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Press Release

March 14, 2012

[Metro-North](#)

IMMEDIATE

### Catenary Wire Replacement Work Resumes on a Second Track

#### *Operating Constraints Could Affect Train Service on Outer New Haven Line*

The replacement of century-old catenary wire that powers New Haven Line trains will resume on Monday March 19th, on two tracks between Southport and Bridgeport, and will continue through the end of November.

During this work, only two of four tracks will be in service in this seven-mile area, impacting the operating flexibility of the rail service and Metro-North's ability to respond to potential service disruptions during emergencies.

"Metro-North will work diligently to ensure that we provide our customers with the best commute possible during this period," said Metro-North President Howard Permut. "However, some of you may experience occasional train delays and service disruptions."

Over the winter, only one track (eastbound track) was out of service for the ongoing catenary and bridge replacement project.

To accomplish this next phase of work—which includes catenary wire replacement, bridge construction and installation of interlocking wire, Metro-North will take out the adjacent westbound track in order for the Connecticut Department of Transportation's contractor to continue work.

Each bridge, or span, carries two tracks and the contractor needs an adjacent track for work equipment.

For most of 2011, Tracks 2 & 4 were out of service for this project. The wire replacement above Track 4 was completed and the track was returned to service in December 2011 so that the railroad could be as prepared as possible in the event of any winter weather-related emergencies.

During the phase of work that begins March 19, Track 1 and Track 2, the two inside tracks, will be out of service. Much will be accomplished, including:

--Four open-deck bridges in Bridgeport and Fairfield (at North Benson Rd., Fairfield Ave., South Ave. and Main St.) are being replaced with closed deck, ballast-style ones to provide a smoother ride. The support girders of these bridges rest on two tracks, making it necessary to take them out simultaneously. This work is scheduled to take place from April to November.

--New interlocking wire (basically the wire for track switches) will be replaced at Bridgeport Station where Tracks 1 & 2 intersect. This work is slated from July to September.

--About seven miles of new catenary wire will be installed over Track 2 between Bridgeport and Southport. This work will occur from September to November.

Underway since 1991, this project will replace the original catenary wire, which was first erected in 1907.

Currently about 70% of the catenary replacement work has been finished.

Wires over the Connecticut portion of the New Haven Line have been replaced from Port Chester to just east of South Norwalk; and from Milford to New Haven, including an interface with the Amtrak Shoreline East catenary system east of New Haven Terminal.

From 1991 to 1995, on the New York State portion of the New Haven Line, third rail replaced existing catenary wire from Woodlawn to just north of Mt. Vernon East, and new catenary wire was installed from Pelham to Port Chester.

The upgrade of the power system for the entire New Haven Line is set to be complete in 2017.