



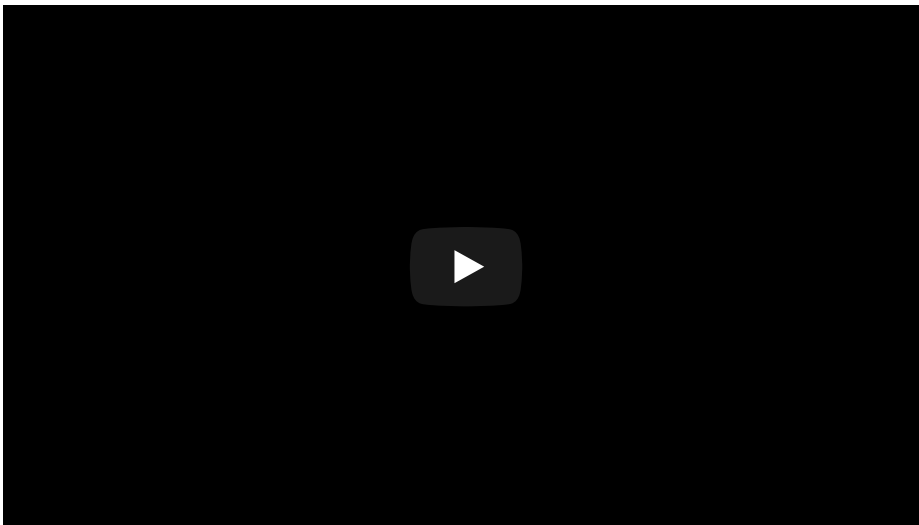
- **PTC** ▪ **Rails to Trails** ▪ **Equipment Prep** ▪ **Our Hero!** ▪ **Getaways** ▪ **Safety Rules** ▪ **Courtesy Corner** ▪

Staying Positive!

Metro-North continues the safe, incremental and controlled roll-out of Positive Train Control (PTC) on our territory.

For those of you who don't know what PTC is, it is a safety system that is designed to prevent:

- Train-to-train collisions
- Derailments caused by excessive train speed
- Train movements through misaligned track switches
- and unauthorized train entry into work zones.



Should a train's engineer fail to take the correct actions in certain situations (ignoring a stop signal, for example), PTC is able to automatically take control of the train's speed and movement.

How does PTC do this?

By using:

- **A locomotive system** —also called an onboard system — which tracks the train's speed and location and can brake when necessary to keep within the speed limit.
- **A wayside system**, —which monitors track signals, switches and circuits, and "tells" the train when it is authorized to move.
- **Computer servers** —in our Rail Traffic Control Center, which store all of the information about our territory and trains, including speed limits, and tell a train when it is ok to proceed along our territory.

As of April 23, our overall implementation of PTC is more than 68% complete.

Over the next several months, we will be conducting integrated factory acceptance testing, as well as intensive site performance testing along the pilot segment of our territory (Tarrytown to Croton-Harmon on the Hudson Line).

PTC is not an "off the shelf" technology, and the density of our rail operations presents an unprecedented technical challenge to its successful implementation.

PTC is an overlay onto Metro-North's existing signal systems, but significant software changes are needed to ensure PTC operates safely and correctly on our busy service territory.

We expect to begin the safe and incremental rollout of PTC across Metro-North's territory this fall.

Until then, you should know that Metro-North already operates with a high degree of safety because of functionality provided by our existing signal systems. On our Hudson, Harlem and New Haven Lines (except for the Waterbury Branch which is undergoing signal system upgrade), we currently use Centralized Traffic Control (CTC) with a Cab Signal System (CSS) and Automatic Train Control (ATC).

And in June of 2016, we began implementing Civil Speed Enforcement (CSE) on the New Haven Line, and completed installation across our entire system **this past February as noted in *Mileposts***.

CSE provides PTC-based protection against over speed derailments like the Spuyten Duyvil derailment in 2013 or the recent Amtrak derailment in DuPont, Washington.

Currently, Metro-North operates with CSE protection on M7 and M8 electric trains, and in March, we began operating equipped diesel trains with CSE protection.

