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Main bergen line schedule

NJ Transit continued to collect the pieces provided by Tropical Storm Isaias on Tuesday, with temporary or weekend services continuing Thursday on all but one rail line. Services will remain suspended at Morris & Essex, Montclair-Boonton, Gladstone Branch and North Jersey Coast Line.Trains on the Northeast Corridor, Raritan Valley Line, Main/Bergen County, Port Jervis and Pascack Valley will continue, but after the weekend schedule. Only the Atlantic City line is back in full service. After the entire system was shut down on Tuesday afternoon, when the storm pounded the state with dry winds and torrential rain, causing hundreds of trees to fall onto the tracks, services were restored after the morning road on Wednesday. The North Jersey Coast Line suffered serious damage to the overhead wire. Bus, light rail and Access Link services operate on regular schedules. Rail tickets and tickets were cross-honored with light rail, bus and PATH at Newark Penn Station, Hoboken, and 33rd Street.On Wednesday night, the state utility still reported 689,000 customers without electricity. Authorities expect the exemptions to last until Friday. JCP&L still had the most customers in the dark - 415,000, PSE&G had 203,000 to restore, Orange & Rockland in North Jersey 36,000 and Atlantic City Electric 35,000. Bergen County LineTrain #1253 the Glen Rock-Boro Hall.OverviewOwnerNew Jersey Transit(Hoboken Terminal to Suffern)Norfolk Southern Railway(Suffern to Port Jervis, leased to and maintained by Metro-North Railroad)LocaleNorthern New JerseyTerminiHoboken TerminalWaldwickStations12 (to Waldwick)18 (limited service to Suffern)ServiceTypeCommuter railSystemNew Jersey Transit Rail OperationsMetro-North RailroadOperator(s)New Jersey TransitRolling stockF40PH-3C/GP40PH-2/ALP-45DP/PL42AC locom OnotivesComet V/Multilevel coachesDaily ridership4,305[1]TechnicalTrack length152.9 km (95.0 mi)Track gauge4 ft 8 1⁄2 and (1,435 mm) Route map Legend Port Jervis Lineto Port Jervis 30.6 mi49.2 km Suffern Yard Piermont Branch 30.2 km 5 mi49.1 km Suffern NYNJ border 29.1 mi46.8 km Mahwah Route 17 27.9 mi44.9 km Ramsey Route 17 26.5 mi42.6 km Ramsey 24.6 mi39.6 km Allendale 23.5 mi37.8 km Waldwick Yard 23.2 mi 37.3 km Waldwick 22.1 mi35.6 km Ho-Ho-Kus 20.9 mi33.6 km Ridgewood 20.2 mi32.5 km Ridgewood Junction MAIN via Paterson : mileage above via Main Line 18.2 mi29.3 km Glen Rock-Boro Hall 16.5 mi26.6 km Radburn Route 208 15.3 mi24.6 km Broadway Route 4 G.S. Parkway I-80 14.2 mi22.9 km Passaic Junction (NYSW Railway) US 46 12.7 mi20.4 km Plauderville NYGL Dundee Spur 11th. 3 mi18.2 km Garfield Saddle River 10.4 mi16.7 km Wesmont Erie Main Line Carlton Hillclosed Bergen Junction 8.4 mi13.5 km Rutherford Route 17 7.6 mi12.2 km PVL to Spring Valley Route 3 N.J. Turnpike (Western Spur) 8.6 mi9 km HX Draw (Hackensack River) formerly handles Harmon Coveclosed MAIN via Paterson N.J. Turnpike (Eastern Spur) Northeast Corridor 3.5 mi5.6 km Secaucus Junction former New York settlement & LakeBoonton Line Line & amp; Essex Lines/M& amp;E via Hackettstown Bergen Tunnels 0.0 million km Hoboken Terminal Hudson River This chart: viewtalkedit The Bergen County Line (or Bergen Line) is a passenger rail line and service owned and operated by New Jersey Transit in U.S. New Jersey. The line runs on the main line between the Meadowlands and Glen Rock, and trains continue in both directions along the main line. It is painted on NJT system map in pale blue and its symbol is cattail. Some Metro-North Railroad Port Jervis trains also operate across the line. Norfolk North Railway provides