

South Fork Commuter Connection Restoration

Substantial improvements can be made to LIRR service on the South Fork of Long Island through the addition of new shuttle trains between Speonk and Montauk and making zero-cost improvements to existing service to Speonk. Many of these improvements can be made with no substantial impact on services currently provided and would make LIRR service in eastern Suffolk—where the same MTA fares and taxes apply as elsewhere on LI and across the MTA region—much more usable for those who live and work on the South Fork.

Additional shuttles that can be added east of Speonk are indicated on the schedules that follow and sample schedule times are highlighted in yellow. With few exceptions (noted below) there were no substantial changes to any existing Montauk trains, including extra eastbound trains on summer Fridays. Zero-cost improvements or adjustments (detailed below) are highlighted on the schedules that follow and are highlighted in green.

Interlocking times and meets at locations east of Speonk are shown on the following two pages, in red. Meets in single-track territory were kept in the sample schedules to locations that have or are planned to have interlocked switches at Speonk (SK), Hampton Bays (HB), or Southampton (SH) whenever possible. When meets had to be held elsewhere, extra time was allotted in schedules for train crews to manually operate manual or electric lock switches. Not having interlocked sidings at one or any of these locations would not preclude the addition of trains shown on the following schedules.

Sample crew and equipment manipulations are shown on the last pages.

Dedicated South Fork shuttle service

A dedicated set of equipment (one locomotive and at least two cars) can be made available for dedicated shuttle service between Speonk and Montauk on weekends, during the daytime and evenings. Two separate crews can be made available to operate the trains, reporting at Speonk at 5:06a and 1:45p.

Additional morning rush hour service

To increase service availability during the busy morning rush hour period, a second set of equipment (one locomotive and at least two cars) can be made available for additional shuttle trips in the mornings. The equipment can come from the same place the equipment for 2705 on summer Mondays and 9704/9706 on summer Fridays (which don't place tremendous strain on existing train car assignments) come from.

The extra set of equipment and an additional crew can originate out of Jamaica and be returned to Jamaica by 11:57a in time to represent PM rush hour trains (i.e. 656 or 664 or 2772).

Zero-cost improvements

A number of improvements can also be made to existing Speonk service to extend those trains to service east of Speonk stations, primarily using existing down-time. These would be zero-

cost or cost-positive service improvements that can be made immediately without requiring additional diesel equipment or train crews:

- **Extend 5730 to Southampton making passenger stops:** Instead of running from Jamaica to Speonk empty and sitting around in Speonk for hours, train 5730 can depart Jamaica at 2:24a, making stops at Babylon, Bay Shore, local stops through Patchogue, then local stops from Mastic-Shirley through Southampton, terminating there.
- **Have train 2733 originate at Southampton:** At Southampton, train 5730 can turn and become train 2733, departing Southampton at 4:42a, making local stops through Speonk, then resuming its normal route. This would give riders between Speonk and Southampton an additional, direct train to New York utilizing existing down-time, and would be a zero-cost improvement.
- **Extend train 5732 to Montauk making passenger stops:** Instead of running from Babylon to Speonk empty and sitting around in Speonk for hours, train 5732 can depart Babylon at 3:26a, stop at Speonk at 4:14a, then make all local stops to Montauk.
- **Have train 2741 originate at Montauk:** At Montauk, train 5732 can turn and become train 2741, departing Montauk at 6:12a making local stops to Speonk, then resuming its normal route. This is a zero-cost improvement that would give all riders east of Speonk an additional opportunity to get to points west utilizing existing down-time.
- **Have train 2737 originate at Southampton:** The crew that operates train 2737 can report to Speonk slightly earlier, run an extra train departing Speonk at 5:08a and making local stops to Southampton. At Southampton, the train can turn and become train 2737, departing Southampton at 5:57a, making local stops to Speonk, then resuming its normal route. This gives an additional direct service opportunity for those between Southampton and Speonk and looking to commute to western Suffolk or New York, and since the train crew is scheduled to work less than eight hours, having them report slightly earlier is a zero-cost improvement.
- **Extend train 2738 to Montauk:** Instead of terminating in Speonk and sitting there for hours, this train can continue to Montauk, making local stops through Montauk. The crew and equipment can then return to Speonk as an extra train, departing Montauk at 7:39p, making local stops to Speonk. At Speonk, the train crew and equipment become available for their next scheduled westbound runs. This would give local intermediate riders an earlier service opportunity to get to the South Fork and an early-evening westbound trip utilizing existing down time, and would be a zero-cost improvement.
- **Extend train 2740 to Southampton:** After arriving in Speonk, the equipment lays up in the yard for the night and the crew waits around for the next westbound train. This train can instead continue to Bridgehampton, making all local stops, arriving there at 7:37p. At Southampton, the train can turn and return to Speonk as an extra train departing 7:49p. At Speonk, the equipment can be returned to the yard and the train crew can deadhead to New York on the next train as originally scheduled. Since the extra work occurs during down time, it's a zero-cost improvement that provides an additional direct service opportunity from western stations to Southampton.
- **Operate train MYSK920 earlier making passenger stops:** Instead of train MYSK920 (the equipment of train 2712) running late at night and empty, the train can depart Montauk at 8:28p making local stops to Speonk, terminating there. This would utilize existing down time and since the crew returns to its reporting point earlier, it would represent a *cost savings of approximately \$73,400* each year.
- **Operate train 5783 earlier making passenger stops:** On summer Fridays, instead of having train 5783 (the equipment of train 2798) run empty to Jamaica in the middle of the night, the train can operate earlier, departing Montauk at 11:45p, making local stops

to Mastic-Shitley, then Patchogue, Sayville, Bay Shore, Babylon, and Jamaica. Since the crew returns to its reporting point earlier, it would represent a *cost savings of approximately \$3,400* each year.

