

# MILEPOSTS

A Newsletter for MTA Metro-North Railroad Customers May 2014

- **New Timetables May 11** ▪ **Track Improvements** ▪
- Catenary Project** ▪ **Safety Rule** ▪ **Courtesy Corner** ▪
- Getaways** ▪

## New Timetables Effective May 11



Our new schedules, which go into effect Sunday, May 11, provide you with:

- A service that we can operate safely and reliably and is designed to provide substantially improved performance;
- A schedule that provides the same number of trains as the current schedule;
- Improved travel times—96% of inbound AM-peak customers will experience a shorter commute.

This schedule change is a key element of our [100-Day Action Plan](#), and an important step in re-establishing a safe and reliable service.

By reliable, we mean that if the new schedule says your train is supposed to arrive at your station at 8:30 AM, it should arrive at 8:30 AM. And we will accomplish this while still adhering to mandatory speed restrictions and slower operating speeds imposed on all three of our lines by the Federal Railroad Administration's Emergency Order 29, as well as accommodating track inspection and maintenance work and construction projects.

The new schedule also closes significant service gaps at key stations, and restores trains to their traditional (pre-July 2013) arrival times in Grand Central.

[See more details and key changes by line.](#)

[Back to Top](#)

## Improvements: From the Tracks Below...



Our aggressive program of track improvements to ensure the safety and reliability of the railroad continues along our right-of-way. Again, this work has been planned to "fit" into our new May 11th schedule, minimizing any impact on your commute. The schedule allows for ongoing, infrastructure repair and maintenance in the midday off-peak and at nights and on weekends.

[Here's a quick rundown of the what we will be doing where through the spring/summer.](#)

[Back to Top](#)

## ...To the Wire Above!



With the completion of the New Haven Line catenary work in the seven-mile stretch between Southport and Bridgeport, we'll be able to route peak period trains on all four tracks in this area for the first time in four years. This progress will give us greater operating flexibility and the ability to "run around" potential service disruptions during emergencies.

This work had required two of the four tracks to be out of service continuously, and had required trains to slow down while passing the work zone and when changing tracks at either end of the construction area. The impact of having all tracks

available for service in this key area will be increased flexibility in scheduling trains during peak periods, the elimination of temporary speed restrictions and less impact to trains when there are operational problems in this section of the railroad.

This project is being funded and managed by the Connecticut Department of Transportation. One track was returned to service in time for the May 11th schedule change and the other is expected to return later this month.

[See more details.](#)

[Back to Top](#)

## Safety Rule of the Issue

You are lost in the pages of that fifth "Game of Thrones" novel (*Who wants to wait for the next episode of the show to find out what happens?*) when you look up and notice your train is pulling away from your destination.

Do not jump up and pull the emergency brake to get the train to stop! (*Who do you think you are? Joffrey Lannister?*)

You should only use the emergency brake when a moving train presents an imminent danger to someone's "life and limb."

Otherwise, do not activate that emergency brake (especially in places like the Park Avenue Tunnel). Once the emergency brake cord is pulled, the brakes have to be reset before the train can move again, making it harder for help to arrive and reducing the options for dealing with the emergency.

Just take your train to the next stop, and catch the next train back to your station—it's the safer option.

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

[Back to Top](#)

## Courtesy Corner



We often get suggestions sent to us for inclusion in the Courtesy Corner (*Many we can't print here, or even enforce. Sorry, "Piqued in Poughkeepsie," but tarring and feathering went out of fashion in the late 1800s...*) However, here's one we can run:

"In the evening, before my train pulls into my station, several people get up to wait by the door. Then I get up and the door opens. The people just stand there, because they actually won't be getting out until the NEXT station. But in the meantime, they're standing in everyone's way, on either side of the way out. It's SO annoying!"

It sounds annoying. So we ask that you please wait until your own stop is approaching before you get up and stand in front of the train door. It's the courteous thing to do!

[Back to Top](#)

## Forget Thy Cares And Get Merry!

Escape to the past at [The Robin Hood Springtime Festival](#), May 24 — June 8 at the Guilford Fairgrounds, 111 Lovers Lane, Guilford, CT.

Experience the thrill of an 11th century springtime faire (*without the bubonic plague*). Be entertained by the *Drenched Wenches*, see *The Compleet Wurks of Wllm Shkspr Abridg'd*, meet *Pester the Jester* and *Gail Mirabella & The Dynamo Dogs*, rock out to the *Nottingham Singers*... Green tights are optional (*but strongly recommended*).

Purchase your discount package, which saves you on rail fare and admission, from any Metro-North ticket office or full-service ticket vending machine (excluding New Haven Station) or through [WebTicket](#).



Package prices include discount rail and discount admission. To get to the festival take the New Haven Line to New Haven Station then transfer to Shore Line East train to Guilford Station.

**[See more on this and all our Getaways packages.](#)**

[Back to Top](#)

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