



**General Notice No. 1-12**

**Effective 12:01 AM  
Saturday, August 13, 2022**

**(A) Entire Railroad  
General Notices**

**NOTE:** Unless otherwise indicated, ALL revisions listed below are effective at the effective date/time of the General Notice.

**GENERAL NOTICE 1-12 INCLUDES PARAGRAPHS MADE EFFECTIVE SATURDAY, AUGUST 13, 2022, SUNDAY AUGUST 14, 2022 & MONDAY AUGUST 15, 2022**

**STATION PAGES REVISIONS**

Mainline Branch **See Page 4, Para. (D)**  
Hempstead Branch **See Page 4, Para. (D)**

**SPECIAL INSTRUCTION REVISIONS**

1038-B Maximum Authorized Speeds Psgr. & Frt. **See Pages 4 & 5, Para. (E1)**  
1251-A Track Designations **See Page 5, Para. (E2)**  
1450-A ACSES Construction Zones **See Page 5, Para. (E3)**  
1901-B Station Platform Capacity & Car Stop Information **See Pages 5 & 6, Para. (E4)**  
MLN 1151-B Main Track Designations – Two or More Tracks **See Page 6, Para. (F1)**  
MLN 1250 Rules in Effect **See Page 6, Para. (F2)**  
MLN 1251-A Queens Interlocking Track Designations **See Page 6, Para. (F3)**  
HEM 1100 Rule 100 is in Effect **See Page 6, Para. (G1)**  
HEM 1151-B Main Track Designations – Two or More Tracks **See Page 7, Para. (G2)**  
HEM 1167-D Main Tracks Equipped with Third Rail **See Page 7, Para. (G3)**  
HEM 1201 Train Movement Authority / Phone Numbers **See Page 7, Para. (G4)**  
HEM 1250 Rules in Effect **See Page 7, Para. (G5)**  
HEM 1251-A Queens Interlocking Track Designations **See Page 7, Para. (G6)**  
HEM 1606 Emergency Signals – Whistle or Horn in Service Locations **See Page 7, Para. (G7)**  
5004 Belmont Yard Map **See Page 7, Para. (H)**

**APPENDIX A-2 REVISIONS**

New Hyde Park & Merillon Ave. Station Platform Capacity **See Page 8, Para. (J1)**  
Queens Interlocking Map **See Page 8, Para. (J2)**  
Nassau Interlocking & Map **See Page 8, Para. (J3)**

**STATION PAGES REVISIONS**

**(EFFECTIVE 12:01AM SUNDAY AUGUST 14, 2022)**

Atlantic Branch **See Page 9, Para. (L)**

**APPENDIX A-2 REVISIONS**

**(EFFECTIVE 12:01AM SUNDAY AUGUST 14, 2022)**

Beaver Interlocking & Map **See Page 9, Para. (N)**

**SPECIAL INSTRUCTION REVISIONS**

**(EFFECTIVE 12:01AM MONDAY AUGUST 15, 2022)**

100-X-1 Alternate Service Programs **See Pages 9 & 10, Para. (O)**

**(B1) Entire Railroad**

**Physical Characteristics**

**Mainline 3<sup>rd</sup> Track – Block 1 Commissioning (Queens to Nassau 1)**

In support of the Mainline 3<sup>rd</sup> track expansion project, the following physical characteristics revisions have been made:

**NEWLY COMMISSIONED MLN NO. 2 TRACK**

- NEW main track (MLN No. 2 track) installed and in service south of MLN No. 1 track, between Queens Int. and Nassau 1 Int.
- Rules in effect for the newly installed MLN No. 2 track between Queens Int. and Nassau 1 Int. are as follows:
  - 261-264, 501-509BD, 400-412 ex 409BD, 450-465BD, 100
- New station platforms (12 units) at New Hyde Park & Merillon Ave., located south of MLN No. 2 track, installed and in service.