freight transport on the route through tracking rights. Just like on the main line trains are powered by diesel locomotives that operate push-pull, consisting of commote or multilevel trainers. History From a point in Secaucus, south of the Hackensack River Bridge near the former Harmon Cove station, to a point in East Rutherford north of Rutherford Station, the Bergen County line uses the former Erie Railroad Main Line. This part was opened in 1833 by the Paterson and Hudson River railway lines,[2] and borrowed in 1852 by New York and Erie Rail Road. [3] The rest of the line, from East Rutherford north to Glen Rock, opened in 1881 as a bergen county railway. [required indication] By the late 1950s, the main function of Erie's Bergen County Cutoff was as a freight bypass of a main-class bypass through Passaic. The on-site service was relatively smaller. In 1963, Lackawanna Boonton Line to Paterson became the new Erie Main Line. This was due to the abandonment of the Main Line section through the center of Passaic and also due to the fact that interstate 80 construction used the old Boonton Line right in Paterson. The old main line to Rutherford was now exclusively part of the Bergen Line. [required indication] Before the opening of Secaucus Junction in 2003, Bergen County Line trains used a longer stretch of the old Erie Main Line in Secaucus, which stretches south to Croton Yard and merges with the former Lackawanna Bonton line. A curved line was built between the HX Draw at Hackensack River and the main line north of Secaucus Junction so the Bergen County Line trains could use Secaucus Junction. [required indication] Secaucus train collision Main article: 1996 Secaucus train collision on February 9, 1996, a Bergen County Line train collided with a Main Line train killed 3 people. [4] To describe the route of the Bergen County route north of Ridgewood, see Main Line (NJ Transit) § Service and Port Jervis Line § Service. Rutherford Station, approaching the Secaucus intersection, will use a more severe pair of tracks called G and H in transmission. To the west of the transmission, these lines are departed from the main line via the new right-hand link, opened on 15 December 2003, connecting the main line with Bergen County. Between this section and the journey west is the River Hackensack left, while Plants on meadowlands Parkway are right. The former Harmon Cove station was located near the old Erie right-hand side and served high-rise apartments nearby between 1978 and 2003. [5] Soon the train connects the old Erie Main Line to the right and crosses Hackensack over the HX Bridge, a two-track bascule draw. The next two-mile train crosses the Meadowlands, beneath the New Jersey Turnpike Western Spur, meadowlands sports complex in East Rutherford, which is visible in the distance to the right and the American Dream complex in Rutherford, on the left. Here the trail parallel to Berrys Creek and eventually crosses it directly before crossing under route 3. [required indication] Beyond route 3, the landscape is turning into an industrial landscape. Office buildings surround the runway, some serviced sites. The Pascack Valley Line soon spins right at Pascack Junction, and the train then crosses route 17 and approaches Rutherford Station. [required indication] For a half-mile the train passes the residence on both sides, then swings right, abandoning the old Erie Main Line at 40°50′10N 74°06′15W﻿ / ﻿40.836°N 74.1042°W﻿ / 40.836; -74.1042, and passes through industrial areas with multiple class crossings. Soon the tracks form the boundary of Carlstadt and Wallington. Currently, the train overw but reaches Wood-Ridge