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Press Release

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[Metro-North](#)

IMMEDIATE

### MTA Metro-North Railroad Will Resume Train Service from Port Jervis to Harriman

Three weeks after Hurricane Irene caused catastrophic damage that forced a complete shutdown of the Port Jervis Line, MTA Metro-North Railroad will partially resume rail service on the line on Monday September 19. Simultaneously, a massive effort is underway to repair the line as soon as possible.

In the days following the August 28 storm, the railroad implemented a series of bus programs to provide an alternative for the customers who rely on the Port Jervis Line.

To provide a more reliable and predictable service, the railroad will use that portion of the line not severely damaged by the storm from Port Jervis to Harriman, where buses will take customers to the NJTRANSIT station at Ramsey/Route17. There train service, including some newly added semi-express trains will be provided to Secaucus, Penn Station and Hoboken.

"This is the first of many steps Metro-North is taking to restore full train service. We believe it is an improvement over the bus plan in place for the past few weeks," said Metro-North President Howard Permut. "Train service offers the most consistently reliable travel times when compared to bus service, which can be delayed by road conditions and traffic.

"This unprecedented closure of an entire line highlights the critical importance of the regional transportation network provided by the Metropolitan Transportation Authority," Permut said. "For the New Yorkers who count on this line every single day, it's a lifeline. And for everyone in the counties west of the Hudson, it's a vital economic link to the trillion dollar downstate economy. The MTA has been unwavering in its support of Metro-North's expedited efforts to restore full service."

This plan provides the best level of service possible under the present situation and will be in effect for the next few months as the 14 miles between Harriman and Suffern is repaired.

Implementation of bus service has been a major effort from lining up buses from MTA bus and Leprechaun Lines, to checking and timing various routes at different times of day, to developing a reliable schedule, to communicating with customers, working with NJTRANSIT to begin train service between Port Jervis and Harriman and providing additional train equipment to NJT to get additional express trains for New York state customers to and from Ramsey/Route17.

All the while, the constant goal is to provide travel alternatives. Customer Service managers have been trying to organize the PM pickups at Ramsey/Route17 to avoid customer confusion. At the Telephone Information Center, service agents are getting an earful from customers. Other departments have been trying to count customers, striping the lot in Harriman, negotiating with the railroad's parking operator, LAZ, to change the rules to honor West of Hudson permits at Hudson Line stations.

Dramatic photographs make it obvious that there has been significant damage to the railroad's infrastructure. But to determine the extent of damage not visible to the naked eye, a team of engineers has been assessing damage to track, signal system and bridges. The bridges have undergone underwater inspections, which are almost complete.

While the assessment is not expected until the end of the month, it is estimated that the work of rebuilding washouts will require 100,000 tons of stone and tens of millions of dollars.

The first manifestation of the magnitude of the job to be done was the arrival Thursday of 400 tons of stone. About 10 truckloads of the crushed stone that is used as a base layer before huge boulders can be placed were delivered to Arden Station Road near the Post Office on Thursday. From there, rotary dump trucks were filled by a front end loader for the trip to the first of many washed-out sections of track.

At the same time, other Metro-North employees are rebuilding the line so that train service can resume as soon as possible. Capital Construction managers are assessing damage, designing repairs and writing specifications. The Procurement Department is trying to locate vendors with enough rock to fill the washouts. The Track Department is repairing the places where the damage is less severe in order to expedite the work and reduce the work of the contractor eventually hired. Further, MTA Real Estate is negotiating with landowners so that men, machines and material can get access to the railroad right-of-way at multiple locations to speed repair work.

"It is an all-hands-on-deck effort and all Metro-North departments are involved in the tremendous effort to get train service back on the Port Jervis Line, and I'm proud of the work our people are doing," Permut said.

#### Details of the service plan:

Five AM peak trains will operate from Port Jervis to Harriman, where express buses will connect to existing trains and newly added express train service at Ramsey/Route 17.

In the evening, there will be five PM trains operating from Harriman to Port Jervis. All customers will take a bus back from Ramsey/Route 17 to Harriman. There will be two routes, one that goes express to Harriman and one semi-express that makes stops at Slootsburg and Tuxedo and then Harriman.

In the off-peak, there will be three inbound and four outbound trains operating between Port Jervis and Harriman.

All other scheduled trains, including weekend trains, will be covered by bus service between all eight Port Jervis Line stations and Ramsey/Route 17 so that frequency of service is maintained. There will be six bus routes to shorten travel time: 1) Port Jervis/Middletown 2) Otisville 3) Campbell Hall 4) Salisbury Mills 5) Harriman express 6) Harriman/Tuxedo/Slootsburg.

[Weekday Inbound \(To Hoboken/Penn Station-NY\) Train/Bus Schedule Effective Sept. 19.](#) (PDF file, 45K)

[Weekday Outbound \(To Port Jervis\) Train/Bus Schedule Effective Sept. 19.](#) (PDF file, 46K)

[Weekend Inbound \(To Hoboken/Penn Station-NY\) Bus Schedule Effective Sept. 24.](#) (PDF file, 36K)

[Weekend Outbound \(To Port Jervis\) Bus Schedule Effective Sept. 24.](#) (PDF file, 36K)

For customers who prefer to drive to Harriman, Metro-North has added 97 parking spaces there by making use of a holding area and restriping the parking area.

In addition, customers can continue to use their Port Jervis Line commutation ticket on the Newburgh-Beacon Ferry.

Metro-North also is moving ahead with plans to add about 100 parking spaces at the Beacon Station to accommodate West of Hudson customers want to travel to midtown Manhattan. Until recently there had been available parking spaces at Beacon, but they have gradually filled up with West of Hudson customers.

Customers from Salisbury Mills Station west to Port Jervis station with a valid LAZ parking permit can also park at Harriman and Cortlandt station on the Hudson Line. Parking at these stations will be provided for West of Hudson customers, although a permit does not guarantee a space.

Port Jervis Line commutation tickets are being honored for travel on the Hudson Line.

A special schedule will be published on the website and posted at all stations. A printed schedule also will be made available. For complete service details visit [www.mta.info/mnr](http://www.mta.info/mnr)