As we continue to install on-board PTC equipment on our diesel and M3 fleets, we expect to have all trains operating with CSE protection by September.

We'll keep you updated on our progress implementing PTC in future issues of *Mileposts*.

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Happy Trails to You

Come 2020, Metro-North Railroad will have blazed a new trail... literally.

We're currently developing plans to build the Maybrook Trailway,



a 23-mile long, shared use rail-trail located in scenic Hudson Valley.

As a segment of the larger Empire State Trail, it will connect the municipalities of Hopewell Junction and Brewster and will run adjacent to Metro-North's (no longer in service) Beacon Line.

Once completed in 2020 the Empire State Trail,

an initiative by Gov. Andrew Cuomo, will boast a 750-mile route spanning the state from New York City to Canada and Buffalo to Albany.

The Maybrook Trailway is a collaboration between Metro-North and **Hudson River Valley Greenway**, a state sponsored economic-environmental program.

In total, the trailway will span two counties –

Dutchess and Putnam – and travel through six municipalities including East Fishkill, Beekman, Pawling, Patterson, Southeast and Brewster.

Currently, Metro-North is in the preliminary design stage

after which the railroad will submit a request for proposal (RFP) for a design-builder for construction.

While we're working on this project, we'll also be cleaning up the right-of-way, and repairing and replacing some of the bridges along the corridor.

So, though it's still a few years away from completion, be on the lookout for the Maybrook Trailway and Empire State Trail – they may very well be coming to a town near you!

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Coming Out of Hibernation...

Bears do it... bees do it... and we all know groundhogs do it.

But did you know the big machines we use to maintain our track and infrastructure also "hibernate" every winter.

And they emerge every spring renewed and ready to work, ensuring you have a safe and reliable commute.

That's because instead of "sleeping in the woods," the machines go to our North White Plains Work Equipment Facility for their annual check-up and renewal process.

Winter is the perfect time for our crews to take a more in-depth look at the machinery to determine where we need to overhaul and replace critical components so the equipment can perform to its full potential during production season, which starts every spring, usually in April.

A total of some 300 pieces of equipment are inspected. Two you may notice this spring in your travels include:

- **Our diesel-powered Tie Bed Scarifier** used for rail tie bed preparation.

The Scarifier uses a rotating drum with digging teeth that removes old ballast (stone) and creates a suitable sub-grade "bed" for the replacement of a rail tie without the need to remove or raise the running rail.

The drum is turned by giant bike chains 35 links long. Extras lengths of these chains are kept on hand in case one breaks so that there is minimal down time while the gang is working.

- **Our Rubber Tire Crane** with high-rail capability. (This means it has both regular tires and "steel wheels" so it can travel on road or rail.)

This particular crane is used to drag, lift and install new rail. It weighs about 32 tons with a lifting capacity of 20 tons.

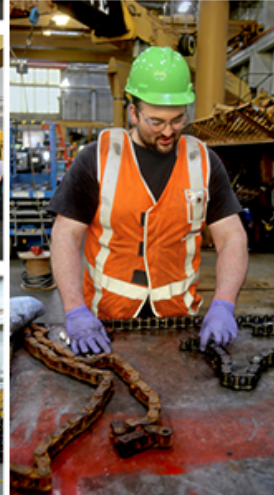
There are 25 cranes of various types on Metro-North property, and each one has 192 to 196 points of inspection required by federal regulations.

Everything is checked on the cranes, from the wheels and wire ropes, to the hydraulic system, air systems and brake systems.

The reason for this extensive preparation is so that when our Rail & Tie Gangs head out to work in the spring, the chances of the equipment they are using failing along our tracks and delaying your train are kept to a minimum.

We don't know too any bears that can promise you that!

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It Was A Quick Stop On The Way to Work...

...to save a life!

Metro-North Signal Maintainer Brian Geary was on his way to work one Thursday night at about 2:30 AM when he came across an overturned car on the Taconic Parkway.

The car was on fire, so he immediately stopped and called 911. He ran to the car with his flashlight and saw a woman wedged diagonally in the front of the car, but she was unresponsive as he yelled to her.