and South Hackensack before it reaches Wesmont station, which opened on May 15, 2016. [7] The train then swings left, crosses the Saddle River, then right into Garfield station, which reaches Garfield station. [8] The train continues northward through Garfield, passing homes, businesses and Dahnerets Lake County Park before heading to Plauderville Station on Midland Avenue, border between Garfield and neighbouring Saddle Brook. Shortly after crossing under the U.S. Highway 46 the route becomes the boundary of Saddle Brook and Elmwood Park, once again crossing Midland Avenue. Interstate 80 goes over a train that then crosses the Garden State Parkway. The Broadway station in Fair Lawn straddles the boundary formed by the line and route 4. [required indication] of Fair Lawn is a line parallel to Plaza Road, named after Radburn Plaza, a commercial area that serves the Radburn development, for which the more northerly station of the district is named. The line crosses route 208 before it gets to Radburn. For the station, the train transports the apartments to the right and the industry to the left, with a shinge to the Nabisco factory. Next stop is Glen Rock-Boro Hall, which is like the main line on Rock Road. The lines shall be grouped a short distance north of this point at Ridgewood Junction. Trains will continue north to Waldwick or Sufferen, and some top trains will be cancelled in Ridgewood, which is the first stop since the two lines were merged. [9] State Zone Stations[10] Location station[10] Mile (km) Opening date Date closed Line services Connections[10] BC ML PJ NJ 1 Hoboken Hoboken Terminal 0.0 (0.0) 1903 ●● NJ Transit Gladstone, Meadowlands, Montclair-Boonton, Morristown, North Jersey Coast, Pascack Valley, and Raritan Valley LinesHudson-Bergen Light Rail: 8th Street-Hoboken, Hoboken-Tonnelle linesPATH: HOB-WTC, HOB-33, JSQ-33 (via HOB)NJ Transit Bus: 22, 23, 63, 64, 68, 85, 87, 89, 126New York Waterway to Battery Park City Secaucus Secaucus Junction 3.5 (5.6) December 15, 2003[11] ●●● NJ Transit Rail (upper level): Gladstone, Montclair-Boonton, Morristown, Northeast Corridor, North Jersey Coast, and Raritan Valley linesNJ Transit Rail (lower level): Meadowlands and Pascack Valley linesNJ Transit Bus: 2, 78, 129, 329, 353 3 Harmon Cove June 26, 1978[12] August 4, 2003[13] Rutherford Rutherford 8.4 (13.5) June 22, 1832[14] ● NJ Transit Bus: 76, 190 4 Wood-Ridge Wesmont 10.4 (16.7) May 15, 2016[7][15] ● Garfield Garfield 11.3 (18.2) October 1, 1881[16][17] ● NJ Transit Bus: 160, 161, 702, 707, 709, 758 Spring Tank October 1, 1881[16] ● Nekdanja postaja v Belmont Avenue v Garfieldu. [16] [18] 5 Plauderville 12.7 (20.4) ● NJ Transit Bus: 160, 758 6 Fair Lawn Broadway 15.3 (24.6) October 1, 1881[17] ● NJ Transit Bus: 144, 166, 770 Radburn 16.5 (26.6) October 1, 1881[17][19] ● NJ Transit Bus: 145, 171 8 Glen Rock Glen Rock–Boro Hall 18.2 (29.3) October 1, 1881[17] ● NJ Transit Bus: 164, 175, 746 9 Ridgewood Ridgewood 20.9 (33.6) October 19, 1848[20][21] ●● NJ Transit Bus: 163, 164, 175, 722, 746, 752 10 Ho-Ho-Kus Ho-Ho-Kus 22.1 (35.6) October 19, 1848[20][21] ●● Waldwick Waidwick 23.2 (37.3) 1886[22] ●● 11 Allendale Allendale 24.6 (39.6) October 19, 1848[20][21] ●● 12 Ramsey Ramsey 26.5 (42.6) October 19, 1848[23] ●● 13 Ramsey Route 17 27.9 (44.9) Avgust 22, 2004[24] ●●● 14 Mahwah Mahwah 29.1 (46.8) Oktober 19, 1848[20][21] ●●● Short Line Bus: 17 NY Suffern Suffern Suffern Suffern 30.5 (49.1) June 30, 1841[25][26] ●●● Transport Rocklanda: 59, 93, Monsey Loop 3, Tappan ZExpressShort Line Bus: 17M/MD/SF Bibliografija Clayton, W. Woodford (1882). 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