

From: [REDACTED]
To: [REDACTED]; [REDACTED]
Cc: [REDACTED]
Subject: Re: dwell times
Date: Friday, March 8, 2024 1:53:33 PM
Attachments: [image002.png](#)
[image003.png](#)

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Why is that time from when the wheels stop until they move again so much longer at NY Penn Station than, say, Newark Penn, or New Brunswick? Or Secaucus?

These questions will come up, I'm trying to be sure everything is accounted for.

Thanks,

[REDACTED]



From: [REDACTED] <[REDACTED]>
Sent: Friday, March 8, 2024 1:43 PM
To: [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>
Cc: [REDACTED] <[REDACTED]>
Subject: RE: dwell times

Hi [REDACTED]:

Setting aside the time needed for interlocking or buffer (for reliability), the dwell itself is from the point at which the wheels stop until the point at which the wheel moves. Bear with me because nothing is simple in this line of work.

There are multiple actions taken every time a train passes through Penn Station; dispatching protocols, passenger flow management to/from the station, provisioning, inspecting and preparing the train at the platform, on-board actions by the train crew, etc. The table below provides all the activities that contribute to station dwell times – some are applicable only to intercity rail, some only to regional/ commuter rail and some to both.





Yes, some of the activities do happen in parallel; however many activities happen sequentially.

Activities included in Dwell Times

Topic	Activities
PSCC	Train movements through "A", "C" and "JO" interlockings that has schedule times built into dwell standards
Platform Level	Boarding / egress activities (highly dependent upon number and width of doors as well type of trainset: single level vs. multi-level)
	Passenger train loads (volumes)
	Facilitation for passengers with large volume of luggage
	Vertical passenger access
	commissary/stocking/baggage time
Train Management	Back-out crews taking the train to SSY (yard crew) or bringing train from SSY to take it for revenue run (road crew)
	In-built times for minimal inspection and service
	Engineer operating position close-up
	Conductor walk time for train safety review
	Engineer walk time
	Engineer operating position set-up
	Terminal departure brake test
	Cab signal test
	PTC (ACSES) test
	Engineer/conductor job briefing
	Door closing time
	Door closed relay activation time
	Engineer reaction time to proceed signal
	Minimum scheduled recovery time built into dwell standards

These are the reasons that when technical analyses including using sophisticated pedestrian modeling tools like LEGION has shown longer dwell times. The inputs have to be correct first and foremost starting with passenger loads, types of trainsets, number of doors.



From: [Redacted] <[Redacted]>
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safe.

Dear [REDACTED] and [REDACTED]

I have been pondering the presentation on Tuesday which is coming together really well. I wanted to probe a little harder on the dwell question. Can you give me some background as to why it's impossible to reduce the dwell on drop and go below 6 minutes? I am appreciating more [REDACTED]'s comment that the ReThink proposal fails on issues other than the dwell time but if their dwell times don't work we need to say why, and if they ***do*** work we need to then show the other problems.

Can either of you please expand on this question so I can include a better developed thought in my written comments to the group?

Thanks,

[REDACTED]
[REDACTED]
Regional Plan Association | rpa.org
[REDACTED]
[REDACTED]

