

MILEPOSTS

A Newsletter for MTA Metro-North Railroad Customers October 2018

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Unveiled at White Plains Station, New South End Platform, Hamilton Ave., Main St. & Mott St. Tunnel Entrances

On the morning of October 2, commuters arriving at the White Plains station, the third largest in our system, got a chance to enjoy the newly completed sections of the station's three-year improvement project.

The changes are the result of Phase I of the station's project improvement



funded by the MTA's 2015 – 2019 Capital Program.

The south end of the main island platform has been completed with a new wood canopy, inset LED lighting that illuminates the platform at night, and Wifi available to customers waiting for trains.

Aesthetic and functional upgrades

have also been made to the Main Street and Hamilton Avenue entrances and the Mott Street tunnel, which also reopened on Tuesday.



Those upgrades include a new wood canopy with linear LED light fixtures, digital information displays, benches with USB charging ports, painting of walls and sidewalk improvements.



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Riverdale Station Opens Renewed 'Kiss & Ride'

Also in early October, the Riverdale station opened its newly designed and refurbished Kiss & Ride (also known as a "drop-off area"), canopy and plaza.

Part of Metro-North's Station Improvement initiative,

ongoing work at the Riverdale station includes



improvements to the pedestrian overpass which includes a new digital information dashboard, and counter with USB charging ports. New Wifi is included in the overpass and at the Kiss & Ride, and new benches and recycling centers are throughout the platform area.

Both White Plains and Riverdale stations are part of a five-station improvement program

that will upgrade important functional and aesthetic elements, while providing better comfort, safety, security and technology to our customers.

Crestwood, Port Chester, and Harlem-125th St. stations are also part of the program.

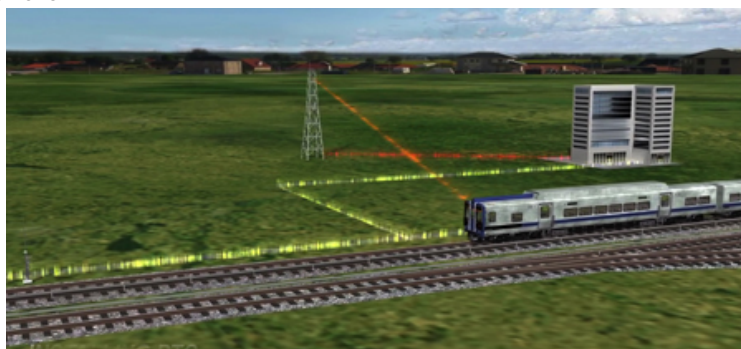
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Metro-North to Meet Positive Train Control Federal Deadlines

Metro-North Railroad remains on track to meet the federally mandated Positive Train Control (PTC) requirements by the end of 2018.

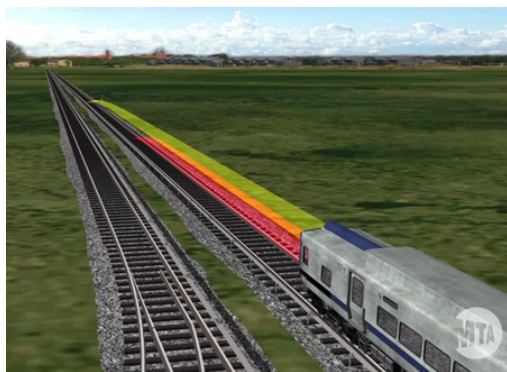
Federal regulations require that by December 31, 2018, Metro-North (and all U.S. railroads), meet four criteria to have:

- PTC hardware installed,
- All necessary employees trained,
- Radio spectrum acquired, and
- A segment of the railroad operating in a PTC Revenue Service Demonstration (RSD).



A Revenue Service Demonstration

is a pilot segment of the railroad where PTC is fully operational and which serves as a demonstration of how the technology works while train service is in operation.



Metro-North has been working diligently and safely to implement PTC across its territory, and as of September 30, 2018, Metro-North's overall PTC implementation status is at 82%.

One crucial upcoming milestone is the commencement of RSD on Metro-North's pilot segment, which is on the Hudson Line between Croton-Harmon and Tarrytown. Metro-North filed the RSD application last month with the Federal Railroad Administration (FRA) and hopes to receive approval to start the process later this fall.

The RSD phase

will be our first opportunity to turn on full PTC technology on a defined segment of tracks during normal revenue service and will allow us to identify and correct any issues that become apparent during real-world operation.

As always, we appreciate your patience while we make important changes to our infrastructure and equipment in preparation for full PTC implementation, and we will continue to update you on our progress.

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All the Leaves are Brown, and the Sky is Gray...



...But no, this is not a walk on a winter's day, and we aren't headed to California, as the "Mamas and Papas" song would have it.

