

# Positive Train Control (PTC)

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**Safety is Amtrak's top priority.** Amtrak is a **leader in the installation of Positive Train Control (PTC)**, a safety technology designed to match train speed to track conditions for improved safety. Positive Train Control provides an added layer of safety. Installation and maintenance of PTC is the **responsibility of the railroad that controls the track.**

## Amtrak Infrastructure

In December 2015, **Amtrak activated PTC** on track between New York and Washington, D.C., **completing installation on most Amtrak-owned infrastructure on the Northeast Corridor spine.** PTC has been installed between Boston and New Haven since 2000. The only exceptions are seven miles, all of which are located in or adjacent to terminal areas where trains move slower and automatic train control systems are in service.

Of note, Amtrak is not responsible for installing PTC on the following segments of the NEC which it doesn't control, between New York and Boston: Harold Interlocking east of New York Penn Station is the responsibility of the LIRR, and Metro-North Railroad is responsible for the 56 mile New Rochelle-New Haven segment owned by the states of New York and Connecticut.

Amtrak **activated** PTC on the 104 mile Harrisburg Line in March.

Amtrak has also **installed and is operating PTC** along the 97 miles of track it owns in Michigan and Indiana, where PTC was introduced in 2002.

Amtrak is working on installation of PTC on other lines, including the 60 mile Springfield line (where a major double-tracking project funded by the state of Connecticut is underway), the 105 mile Hudson line between Poughkeepsie and the Schenectady area (leased by Amtrak), and the 135 mile Dearborn-Kalamazoo segment of the Michigan line owned by Michigan, as well as the Chicago Union Station terminal areas.

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