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Press Release

March 24, 2016

[NYC Transit](#)

IMMEDIATE

FASTRACK Returns to the 1 Line in Upper Manhattan

No 1 Service between 96 St and Dyckman St.

On Monday, March 28, MTA New York City Transit's *FASTRACK* program returns to the **1** line in Upper Manhattan for two weeks. For four consecutive weeknights from Monday, March 28, to early Friday morning, April 1, and for four weeknights from Monday, April 4 to Friday, April 8, **1** service will be suspended between 96 St and Dyckman St from 10 p.m. to 5 a.m. **1** train service will operate in two sections:

- Between Van Cortlandt Park-242 St and Dyckman St. Dyckman St-bound **1** trains will skip 207 St.
- Between South Ferry and 96 St and via the **3** between 96 St and 148 St. **1** trains will skip 145 St in both directions.

Travel alternatives: Take **A** **C** trains and free shuttle buses

- Transfer between the **1** to/from the Bronx and the **A** at Dyckman St via free shuttle buses.
- Transfer between the **1** to/from South Ferry and the **A** at 59 St-Columbus Circle.
- For **1** stations in Washington Heights, Harlem, and the Upper West Side, use nearby **A** stations along Ft Washington Av, St Nicholas Av, and Central Park West instead, and/or take free shuttle buses available at **1** stations.
- Transfer between free shuttle buses and trains at Dyckman St **1** and **A**, 168 St **A**, and 96 St **1**.

Free shuttle buses operate on three routes:

- Along Broadway between the 96 St **1** and 168 St **A** stations, making stops at 103 St, Cathedral Pkwy (110 St), 116 St, 125 St, 137 St, 145 St, and 157 St.
- Along St Nicholas Av between the 168 St **A** and the 191 St **1** stations stopping at 181 St.
- Dyckman St loop between **A** and **1** stations.

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_1.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 this 5.2-mile segment between 96 St and Dyckman St on the Broadway Line in Upper Manhattan, New York City Transit repair and maintenance crews completed many tasks including track, infrastructure and station repairs. Track workers removed 96,900 pounds of scrap debris, scraped 18,945 feet of track, installed nine track rails, 817 plates, 118 friction pads, and 68 tie blocks. They also inspected 7,700 feet of third rail and cleaned 8,500 feet of track under and around the third rail. Infrastructure crews repaired/replaced 100 feet of "No Clearance" signs, repaired 45 leaks, cleaned 1,350 feet of drain line, replaced 60 square feet of sidewalk grating, and replaced 881 light bulbs. At subway stations, workers scraped 19,725 square feet of station wall, painted 20,150 square feet, repaired 245 feet of rubbing board at the platform's edge, and replaced 10 platform signs. Station lighting improvements consisted of replacing five fluorescent light-fixture ballasts and 325 light bulbs. Signal crews serviced 12 switches, six signals, while other maintenance crews completed several work orders for preventive maintenance of elevators and escalators.

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. *FASTRACK* efforts have been highly successful in providing a safer work environment for employees and improved station conditions for customers.

Our next *FASTRACK* overnight closure will be on the **2** **3** Line between Upper Manhattan and the Bronx for two consecutive weeks from April 11 to April 15, and April 25 to April 29.