**PARK INT. PC REVISIONS**

- **NEW 1-2W SIGNAL (PARK1 INT.):** W/B reduced aspect signal (RAS), Pe/P1e, 1<sup>st</sup> signal west of New Hyde Park, **installed and in service on MLN No. 2 track.**
- **21 SWITCH (PARK 1 INT):** E/B facing point interlocking switch (21), 1<sup>st</sup> switch east of Floral Park **is in service for train movements to/from MLN No. 2 & HEM No. 1 tracks; no longer blocked and spiked reverse.**

**NASSAU 1 INT. PC REVISIONS**

- **NEW 1-2E SIGNAL (NASSAU 1 INT.):** E/B reduced aspect signal (RAS), Nw/N1w, 1<sup>st</sup> signal east of Merillon Ave., **installed and in service on MLN No. 2 track.**
- **PREVIOUSLY INSTALLED 21W SWITCH (NASSAU 1 INT):** E/B facing point interlocking switch to the north (21W), 1<sup>st</sup> switch east of signal 1-2E (Nw/N1w) on No. 2 track, **is in service; block and spike removed.**
- **PREVIOUSLY INSTALLED 21E SWITCH (NASSAU 1 INT):** E/B trailing point interlocking switch from the south (21E), 2<sup>nd</sup> switch east of signal 1-1E (Nw/N1w) on No. 1 track, **is in service; block and spike removed.**

**NASSAU 2 INT. PC REVISIONS**

- E/B facing point interlocking switch (26), 1<sup>st</sup> switch east of Mineola on No. 1 track Nassau 2 Int. is out of service and removed. **No access to OBY Branch from No. 1 track.**
- E/B freestanding position light signal (2E), Nassau 2 Interlocking westerly limit, 1<sup>st</sup> signal east of Mineola on No. 1 track is out of service and removed.
- W/B pedestal signal (2W) to left of track governed, Nassau 2 Interlocking easterly limit, 2<sup>nd</sup> signal west of Carle Place is out of service and removed.

- NEW E/B facing point interlocking switch (32), 2<sup>nd</sup> switch east of Mineola on No. 3 track Nassau 2 Interlocking, blocked and spiked normal; not yet in service.

**\*See Maps on Pages 11 & 12**

**(B2) Entire Railroad  
Physical Characteristics – Mainline & Hempstead Branches  
Track Designations / Station Pages**

In support of the Mainline 3<sup>rd</sup> track expansion project, the following physical characteristics revisions have been made:

**QUEENS INT. & EAST THEREOF MAIN TRACK  
DESIGNATIONS**

- Effective immediately, for location purposes, the track designations within the entirety of Queens Interlocking will be referenced from north to south as MLN 3, MLN 1, MLN 2 & MLN 4.
- All 4 main tracks east of Queens Interlocking from north to south are to be designated MLN 3, MLN 1, MLN 2 & MLN 4.

**MAINLINE & HEMPSTEAD BRANCHES STATION PAGE  
REVISIONS**

- Queens R-JCC, Elmont, Bellerose & Floral Park will no longer be listed in the station pages under the Hempstead Branch.
- Elmont, Bellerose & Park 1 R-JCC will be added to the Mainline station pages.

**NOTE: Stopping patterns for Hempstead and Mainline Psgr. trains will remain the same.**

**(C1) Entire Railroad – Mainline Branch  
New Hyde Park Psgr. Station**

In support of the Mainline 3<sup>rd</sup> track expansion project, renovation of the New Hyde Park Psgr. station is complete. All temporary platform (TP) markers and individual temporary platforms south of MLN No. 1 track are out of service and removed.

**NEW HYDE PARK PASSENGER STATION (PLATFORM B)**

NEW Permanent New Hyde Park Psgr. Station Platform (Platform B) installed and in service south of newly installed MLN No. 2 track.

**Eastbound:** NEW 4-12 unit marker located at east end of the platform south of MLN No. 2 track. **All trains will platform 12 units.**

**Westbound:** NEW 4-12 unit marker located at west end of the platform south of MLN No. 2 track. **All trains will platform 12 units.**

**(C2) Entire Railroad – Mainline Branch  
Merillon Ave. Psgr. Station**

In support of the Mainline 3<sup>rd</sup> track expansion project, renovation of the Merillon Ave. Psgr. station is complete. All temporary platform (TP) markers and individual temporary platforms south of MLN No. 1 track are out of service and removed.

**MERILLON AVE. PASSENGER STATION (PLATFORM B)**

NEW Permanent Merillon Ave. Psgr. Station Platform (Platform B) installed and in service south of newly installed MLN No. 2 track.

