

# MILEPOSTS

A Newsletter for MTA Metro-North Railroad Customers

June 2017

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## Schedule Change Accommodates Mid-Harlem Line Track Improvements Through October 7

As part of our ongoing proactive work to renew the railroad's infrastructure ([see Track Record in the May Mileposts](#)) we will be making extensive track improvements on the Harlem Line between Mount Vernon West and Crestwood through October 7.



This ongoing proactive work to renew the railroad's infrastructure will ensure the continuing safety and reliability of the Harlem Line. It will cover track and drainage improvements, including tie and rail replacement, new stone ballast, and general cleanup of the area along our tracks.

### To minimize the disruption,

the project will remove one track at a time from service for an uninterrupted period in this three-track area, allowing several maintenance groups to work concurrently.

### To lessen the potential for rush-hour train congestion

and delays on this four-mile segment, some minor temporary schedule changes are required.

The schedules of a small number of AM peak, PM peak, and Off-Peak trains have been adjusted, mostly between one and six minutes. No trains have been canceled or combined as part of this schedule change.

The aggressive track improvements will take place during the day and late night in order to limit the impact on our customers and the communities we serve, and complete the work in time for the October schedule change.

### Changes to look for include:

#### On the Harlem Line

- Seventeen AM Peak trains operate between **four minutes earlier** and **six minutes later** due to the reduced track capacity in the area between Mount Vernon West and Crestwood.
- Five AM Reverse Peak trains operate between **six minutes earlier** and **three minutes later** to accommodate track work in the area.
- Eleven PM Peak trains operate between **two** and **six minutes later**.
- Six PM Reverse Peak trains operate between **four** and **eight minutes later**.
- No changes to weekend and holiday service are required.

#### On the Hudson Line

- To accommodate adjusted Harlem Line trains on the shared approach to Grand Central Terminal, two PM Peak trains will operate **four minutes later**.

- On weekends, northbound Upper Hudson trains operate up to **10 minutes later** at Beacon, New Hamburg and Poughkeepsie because of a switch replacement project near Beacon.

#### On the New Haven Line

- There are no changes to the New Haven Line.

**New June 4 schedule information is available online** and timetables are available in Grand Central Terminal, and at outlying stations. Or use the Metro-North TrainTime® App on your **Android** or **iPhone**.

**We appreciate your patience as we continue these infrastructure improvements.**

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## Down to the Wire!

Work on replacing the New Haven Line's catenary system, a project funded and managed by the Connecticut Department of Transportation, is in the last stretch, with final completion expected in mid-2018.

#### For all you New Haven Line customers out there, this is cause to celebrate.

But those of you who ride those "other lines" may ask, "What is catenary anyway, and why do we need it?"

#### The State of Connecticut does not allow third rail operations,

so our New Haven Line trains are powered by overhead wire called catenary, like the kind once seen on trolley cars. (The switchover from third rail to catenary happens in the vicinity of Pelham. Also, trains on the Danbury and Waterbury branch lines use diesel locomotives.)

#### When we started this final phase of the project in 2014,



we broke down the 10.1 mile distance into two segments, from East Norwalk to Green's Farms, and from Bridgeport to Milford, in addition to working on our Bridgeport Yard.

In May, all of the overhead wire and the systems that support them above tracks 3 and 1 along both segments, were completed.

#### This month marks the beginning of the last phase of this project

in which we replace all the old wires with the new system above tracks 2 and 4. That final portion of work will start first with the Bridgeport to Milford segment, and both segments should be completed by mid-2018.

#### While we are working, only one track will be taken out of service continuously during daytime, non-rush hours and at night, without impacting train service and virtually invisible to you, our customers.

The catenary that we are replacing was originally installed in 1907 — 110 years ago! When this Connecticut-side catenary work is completed, we will have replaced the original "fixed termination" catenary (which can sag or contract due to temperature changes) with a state-of-the-art constant tension system that better accommodates temperature extremes. (The New York State portion of the line was completed in 1995.)



In addition to making our operation safer and more reliable, the new catenary will reduce wear and tear on the pantograph itself because of flexible registration arms that come out and float the catenary back and forth within a six-inch tolerance above the track — so it doesn't get worn down in one spot.

In 2014, we completed catenary work in the seven-mile stretch between Southport and Bridgeport,



allowing us to route peak-period trains on all four tracks in this area for the first time in four years.

We also replaced open deck railway bridges in Bridgeport and Fairfield, and complicated wire work at the Southport and Bridgeport interlockings — sections of track, signals and switches allowing trains to cross from one track to another.

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## New Awareness Campaign Encourages Customers to Offer Pregnant, Disabled and Senior Riders a Seat

The Metropolitan Transportation Authority (MTA) has launched a [new awareness campaign](#)

to encourage customers to move their feet and offer a seat to pregnant riders, seniors and those with a disability.

The pilot program, which runs through Labor Day, will examine ways to encourage courtesy by helping riders to easily identify fellow customers with specialized needs who need a seat.

MTA already provides disabled customers "priority seating" on buses and trains;

while riders are required to relinquish seats in those areas under federal regulations and MTA rules of conduct, the new courtesy buttons can help riders better identify which customers need seats. The campaign also encourages customers, as a matter of courtesy, to give up any seat – not just those in reserved "priority" areas – to customers wearing an MTA-issued button.



Customers who are pregnant can choose from a "Baby on Board" button or a "Please Offer Me a Seat" courtesy button,



which can also be worn by customers who have disabilities and seniors who choose to wear them.



Anyone with a disability (whether temporary or permanent) affecting their need for seating may request one button...

...by [filling out a form](#). Buttons will be mailed in approximately three weeks. There is no fee or documentation required. [Third parties may also participate](#) in the distribution of the buttons.

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## Safety Rule of the Issue

A picture is worth a thousand words!





Walk this way: Step OVER the\_GAP\_getting on and off your train!

We bring you these reminders because your safety is always our first priority!

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## Hot Fun in the Summertime!

As Sly Stone said, summer is when we have "most of our fun!" (*Listen to probably the **greatest summer song** ever.*)

The weather is warm, the sun is shining, and there are dozens of great money-saving Metro-North "Getaways" packages to take advantage of!

See our featured destinations below for details on money saving Staycations!

Click on any of our featured destinations listed below to learn details of how easy it is to take a Staycation while saving money!



Getaways to the Hudson Valley, Connecticut & Beyond



New York City Getaways



Getaway On Your Own



Overnight Getaways

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## Courtesy Corner

Who isn't tired after a long day at work! (*We are getting drowsy just writing this!*)



Some of us are "dog tired"... others are "flat worn out tired"... and there are those who seem to have come down with a sudden case of narcolepsy.

But the one type of tired that you should never be is "so tired that you are going to lay out across our train seats to sleep."

For starters, it can't be comfortable. And, more importantly, it prevents your fellow commuters, who are probably pretty tired too after a long hard day at work, from sitting down.

So even if you are "bushed," "beat," or even "dragging," we ask that you rest sitting up in your seat.

Since we are on the subject, also be sure to keep your feet off the seats... and your belongings too. Packages and bags should be placed in the overhead racks or under your seat.

*It's the courteous thing to do!*

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