The doors were locked, so he ran back to his car and got the baseball bat that he uses in the Dutchess County men's hardball league he plays in.

Geary swung the bat into the windshield until cracks started to spider through it and he created enough holes in the sides of the windshield to bear-hug it and rip it off.

"I was afraid that I wouldn't be able to get her out in time, and I gave it everything I had," he said.

He pulled the unresponsive woman out of the car with the help of two other Good Samaritans, saving her life.

Geary, who resides in East Fishkill, New York, has been with Metro-North for about four years and works the night shift in the railroad's Signal & Communications shop in Croton-Harmon. He was heading to an operations training course in North White Plains when he passed a vehicle that was overturned and ablaze on a rocky ledge on the side of the road!

"Flames were burning through the engine of a rolled over car, with someone possibly trapped inside," said Geary. "There was no time for waiting around. I had to take action before it was too late."

Within a minute of pulling the woman out of the vehicle, the car was completely engulfed in flames.

"We kept her a safe distance away from the vehicle, but we didn't want to move her too much because she was injured," said Geary. The Yorktown Heights fire department eventually arrived and extinguished the flames, and the Yorktown Volunteer Ambulance Corps took the woman to Westchester Medical Center.

For his quick actions, Geary was recognized by MTA Chairman Joseph Lhota and Metro-North President Catherine Rinaldi at a recent MTA Board meeting.

"Brian Geary's actions speak volumes about the extraordinary character of our employees at Metro-North," said Rinaldi. "I'm proud to join the MTA Board in congratulating Mr. Geary for his valor and compassion."

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Safety Rule of the Issue

Here's the best way to contact the train crew in the event of a "mayday" on your train...

MTA Metro-North Railroad

PREPAREDNESS STARTS WITH YOU

OMG! Someone just passed out on my train!

Go push the red button on the emergency intercom by the door.

Found it. A conductor is on the way!

EMERGENCY INTERCOM
PRESS AND HOLD BUTTON FOR HELP

Use the emergency intercom button to contact a train crew member!

We bring you these rules because your safety is always our first priority all year long!

Enter the Dragon...

Literally!

When you take our discount Getaway to Rye Playland

you will be able to ride the world famous Dragon Coaster, which actually travels into the dragon's mouth. (*Don't mind the dragon breath.*)

It's one of the many thrills awaiting you and your family at Playland, which celebrates its 90th Anniversary this year.



There are more than 50 major and Kiddyland rides and attractions;

a beach, pool, and pier on Long Island Sound; lake boating, entertainment, fireworks, lots of great food, and much more.

Playland is also home to the Westchester Children's Museum —

a light-filled, colorful learning space filled with hands-on exhibits not found anywhere else in this region.

And you'll **save on rides and admission by taking Metro-North.**

Purchase your package from any Metro-North ticket office or full-service ticket vending machine (excluding Rye Station).

Getting there is easy!

Take the **New Haven Line to Rye Station** where the **Bee-Line No. 75 bus** to Playland will meet specific trains throughout the day.

Or **reserve a zipcar** before your trip at any of these stations!

- | | | |
|----------------------|----------------------|-------------------|
| ● Poughkeepsie | ● Spring Valley | ● Port Chester |
| ● Beacon | ● Pearl River | ● Harrison |
| ● Peekskill | | ● Mamaroneck |
| ● Tarrytown | ● Southeast | ● Pelham |
| ● Irvington | ● North White Plains | ● Mt. Vernon East |
| ● Hastings-On-Hudson | ● Woodlawn | |

Check out a **complete list of our Getaways**, We've got dozens of 'em!

Courtesy Corner



Now that the warm weather is finally here it's time to dine "al fresco." (*That's Italian for "in the fresh."*)

For those with leisure time, that means having lunch or dinner sitting outside at a sidewalk café.

For those of us with harried schedules, it means scarfing down a tuna sandwich on the train.

If you are "enjoying" the latter, please remember to take all your garbage with you and not to leave any "remains" behind.

This way, the next person using the seat can enjoy their train trip as well.

It's the courteous thing to do!