But, it is a preview of things to come this fall—leaves on the tracks and the **slip and slide** that comes with them!

In autumns past, you may have heard our train crews mention "slip-slide" to explain service delays.

This condition is created by a slimy substance left by crushed leaves on our rails that gets even more slippery after it rains. When a train attempts to speed up or slow down, this gelatinous "slime" can cause the wheels to slip or slide along the rails.

In severe cases, the train will automatically make an emergency stop, because the on-board computer system perceives "slip-sliding" as the train not slowing down when it should. And this slip-sliding during braking also creates flat spots on the train's wheels, forcing us to take much-needed equipment out of service for repairs.

Over the past several years, we have taken a very proactive approach to combating this problem. Changes we have enacted include:

- Instructing our engineers to **report slippery conditions** immediately to our Operations Control Center. (We have also provided additional training in how to operate through these "slippery" areas.)
- **Enhancing our computerized train-tracking system** to allow for automatic reporting of slip-slide incidents and conditions, enabling us to take corrective action more quickly.
- **Installing a Wheel Impact Load Detector (WILD)** across all four tracks in the Park Avenue Tunnel. This monitors for wheel flats that may have developed during operation and allows us to identify and prioritize train wheels for repair.
- **Installing a tandem Wheel Truing Lathe** in Harmon Shop. We built a state-of-the-art wheel true facility in Harmon that can cut both wheels on a truck simultaneously. This allows for proper wheel diameter matching and also helps us return cars to service more quickly so we have enough cars available for our customers. The Connecticut Department of Transportation has built a second identical facility in New Haven to support our M8 Fleet.
- Many of you may notice that under extreme slip-slide conditions, we now **reduce speeds through problem areas.**



- o While this may result in a minor delay to your service, it ensures safe operation of our trains and also prevents a greater delay because of wheel damage.
- o And no flat spots on train wheels also means we can operate at regular speeds in non-problem areas, and we do not need to take the equipment out of service to repair it.
- o We have also stepped up our efforts to **keep our right of way as "leaf free"** as possible, and are continuing with our tree-trimming program this fall. This is no small feat given the number of trees that line our tracks.



We use two large high pressure rail washers and several smaller rail scrubbers

to remove crushed leaf residue from the tracks. And on-board "sanders" on our diesel trains automatically drop sand on our tracks to help improve traction and reduce wheel slippage when it begins to occur.

We please ask that you keep in mind that while we can reduce the incidents of slippery rail, we cannot eliminate them.

We will continue our efforts to try to minimize any delays and inconvenience slippery rail may create for you this autumn.

And, as always, we appreciate your patience.

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Improvements, One “Step” at a Time

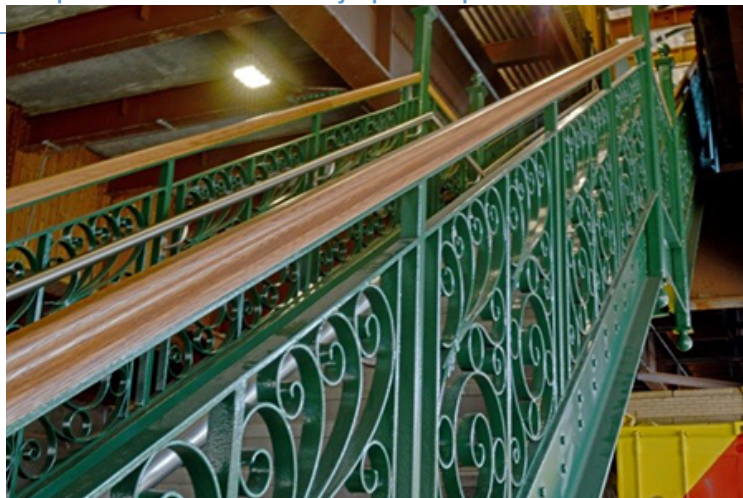
If you've ever had to take a train to or from the Track 2 & 4 platform at the Harlem-125th Street Station, then you probably remember walking up a staircase on the south side of 125th Street at Park Avenue.

Although convenient, the stairs were in poor condition. The stairs were rusted and had reached the end of their useful life, according to our Engineers.

In June, a new and improved staircase officially opened up for service in the old one's place.

The new stair was patterned after the original stair details and captures the ornamental beauty of the past era.

Not only do the stairs appeal to the eye, but they will provide access from the street, eliminating the need to go through the station building to get to the platform, once again.



Soon after the Track 2 & 4 staircase was completed, we also completed the renovation of the south side stairs to the Track 1 & 3 platform.

Another project will add electronic customer information signage at the base of each stairway

so you, our customers, will be able to see which trains are departing from each platform before heading up to the elevated platforms.

