

# The Bulletin



***New York Division, Electric Railroaders' Association***

Vol. 48, No. 3

March, 2005

## ***The Bulletin***

Published by the New York Division, Electric Railroaders' Association, Incorporated, PO Box 3001, New York, New York 10008-3001.

For general inquiries, contact us at [nydiv@electricrailroaders.org](mailto:nydiv@electricrailroaders.org) or by phone at (212) 986-4482 (voice mail available). ERA's website is [www.electricrailroaders.org](http://www.electricrailroaders.org).

Editorial Staff:  
*Editor-in-Chief:*  
Bernard Linder  
*News Editor:*  
Randy Glucksman  
*Contributing Editor:*  
Jeffrey Ertlitz

Production Manager:  
David Ross

©2005 New York Division, Electric Railroaders' Association, Incorporated

**In This Issue:**  
**Pelham-Mount Vernon Line — History and Track Plan**  
...Page 2

## **THE SNOWSTORM OF JANUARY 22-23, 2005** by Randy Glucksman

In the preceding days, meteorologists had been forecasting a snowstorm with blizzard conditions, and they were right. The snow, which ultimately reached 19 inches in some areas, began falling just before noontime on Saturday, January 22. For a snowstorm to occur on a Saturday is fortuitous, because it allows for snow removal to take place on a Sunday, and with good luck and hard work, the roads and rails are available for the Monday morning commute. Below is a summary of what occurred.

### **MTA Metro-North Railroad**

On early Saturday afternoon, 30-minute delays were reported on the Upper Hudson Line between Poughkeepsie and Croton-Harmon. At 3:15 PM Saturday, although there were blizzard-like conditions, the regular Saturday schedule was being operated using diesel-hauled trains or electric cars that had been overhauled recently (68 of 240 M-2s) and the M-7s.

Metro-North spokesman Dan Brucker, in an interview on NewsChannel 4, told the reporter that the railroad was taking every precaution to protect its electric cars so that they would be available for Monday morning by not operating them in the snow and storing them undercover in locations such as Grand Central Terminal.

For most of Sunday, a schedule was in effect under which diesel trains ran local every two hours on all three lines, specifically 10 each on Hudson and Harlem and 11 on New Haven. The three New Haven branches (New Canaan, Danbury and Waterbury) and the Wassaic operated half that number. All stations were served except what are termed

the Lower Bronx Stations: University Heights and Morris Heights on the Hudson Line and Tremont and Melrose on the Harlem Line. Those customers were advised to use subways. After 4 PM Sunday, the normal Sunday schedule was operated. The snow had ended in most of the metropolitan area early on Sunday morning.

As you will see, some of the commuter lines fared better than others on Monday. The lessons that were learned the hard way during a snowstorm last year paid off big time because Metro-North reported that on Monday morning, more than half of the trains arrived on time, and those that were late averaged 11 minutes.

### **MTA Long Island Rail Road**

The forecast was that the eastern end of Long Island was to suffer the highest amounts of snow accumulation, and on Saturday afternoon the LIRR announced that Trains #6202 (3:43 PM Ronkonkoma/Greenport) and 6203 (6:17 PM Greenport/Ronkonkoma) were canceled and replaced by bus service. This suspension was continued until the morning of Wednesday, January 26. I asked member Larry Kiss to monitor when service was restored, and he wrote, "that meant there was no service from Saturday afternoon for three full days after the snowstorm. I think the main reason that service was out for so long is that the snow piles up in drifts in the farm fields, especially east of Riverhead. Another reason why service may have come back a little sooner than it might have is that there are several important freight customers between Ronkonkoma and

*(Continued on page 3)*