Additional crowding relief for midday trains on summer Fridays

To help alleviate crowding of Montauk trains in the morning and early afternoon on summer Fridays and increase the usefulness of trains 9704 and 9706, their schedules can be revised to operate with longer, 8-car dual-mode trainsets and making additional stops to Bridgehampton.

After arriving in NY-Penn Station, the equipment of train 2733 makes an additional run as train 9704 to Bridgehampton, stopping at Jamaica, Babylon, Bay Shore, Sayville, Patchogue, Mastic-Shirley, Speonk, Westhampton, Hampton Bays, Southampton, and Bridgehampton. Train 2704 can then be revised to depart Babylon 5 minutes later, runs express to Bridgehampton, then resume its normal schedule.

Train 9704's equipment can return to Babylon as train 5777, making local stops (except Bellport). Train 2704's equipment becomes train 2707 and operates to Jamaica/Long Island City as scheduled.

Train 5777 can then turn at Babylon (connecting with an express MU electric train from New York) for train 9706, likewise making stops at Bay Shore, Sayville, Patchogue, Bellport, Mastic-Shirley, Speonk, Westhampton, Hampton Bays, Southampton, and Bridgehampton. Train 2706 can then depart Long Island City approximately 20 minutes later, making stops only at Hunterspoint Avenue, Jamaica, then Bridgehampton and all local stops to Montauk.

Train 9706's equipment can return directly to West Side Yard as train 5779 (where it becomes available to run train 2714). Train 2706 becomes train 2709 and returns to Jamaica as scheduled.

Doing this would allow riders going to the busiest stations to be handled on the 8-car DM set, while only the riders to the easternmost stations are left on the original equipment for trains 2704/2706. Intermediate travel is preserved by having both 9704/9706 and 2704/2706 stop at Bridgehampton, where passengers can transfer from one to the other.

Crew Manipulations

Speonk

SFS1	Report Speonk	5:06 AM		
	<u>SKMY536</u>	Lv. Speonk	5:36	Arr. Montauk 7:02 AM
	<u>MYSK719</u>	Lv. Montauk	7:19	Arr. Speonk 8:26 AM
	<u>SKMY836</u>	Lv. Speonk	8:36	Arr. Montauk 9:42 AM
	<u>MYSK1006</u>	Lv. Montauk	10:11	Arr. Speonk 11:23 AM
	<u>SKMY1136</u>	Lv. Speonk	11:36	Arr. Montauk 12:44 PM
	<u>MYSK1251</u>	Lv. Montauk	12:51	To Speonk 2:00 PM
	Walk to Speonk Yard			
			Release	2:15 PM
SFS2	Report Speonk	1:45 PM		
	Walk to Speonk Station			
	<u>SKSN215</u>	Fr. Speonk	2:15	Arr. Southampton 2:39 PM
	<u>SNSK251</u>	Lv. Southampton	2:51	Arr. Speonk 3:17 PM
	<u>SKMY329</u> **	Lv. Speonk	3:29	Arr. Montauk 4:38 PM
	<u>MYSK505</u> **	Lv. Montauk	5:00	Arr. Speonk ● 6:12 PM
	<u>SKAG648</u>	Lv. Speonk	6:48	Arr. Amagansett 7:35 PM
	<u>AGSK817</u>	Lv. Amagansett	8:17	Arr. Speonk 9:10 PM
	** - Not summer Fridays (on summer Fri ● after SNSK251)			
			Release	9:25 PM
56	Report Speonk	1:48 AM		
	2701	Fr. Speonk	2:13	Arr. Babylon 3:16 AM
	<u>5732</u>	Lv. Babylon	3:26	Arr. Montauk ● 5:20 AM
	<u>2741</u>	Lv. Montauk	6:19	Arr. Babylon 8:31 AM
		On Summer Fridays, operate train 2704 as follows:		
	2704	Lv. Babylon	8:57	Arr. Montauk 10:52 AM
		Otherwise:		
	2704	Lv. Babylon	8:52	Arr. Montauk 10:52 AM
		Then:		
	2707	Lv. Montauk	11:18	To Speonk 12:32 PM
			Release	12:47 PM
58	Report Speonk	6:42 AM		
	2739	Lv. Speonk	7:12	Arr. Long Island City ● 9:19 AM
		On Summer Fridays, operate train 2706 as follows:		
	2706	Lv. Long Island City	10:54	Arr. Montauk 2:25 PM
		Otherwise:		
	2706	Lv. Long Island City	10:49	Arr. Montauk 2:15 PM
		Then:		
	2709	Lv. Montauk	2:51	To Speonk 4:09 PM
			Release	4:24 PM
59	Report Speonk	4:38 AM		
	<u>SKSN508</u>	Lv. Speonk	5:08	Arr. Southampton 5:32 AM
	<u>2737</u>	Lv. Southampton	5:57	Arr. NY-Penn Station 8:23 AM
	4316 Q	Lv. NY-Penn Station	9:27	Arr. Jamaica 9:46 AM
		DH to Speonk		
			Release	12:36 PM

