



# MNRCC

METRO-NORTH RAILROAD  
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**Statement by Orrin Getz, MNRCC, Regarding Issues Related to  
The March 14<sup>th</sup> Snowstorm  
At the MNR Committee Meeting, Board Room, MTA Headquarters,  
2 Broadway, New York**

**March 20, 2017**

Good Morning, My name is Orrin Getz and I am Vice Chair of the Metro-North Railroad Commuter Council.

On the morning of March 14<sup>th</sup>, it was announced by the news media that Metro-North Railroad was shutting down service by noon. Actually, the last train to Poughkeepsie left Grand Central Terminal at 9:43 am. The last train to Southeast left Grand Central Terminal at 9:52 am, and the last train to New Haven left GCT at 10:02 am.

Commuters who arrived at Grand Central shortly before noon looking for a train to get home were left stranded.

Metro-North has an obligation: if it provides service to bring commuters into Manhattan, it must provide service to bring them home. At the very least, Metro-North should provide hourly service with diesel powered train on all lines during a snow emergency.

New Jersey Transit's decision to operate a President's Day schedule on Wednesday, March 15<sup>th</sup> was a bad one.

In the morning of March 15<sup>th</sup> on the Pascack Valley line, there were not enough trains scheduled to handle the passengers.

In the afternoon, a Metro-North express train ran at 3:29 pm out of Hoboken terminal. This train should have been scheduled as a local train with New Jersey Transit sharing in the cost of its operation.

In the evening of March 15<sup>th</sup>, NJ Transit did add one outbound Port Jervis train and three outbound Pascack Valley Line trains to handle the volume of passengers.

In the morning of March 15<sup>th</sup>, train #2104, on the Pascack Valley Line, developed brake problems at spring Valley, Nanuet and Montvale, and eventually ran non-stop from Woodcliff Lake to Secaucus. Since the equipment assigned to train #2104 was Metro-

North's seven Comet V coaches and a Metro-North diesel locomotive, I have serious concerns that New Jersey Transit is not properly maintaining Metro-North's equipment West-of-Hudson. Metro-North should require New Jersey Transit to track Mean Distance between Failures in the same way that Metro-North does for the East side of the Hudson.

The snow was never removed from the steps and platform at the Nanuet station all day on March 15<sup>th</sup>. When I finally got an answer from Metro-North as to why the snow the snow was not removed, it was explained that the contractor failed to do the job. It is recommended that Metro-North hire a contractor to just clean the Rockland County train stations.

