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New Timetables Effective October 8

Our new timetables, effective Sunday, October 8, feature adjustments that restore service while allowing critical infrastructure work that improves the safety and reliability of your commute to continue. [\(See the next story...\)](#)

Changes to look for include:

On the Hudson Line

Weekdays,

four AM peak trains departing Croton-Harmon (5:20 AM, 5:45 AM, 6:42 AM and 8:17 AM) will operate 1 minute earlier, through Hastings-on-Hudson.

In the PM peak, the 6:59 PM and 7:21 PM trains from Grand Central revert to their normal schedules, with the 6:59 PM departing the Terminal 4 minutes earlier and the 7:21 PM stopping at Croton-Harmon through Poughkeepsie 4 minutes earlier.

On weekends,

Poughkeepsie-bound trains return to their pre-April 2 schedules with the completion of track work occurring from Cold Spring to just north of Beacon, which translates to a savings of 8–12 minutes on your trip.

On the Harlem Line

AM and PM peak service returns to pre-June 4 schedules thanks to the completion of a comprehensive track improvement program between Mount Vernon West and Crestwood.

On the New Haven Line

Schedule changes are designed to reduce delays at intermediate stations, and reflect operating speeds where construction projects are in progress. Slower speeds are required when changing tracks and for worker safety. Sixteen New Haven-bound trains operating between 7:30 AM and 3:05 PM have their schedules adjusted by 1–3 minutes.

Please be sure to pick up a new **timetable** for possible changes to your commute.

New timetables

will be available in Grand Central, at outlying stations, **online** and via our **Metro-North Train Time app** for **iPhone** or **Android**.

As always, we thank you for your patience as we continue to make critical improvements to our infrastructure.



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Making Tracks... The Sequel

Just like countless Hollywood "blockbuster" sequels, our aggressive infrastructure improvement program returned this summer

The only difference is that our "sequel" stars extensive track work that improves the safety and reliability of your service. *(The "blockbusters" just featured the same old CGI aliens no one wanted to see... yawn!)*



We started with railroad ties...

At the beginning of 2017 we had planned to replace 42,000 ties. As of this writing, we've completed 85% of our plan on the New Haven line (and replaced 6,155 or 15% of our total planned tie replacements)

And we've "Rail Vac-ed" (that's vacuuming up tons of track debris) more than 2,019 wood ties, with the majority of them located in the

Harlem/Park Ave. Viaduct area of our territory



And added rail... and new surfacing...



We have completed 73% of our planned 9.9 miles of track replacement. Most of this occurred, again, on New Haven (five miles done out of seven planned).

And when it comes to surfacing (a process that ensures the vertical evenness and smoothness of our track), we have completed 53% or 49.5 miles out of a total year's 94 planned miles of track. The biggest gains were on the Harlem and New

Haven lines

And renewed switches swiftly...

Out of the 34 switches we have planned to complete, 53% have been renewed—with planned work in Grand Central Terminal and on the Harlem Line 100% complete, the Hudson Line 50% done, and the New Haven Line 30% complete

...While our ambitious Grade Crossing Program continued to make strides...



Of the 17 planned grade crossing renewals planned this year, we have achieved 35% of our goal,

or 6 out of 17, with more scheduled in the coming months. On the Danbury and Waterbury Branches, 50% and 40% respectively of the crossings set for renewal have been completed

...We were busy welding and grinding too!

So far, we've completed 26% of the 1,600 rail joints that we planned to weld this year, and "ground" 34.3 miles of rail. (Grinding is a process that makes rails smooth again.) We've "ground" 100% or 8.9 miles of our New Haven plan, which represents 26% of the total planned for the year. (Another 24.5 miles are set for the Hudson and Harlem lines combined)



...While we were majoring in Track Geometry...

We've surveyed 58% of our right-of-way, uncovering and correcting rail defects in New York and Connecticut, so you can continue to experience a smooth ride!



...And taking it to the bridge(s)...

We've been making repairs to walls, load-bearing supports and replacing timber decks, with the most work completed in New Haven to overhead bridges at Broadway and Central Avenue, and on the Hudson Line at Ludlow Street

Also in Connecticut, we have completed five out of 15 total planned bridge timber repairs, and four of 10 planned steel and masonry repairs. And repairs to the remaining bridges are well underway. In New York, we completed one of three planned bridge timber projects

...Meanwhile, our Grand Central Terminal track workers were "all tied up."

To prep for the arrival of Amtrak's six Empire State trains coming and going from 44th Street this summer, we rehabbed all of Track 11 in Grand Central Terminal (with more than 2,000 feet of rail), and Track 41 (consisting of 2,400 feet of rail).

...And just where did that graffiti go?

We continue to remove graffiti from Metro-North owned buildings, bridges, retaining walls and rock cuts on the Hudson and Harlem lines. (Apologies to all you budding Keith Harings out there...)

We appreciate your patience as we continue to improve our right-of-way, and we'll be providing you with more updates in future issues of Mileposts!

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It's The Time of the Season...

...for hurricanes.

You've seen the news reports and the damage they can do. We want to remind you that Hurricane Season runs through November 30, with our region being most vulnerable from now through the end of October.

We can't stop the weather's worst from happening, but we can control our team's response to it. In the event of a hurricane or severe storm, we have several operating plans at the ready, depending on the weather's impact.



Read our [Hurricane Season Travel Tips](#) to learn more.

Safety Rule of the Issue