Patchogue

62 Report Patchogue 1:15 PM
DH to Long Island City
2712 Lv. Long Island City 4:10 Arr. Montauk 7:34 PM
MYSK920 Lv. Montauk 8:28 Arr. Speonk 9:49 PM
DH to Patchogue
Release 10:40 PM

Jamaica

4 Report Jamaica 1:55 AM
5730 Lv. Jamaica 2:25 Arr. Southampton 4:28 AM
2733 w Lv. Southampton 4:42 Arr. NY-Penn Station 7:02 AM
3312 Q Lv. NY-Penn Station 8:40 Arr. Great Neck 9:03 AM
315 Lv. Great Neck 9:32 Arr. NY-Penn Station 10:08 AM
DH to Jamaica
Release 11:13 AM

9 Report Jamaica 2:33 PM
2772 Lv. Jamaica 3:03 Arr. Patchogue 4:10 PM
5761 Lv. Patchogue 4:22 Arr. Babylon 4:52 PM
2738 Lv. Babylon 5:10 Arr. Montauk 7:16 PM
MYSK729 Lv. Montauk 7:39 Arr. Speonk 8:50 AM
2747 Lv. Speonk 9:07 Arr. Jamaica 10:47 PM
Release 11:07 PM

66 Report Jamaica Sta 12:15 PM
DH to Long Island City via Crew Van
2708 Lv. Long Island City 1:34 Arr. Montauk 4:45 PM
MYSK505 Lv. Montauk 5:25 Arr. Speonk 6:37 PM
DH to Jamaica Station
Release 10:47 PM

70 Report Jamaica 6:53 PM
On Summer Fridays, report and work as follows:
2718 Lv. Jamaica 3:33 Arr. Montauk • 10:10 PM
5783 Lv. Montauk 11:45 Arr. Jamaica 2:19 AM
Release 2:39 AM

78 Report Jamaica 2:54 AM
JSK324 Lv. Jamaica 3:24 Arr. Speonk • 5:00 AM
SKMY741 Lv. Speonk 7:41 Arr. Montauk 8:47 AM
MYJ906 Lv. Montauk 9:06 Arr. Jamaica 11:57 AM
Release 12:17 PM

NY-Penn Station

FRI1

On Summer Fridays, report and work as follows:

Report NY-Penn Sta.7:16 AM

<u>9704</u> w	Lv. NY-Penn Station	7:31	Arr. Bridgehampton	9:57 AM
<u>5777</u>	Lv. Bridgehampton	10:23	Arr. Babylon	11:55 AM
<u>9706</u>	Lv. Babylon	12:07	Arr. Bridgehampton	1:43 PM
<u>5779</u> w	Lv. Bridgehampton	2:07	Arr. NY-Penn Station	4:35 PM
			Release	5:15 PM

West Side Yard

115

Report West Side Yd4:35 PM

On Summer Fridays, operate train 2714 as follows:

2714 w	Lv. NY-Penn Station	5:10	To Speonk	7:13 PM
	Otherwise:			
<u>2740</u> w	Lv. NY-Penn Station	5:10	Arr. Southampton	7:37 PM
<u>SNSK749</u>	Lv. Southampton	7:49	Arr. Speonk	8:28 PM
	DH to NY-Penn Station			
			Release	11:28 PM

Equipment Manipulations

Speonk Yard

(2)C3: SKMY536 – MYSK719 – SKMY836 – MYSK1011 – SKMY1136 – MYSK1251 – SKSN215 – SNSK251 – SKMY329** – MYSK505** – SKAG648 – AGSK817
(* = not summer Fridays)

(8)DM: SKSN508 – 2737 – 4316 – etc.

Jamaica Storage Yard

(8)DM: 5730 – 2733 – etc. (not Summer Fridays)

(8)DM: 5730 – 2733 – 9704 – 5777 – 9706 – 5779 – 2714 – 5785a (Summer Fridays)

(4)C3: 5732 – 2741 - 2704 – 2707 – etc.

(4)C3: 2711 – JSK324 – SKMY741 – MYJ906 – 656 or 664 or 2772 – etc.

(4)C3: 2772 – 5761 – 2738 – MYSK739 – etc.

West Side Yard

(8)DM: 2740 – SNSK749 – etc. (not Summer Fridays)

Long Island City

(8)C3: 2708 – MYSK505 – etc. (Summer Fridays)

(4)C3: 2712 – MYSK920 – etc.