This is planned to be completed by the end of December 2018.

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Metro-North Announces Rail Safety Poster Contest for Children

Metro-North Railroad is asking kids to get creative about safety by holding a Rail Safety Poster Contest

for students who attend schools within our territory throughout New York and Connecticut.

The contest asks students, from **grades pre-K – 12**, to create posters illustrating what they believe is most important about rail safety.

Students are encouraged to submit as many poster ideas as they'd like, and they're free to use any art medium they choose for their poster. **All artwork must be original.**

The deadline for contest registration is October 26, and submissions will be accepted until November 30. One poster will be selected from each grade level group (pre-K, K – 3, 4 – 8 and 9 – 12).

There is no limit to the number of posters a school can submit. A school may choose to submit one poster as a school representation or multiple posters by individual classrooms, small groups of students or individual students to also represent the school.



The winners will be decided and revealed on Monday, January 14, 2019.

Students can submit posters about any of the key themes covered by our **TRACKS (Together Railroads and Communities Keeping Safe) program**, including:

- train passenger safety,
- pedestrian safety,
- grade crossing safety,
- trespassing on railroad property and
- gap safety.

All posters should incorporate the TRACKS slogan "**Learn the Facts, Stay Off the Tracks!**", and applicants are encouraged to use hashtags **#MNR Tracks** and **#USRailSafetyWeek**.

"Safety is our top priority at Metro-North," said **Catherine Rinaldi**, President of Metro-North Railroad.

"The poster contest is an original, fun way to promote our safety message and help keep students who live in the railroad's territory out of harm's way."



Since Metro-North initiated the program in 2016, TRACKS has reached 210,000 people, and the poster contest will only serve to amplify this outreach."

Our goal is to be out there every day promoting our TRACKS program, whether it is a school presentation, community or public events and expositions, station or grade crossing outreach events.

We average TRACKS outreach about four to five times per week, and will continue to strive to be out there every day.

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Safety Rules of the Issue

A safety reminder from Metro-North: It's **Fall**

so please remember to...

- Walk, don't run, for your train.
- Stand back from the platform edge.
- Watch the gap.
- Avoid moving from car to car, especially on a moving train.
- Keep off the tracks at all times.
- Stop using smartphones/tablets when walking on platforms, stairs & near crossings.

Your safety is always our first priority.






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

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Hudson Valley Restaurant Week is Back!

If you're a foodie (and who doesn't like a good meal?), you're in luck:



Hudson Valley Restaurant Week will be back October 29 – November 11,

and we'll be here to take you to your favorite nosh-spots along our territory!

Of the **200 participating restaurants**, nearly half are located near **Metro-North train stations** on the Hudson, Harlem, New Haven and Port Jervis lines — so get your bellies prepped and ready!

Hudson Valley Restaurant Week offers three-course, prix-fixe lunches at \$22.95 and dinners at \$32.95. Most of the chefs' menus include original dishes using fresh, locally-grown ingredients.

Getting there is simple:

Various stops on the [Hudson](#), [Harlem](#) or [New Haven Line](#) offer a variety of dining options. Choose a [restaurant](#), then check the [schedule](#).

Are You Ready to Experience a 'Spectacular' Show?

It's never too early to 'experience wonder like never before' by purchasing tickets to the famous

Radio City Christmas Spectacular

You can **save up to 20%** on tickets by using **promo code MNR2018** when **purchasing tickets at the Rockettes' official website**.

You can also call Ticketmaster for tickets at 866-858-0007 or visit the Ticketmaster Box Office at Radio City Music Hall, 1260 6th Ave., between 50th & 51st St. in Midtown Manhattan.

Getting there is easy:

Take the **Hudson, Harlem** or **New Haven Line** to Grand Central Terminal. Radio City Music Hall is on Sixth Ave between 48th and 51st Streets.

For more information on these and other getaways see the **complete list of our Getaways**.



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Courtesy Corner



Feeling “Ghostly” but Still Carrying a lot of “Baggage”?

Halloween is coming and even “*Friendly Ghosts*” heading down to the Halloween Parade in Manhattan have to carry their personal bag, briefcase, and overnight bag — like most revelers do.

Let’s face it we all carry a lot of our lives — (*and our “baggage”*) with us.

When he or she gets on the train, the “Perfect Ghost” (*like the Perfect Guest*) puts one bag above on the storage rack, one below their seat, and a personal bag on their lap.

That gives our “Perfect Ghost” a chance to offer the seat next to them to someone who really needs it — like their fellow traveling *Zombie, Pirate, L’il Bo Peep* or *Ninja Turtle!*

And of course, when their stop comes, he or she remembers to take their “baggage” with them.

It’s the courteous thing to do!

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