



MILEPOSTSWEST

A Newsletter for MTA Metro-North Railroad Customers Summer/Fall 2017

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Getting More “Controlling” on the Port Jervis Line

September... the Dog Days of Summer are behind us.

And that means our Maintenance-of-Way forces are continuing to outfit a stretch of our Port Jervis Line with a vital safety component — cab signaling.

Cab signaling — which is essential to providing Automatic Train Control (ATC) — allows signal information to be displayed in our engineers' "cabs." (This system will replace the existing older wayside signal system.)

That includes information about when it's safe to proceed, what speed to travel at, and when to stop.

If the engineer doesn't respond to the signals displayed in their cab, the ATC system will slow or stop the train automatically.

How, you might ask, is this possible?

Through a series of Central Instrument Locations (CILs) situated along our tracks. The CILs continuously transmit codes through our rails to our trains as they travel along our tracks. If there is a train ahead, or a break in the rail, the code changes, and so does the signal in the engineer's cab.

With much of the groundwork for cab signaling previously completed, including cable installation and placement of signal houses and cases, the crew will soon tackle more prep work, testing and cut-overs. (*"Cutting-over" simply means putting the cab signaling system into service.*)

With approximately 3 miles from Suffern to Sloatsburg previously completed, our crews are now focusing on finishing the nearly 11 miles that separate Sloatsburg from Harriman.

That cut-over will bring us that much closer to finishing the 60-mile entirety of the Port Jervis Line. Work is slated to be completed by 2020.

As we mentioned, this initiative will enhance safety on the line,

but it will also provide for more reliable service and additional operating capacity.

And what about track outages? Don't worry! Work will be scheduled as to not impact your regular commute.

Looking ahead — once cab signaling is installed and fully functional — Positive Train Control (PTC) will follow suit. ATC and PTC are meant to work together in harmony. PTC will overlap ATC, enhancing safe train movements along our right-of-way.

We'll continue to give you more updates on this project in future issues of *Mileposts West*.



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Speaking of Working Along Our Right-of-Way...

Weekday off-peak substitute busing will be in effect between Port Jervis and Harriman through the late fall.

This work is to accommodate rock slope remediation in the area, the aforementioned cab signaling work and other infrastructure improvements.

Inbound (to Hoboken),

all trains starting with the **9:26 AM** from Port Jervis and ending with the **3:19 PM** from Middletown will be bused to Harriman.

Outbound (to Port Jervis),

all trains starting with the **9:35 AM** from Harriman and ending with the **3:48 PM** from Harriman will be bused to Port Jervis.

Buses will follow train schedules.

Thank you for your patience as we continue to make improvements along our right-of-way!

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Now You Can Hop on More Buses, Gus!

Thanks to a strengthened partnership between Metro-North Railroad and Rockland County, The TAPPAN ZEE Express (TZx) bus service recently launched its first-ever **Sunday service schedule**, along with an expanded Saturday schedule.

TAPPANZEE *xpress*

The "beefed up" service includes eight new and two extended trips on Saturday, and an all-new 32-trip Sunday TZx service.

The changes make it easier for those of you living in Rockland County to access our service.

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Published by
Corporate & Public Affairs,
MTA Metro-North Railroad
420 Lexington Avenue,
New York, NY 10170

www.mta.info