



**Eleanor D. Acheson**  
Executive Vice President, Chief Legal Officer  
General Counsel & Corporate Secretary

April 9, 2024

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**VIA ELECTRONIC FILING**

Chairman Martin J. Oberman  
c/o Ms. Cynthia T. Brown  
Chief, Section of Administration, Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

ENTERED  
Office of Proceedings  
April 9, 2024  
Part of  
Public Record

**Re: Docket No. AB 1233 (Sub-No. 2X)  
Allegheny Valley Railroad Company – Abandonment Exemption –  
In Allegheny County, Pennsylvania**

Dear Chairman Oberman:

The National Railroad Passenger Corporation (Amtrak) is aware of the Verified Notice of Exemption filed by Allegheny Valley Railroad Company (AVR) under 49 C.F.R. Part 1152, Subpart F. AVR seeks to abandon an approximately 3.6-mile portion of a railroad line known as the “Brilliant Branch” located in and around Pittsburgh, Pennsylvania.

As AVR has noted in its submission to the Board, Amtrak has a key interest in this line segment. Amtrak uses the southern portion of the Brilliant Branch, measuring approximately 1,962 feet, to wye and turn Amtrak Trains 42 and 43, the *Pennsylvanian* service, financed primarily through funds made available by the Pennsylvania Department of Transportation, and which Amtrak operates daily between Pittsburgh and New York City. Amtrak and AVR are therefore negotiating an agreement to permit Amtrak’s continued use of this track segment, which would remain in place after the rest of the Brilliant Branch’s track material is removed.<sup>1</sup>

Amtrak and AVR are currently engaged in productive discussions and anticipate reaching a successful outcome in the very near future. Amtrak requests that the Board condition AVR’s planned abandonment upon the representations in AVR’s submission regarding the execution of an agreement with Amtrak to ensure continued and uninterrupted use by Amtrak of the line segment in question. Amtrak will advise the Board when the relevant agreement or transaction with AVR is consummated.

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<sup>1</sup> See AVR Environmental/Historic Report at 2 (“AVR intends to provide Amtrak an easement to turn its passenger equipment on the southerly 1,962 feet of the Line, and AVR will salvage the remaining rail and ties.”); see also App’x E, PSHPO Correspondence, Ltr. from T. Healey to Penn. State Historic Preservation Office (Feb. 9, 2024) (“After the transaction is completed, AVR has reserved the right to salvage the existing railroad tracks and track-related materials (collectively the ‘Track’) from the deck of the various structures, except for the Track on the southerly-most 1,962 feet of the abandonment, where the Track will remain in place to accommodate noncommon carrier railroad movements, including the operation of Amtrak trains, pursuant to a planned easement.”).



Thank you for your attention to Amtrak's interest in this matter.

Sincerely,

A handwritten signature in black ink that reads "Eleanor Acheson" with a horizontal line extending to the right.

Eleanor D. Acheson  
*Executive Vice President, Chief Legal Officer,  
General Counsel and Corporate Secretary*

cc: Service List



**CERTIFICATE OF SERVICE**

I hereby certify that on this 9th day of April, 2024, I caused a copy of the foregoing to be served upon parties of record in this proceeding.

/s/ Christopher S. Perry

Christopher S. Perry  
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