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Press Release

March 23, 2009

Metro-North

IMMEDIATE

New, One-Month Timetable Takes Effect April 5 Will Allow Track Work on Upper Hudson

MTA Metro-North's new April 5, timetable will make temporary schedule changes on the Upper Hudson Line to allow installation of concrete ties, add service to the New Haven-State Street Station and make minor changes in response to customer requests and to improve on-time performance.

The Upper Hudson work will require single tracking and some bus substitutions. Two more schedule changes will occur before Hudson Line schedules return to their previous pattern when concrete tie installation is complete, in July 2009.

At the request of the Connecticut Department of Transportation, three New Haven Line trains will be extended to serve the New Haven-State Street Station on the Shoreline East Branch. These changes are not related to construction and will continue in the next timetable.

Due to the concrete tie installation in the Garrison and Cold Spring area of the Upper Hudson, customers in all time periods will be affected by schedule changes requiring trains to depart earlier or later and in some cases to travel up to eleven minutes slower.

One train, the 5:01 p.m. express from Poughkeepsie to Grand Central Terminal, will not operate for the duration of the project, through July.

Also due to the concrete tie installation project, the 6:41 a.m. train from Grand Central to Poughkeepsie will temporarily terminate at Peekskill, and customers will be bused to stations between Peekskill and Poughkeepsie.

Upper Hudson weekend service modifications will include trains operating up to 13 minutes later and 5 minutes slower, to accommodate concrete tie installation.

On the Harlem Line, two late morning weekday trains will have their schedules adjusted two minutes later and three minutes slower. This minor change will accommodate longer mid-day track outage windows, improving the productivity of capital and infrastructure maintenance projects.

On the New Haven Line, the 10:57 a.m. train out of New Haven will now originate at 10:52 a.m. from New Haven-State Street station. In the outbound direction, the 8:34 a.m. and the 10:07 a.m. trains from Grand Central to New Haven will be extended to make New Haven-State Street the last stop.

To improve equipment maintenance, the Waterbury shuttle schedule will change in the late PM Peak to allow the locomotive and coaches to be taken to the shop at New Haven earlier so they can be serviced. A diesel train that normally only operates on the main line during the rush hour will be used to provide late evening service on the Waterbury, allowing better rotation of equipment into the shop.

As part of this change, the 8:24 p.m. shuttle train from Bridgeport to Waterbury will depart 13 minutes earlier at 8:11 p.m. and arrive in Waterbury at 9:08 p.m. (11 minutes earlier than currently scheduled).

To provide a longer overnight work window for capital construction projects, including replacement of century-old catenary wires that power New Haven Line trains, diesel trains will be used for three late-night and one early morning weekend train.

By using diesel-powered equipment for these four trains, the power to the overhead catenary wires can be turned off sooner so construction work can begin sooner and end later. Several minutes of running time will be added to the schedules of these trains because diesels take longer to accelerate and decelerate.

Finally, the 6:15 p.m. train from Grand Central Terminal to Stamford will make an additional stop at Harlem-125th Street. This change is in response to customer requests and closes a 54-minute service gap in the p.m. peak from Harlem-125th Street station to the Rye – Old Greenwich zone.

The new timetables will be available the week of March 23 in Grand Central Terminal and at outlying ticket offices or visit Metro-North's schedules page at www.mta.info.

The next schedule change will occur Sunday, May 3, 2009.