will take place.



## Contact Us

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