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Press Release

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[NYC Transit](#)

IMMEDIATE

### FASTRACK Returns to the BDFM Sixth Avenue Line

#### *B and M Service ends Early in Manhattan each Night*

On Monday, March 7, MTA New York City Transit's *FASTRACK* program returns to **B D F M** stations in Manhattan for two weeks. For four consecutive weeknights from Monday, March 7, to early Friday morning, March 11, and for four weeknights from Monday, March 14 to Friday, March 18 **B D F M** trains will not stop at the following 6 Av stations: 14 St, 23 St, 34 St-Herald Sq, 42 St-Bryant Pk, 47-50 Sts, and 57 St. **D** and **F** trains are rerouted on the 8 Av **A C E** line. **B** and **M** service ends early in Manhattan each night.

Trains will operate as follows:

**D** trains are rerouted and operate in two sections:

- Between 205 St and the 2 Av **F** station, via the **A** line between 145 St and W 4 St, and via the **F** line to/from 2 Av, the last stop.
- Between Stillwell Av and the W 4 St station.

**F** trains run via the **E** line between W 4 St and Roosevelt Av in both directions.

Special **S** shuttle trains run to/from Lexington Av/63 St and 21 St-Queensbridge, stopping at Roosevelt Island.

**B** and **M** service ends early each night (times are approximate):

- Manhattan-bound service in Brooklyn and Queens ends at 9:30 p.m.
- Service in Manhattan is available until 10:00 p.m.

Travel alternatives:

- Use 8 Av **A C E** stations to connect with **D** and **F** trains.
- For **D** service between Manhattan and Brooklyn, transfer between **D** trains at B'way-Lafayette St to continue your trip.
- Take the special **S** shuttle for service to/from Lexington Av/63 St, Roosevelt Island, and 21 St-Queensbridge.
- Transfer between special shuttle train at Lexington Av/63 St and **4 5 6 N R** trains at Lexington Av/59 St via out of system transfer.

*FASTRACK* has been designed around the careful determination that there is adequate alternate means of transportation, including enhanced services along some bus lines during work periods. Alternative transportation options will be detailed in announcements and posters on trains, in stations and on selected buses; brochures will be available in both English and Spanish. Information on this *FASTRACK* is available on the web at [http://web.mta.info/nyct/service/fastrack\\_BDFM.htm](http://web.mta.info/nyct/service/fastrack_BDFM.htm)

Wynton Habersham, Senior Vice President for the Department of Subways said "*FASTRACK* has proven to have a significant impact on decreasing delays – both in terms of consolidating maintenance forces in a concentrated area and in terms of proactive maintenance that improves service delivery."

During our previous *FASTRACK* in March 2014 along the **B D F M** 6 Av line in Manhattan, New York City Transit repair and maintenance crews completed many tasks which ranged from changing light bulbs to replacing rails along this 2.5-mile segment between 14 St and 57 St. Track workers cleaned 26,540 feet of track under and around the third rail, scraped 40,741 feet of track, inspected 14,300 feet of track and installed eight track rails, 812 plates, and 36 tie blocks. Infrastructure crews repaired/replaced 205 feet of handrail, repaired 44 leaks, cleaned 2,250 feet of drain line, performed pump plant maintenance at two locations, replaced 15 square feet of grating, repaired or serviced six doors, and replaced 224 light bulbs. At stations, employees scraped 13,410 square feet of station wall, painted 12,760 square feet of wall surfaces, and painted 6,445 feet of rubbing board at the platform's edge. Station lighting improvements consisted of replacing seven fluorescent light-fixture ballasts and 1,560 light bulbs and 17 platform signs. Signals workers serviced and tested 43 signals, tested 36 switches and conducted inspections at two interlocking locations. In the area of electronic maintenance, work crews performed maintenance on 12 closed-circuit television cameras and monitors repaired and/or serviced 252 public address (PA) speakers, 17 PA/customer information systems.

*FASTRACK* was introduced in January 2012, devoting four straight weeknights to perform maintenance work in tunnels, stations and on tracks, completely suspending service within a given line segment for a seven-hour period between 10 p.m. and 5 a.m.. This gives free access to the system, allowing an army of maintenance workers to perform dozens of tasks repairing and replacing components that are vital to providing safe and reliable train

service without the concern of having to "clear up" to allow trains to pass. FASTER efforts have been highly successful in providing a safer work environment for employees and improved station conditions for customers.

Our next FASTER overnight closure will be on the  Line in Upper Manhattan for two consecutive weeks from March 28 to April 1, and April 4 to April 8.