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Press Release

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IMMEDIATE

Metro-North's Port Jervis Signalization Project Begins

Major Upgrade Will Improve Safety and Capacity of the Rail Line

A new, highly reliable signal system is being installed on MTA Metro-North Railroad's Port Jervis Line that will increase safety and more efficiently control train speed, the railroad announced today.

Installation of a new cab signal system, at an estimated cost of \$67 million, is part of the railroad's ongoing effort to bring its entire infrastructure into a state of good repair. The project will replace the existing wayside system, and renew 10 interlockings and four highway grade crossings from Suffern, NY to Port Jervis, NY, which is about 66 miles.

"This upgrade to cab signals will bring the line up to the modern standards in place across the railroad and will improve the ride for all Port Jervis customers," said Metro-North President Howard Permut.

The Port Jervis Line's existing 40-year-old signal system allows for the safe movement of all trains, including controlling maximum allowable speeds and routes. However, cab signals are more advanced, which also means they are more reliable and safer. They also increase the capacity of the line by reducing headway distances.

A cab signal is sent through the rails and received by the train where it is continuously displayed on the engineer's console. The cab signal system, which will activate the related Automatic Train Control system already on board the trains, will provide control of the trains' speed. The engineer only has to glance at the console to get constant information about the maximum allowable speed in any given section of track. This feature enables a train to stop short of train ahead by keeping trains a safe distance apart.

With the Port Jervis line's current wayside signal system, the engineer has to pass a signal indicator, which looks much like a traffic signal sticking up a few feet out of the ground, in order to know conditions ahead. The signal lights have several patterns that have different meanings - stop, proceed, etc.

Even in cab signal territory, there are still wayside signals at each interlocking. They are used to give an engineer the authority to proceed through the interlocking, which is a place where trains cross from one track to another.

The design of the new cab signal system was done by Systra/AECOM Joint Venture over the last couple of years as part of Metro-North's federally-mandated Positive Train Control (PTC) design contract. The new cab signal system being installed is not PTC, but is PTC-ready. Within in the \$67 million budgeted for Port Jervis signalization project is \$12 million for the application of PTC, which will be a separate contract.

Metro-North is working in good faith to comply with the 2008 Rail Safety Improvement Act, which mandates that 30 railroads nationwide install PTC by December 2015. Metro-North is designing a PTC system to be overlaid upon the existing cab signal system rather than replacing it completely. Metro-North's cost of PTC systemwide is estimated at \$350 million, all of which is being funded locally.

A \$22.36 million construction contract for the civil work on the Port Jervis Line (including digging foundations for the installation of the signal houses and cases, and installation of cable, etc.) was awarded in July 2012 to Ducci Electrical Contractors Inc., of Torrington, CT.

A \$13.9 million contract to supply cases and signal houses for the Port Jervis Line was approved today by the Metro-North committee of the Metropolitan Transportation Authority. Alstom Signaling Inc. will do the work. (The same contract includes an additional \$2.3 million for signal work on the Waterbury Branch in Connecticut and \$1.8 million for a new interlocking on the Harlem Line between Fordham and Botanical Garden stations.)

The entire \$67 million Port Jervis signalization project, including PTC, is scheduled for completion in December 2015.