

From: Gura Cyril
To: [REDACTED]
Subject: FW: Valhalla, Westchester County, NY Metro-North Railroad Investigation
Date: Monday, February 09, 2015 12:21:00 PM

From: Gura Cyril
Sent: Saturday, February 07, 2015 10:34 AM
To: MD-3

Cc: Stancil Paul; Bing Candi; Bennett Shannon

Subject: FW: Valhalla, Westchester County, NY Metro-North Railroad Investigation

Good morning Mr. Edward Gerson, the NTSB appreciates you taking your time to write us about your knowledge of grade crossing separations. The NTSB is gathering and evaluating all evidence and statements, and I would like to thank you for your interest in transportation safety.

From: Weiss Eric
Sent: Friday, February 06, 2015 10:01 AM
To: Gura Cyril

Subject: FW: Valhalla, Westchester County, NY Metro-North Railroad Investigation

-----Original Message-----

From: EDWARD GERSON [REDACTED]
Sent: Friday, February 06, 2015 10:57 AM Eastern Standard Time
To: Weiss Eric

Subject: Valhalla, Westchester County, NY Metro-North Railroad Investigation

Eric:

I am contacting you but if the following is not what you are involved in please pass this to the proper investigation personal that are doing this investigation of the railroad incident on February 3, 2015.

The Harlem Line of the Metro-North Railroad north of North White Plains had the 3rd rail installed in 1983-84 but unlike the railroad south of North White Plains where the 3rd rail was installed at the beginning of the 20th century all of the railroads grade crossings were removed and the railroad was either put up on an embankment or in a cut below the cross streets. The same is true with the Hudson Line north to Croton. All the grade crossings were removed at the same time. On the New Haven Line also all grade crossing were removed all the way to New Haven, CT when electric train service was introduced at around the same time as the Harlem and Hudson Lines. There are 40 grade crossings on the Harlem Line from North White Plains north to Southeast in Putnam County. Trains on the upper Harlem Line north of North White Plains operate at speeds up to 85mph.

In conclusion the time is long overdue to have this part of the railroad have it's grade crossing removed. It makes common sense that when the 3rd rail was installed that grade crossings should have been removed just like on the other lines. Amtrak did this between New Haven, CT. and Boston, MA. in the late 1990s at most of it's grade crossings when they extended their electric locomotive train service.

Thank you,
Edward Gerson