**Eastbound:** NEW 4-12 unit marker located at east end of the platform south of MLN No. 2 track. **All trains will platform 12 units.**

**Westbound:** NEW 4-12 unit marker located at west end of the platform south of MLN No. 2 track. **All trains will platform 12 units.**

(D)

**Entire Railroad**

**Current Timetable – Station Pages**

General Notice Replacement Pages III, IV, VII & VIII

On Page III, **MAINLINE BRANCH** Station Pages, under “QUEENS R-JCC” row, “**ELMONT**” row added. In “Passenger Station column”, “**X**” has been added. In “Location” column, “**13.7**” has been added. In “Section Dispr. Territory” column, “**Section D**” has been added.

On Page III, under “ELMONT” row, “**BELLEROSE**” row added. In “Passenger Station column”, “**X**” has been added. In “Location” column, “**14.3**” has been added. In “Section Dispr. Territory” column, “**Section D**” has been added.

On Page III, under “FLORAL PARK” row, “**PARK 1 R-JCC**” row added. In “Interlocking column”, “**XR**” has been added. In “Radio Equipped” column, “**CH 1**” has been added. In “Location” column, “**15**” has been added. In “Section Dispr. Territory” column, “**Section D**” has been added.

On Page VII, **HEMPSTEAD BRANCH** Station Pages, “**QUEENS R-JCC, ELMONT, BELLEROSE & FLORAL PARK**” rows have been deleted in their entirety.

(E1)

**Entire Railroad**

**Timetable Special Instruction 1038-B**

General Notice Replacement Pages I-29 & I-30

On Page I-29, “HEMPSTEAD BRANCH” maximum authorized speeds revised as follows:

“Br. 4 Queens and Garden\*” row has been deleted in its entirety and replaced with the following:

Under “Between”, “**Westward limits of Park 1 Int. and Garden Int.**” row added. In No. 1 track column, “**70**” has been added under “Psg” and “**45**” has been added under Frt.

Under “Westward limits of Park 1 Int. and Garden Int.” row, “**Westward limits of Park 2 Int. and Garden Int.**” row added. In No. 2 track column, “**70**” has been added under “Psg” and “**45**” has been added under Frt.

Under “*Except:*”, the 1<sup>st</sup> and 2<sup>nd</sup> speed restrictions have been deleted in their entirety and replaced with the following:

Under “*Except:*”, “**First curve east of westward limits of Park 1**” row added. In No. 1 track column, “**25**” has been added under “Psg” and “**10**” has been added under Frt.

Under “**First curve east of westward limits of Park 1**” row, “**Second curve east of westward limits of Park 1**” row added.. In No. 1 track column, “**60**” has been added under “Psg” and “**40**” has been added under Frt.

On Page I-30, "MAIN LINE" maximum authorized speeds revised as follows:

"Signal Bridge 99 & Queens" row revised to read, "**Signal Bridge 99 & eastward limits of Queens Int.**"

Under "Reverse curves at west end of Hillside Viaduct" row, "Queens Interlocking" row has been deleted in its entirety and replaced with the following:

Under "Reverse curves at west end of Hillside Viaduct" row, "**Between Br. 4 Queens Int. and eastward limits of Queens Int.**" row has been added. In No. 4 track column, "**70**" has been added under "Psg" and "**40**" has been added under Frt.

"Queens and Westward limits of Divide" row has been moved to under "Between Br. 4 Queens Int. and eastward limits of Queens Int." row. In "Queens and Westward limits of Divide" row, in No. 2 track column, "**80**" has been added under "Psg" and "**45**" has been added under Frt. **NOTE: The speed restriction on No. 3 track within the limits of Nassau 2 has been deleted in its entirety.**

Under "Queens and Westward limits of Divide" row "**Queens Int. and Park Int.**" row has been added. In No. 4 track column, "**70**" has been added under "Psg" and "**40**" has been added under Frt.

Under "Queens Int. and Park Int." row, "**Except:**" has been added. Under "**Except:**", "**First curve east of Floral Park**" row has been added. In No. 4 track column, "**50**" has been added under "Psg" and "**40**" has been added under Frt.

Under "First curve east of Floral Park" row, "**Second curve east of Floral Park**" row has been added. In No. 4 track column, "**60**" has been added under "Psg" and "**40**" has been added under Frt.

**(E2) Entire Railroad**

**Timetable Special Instruction 1251-A**

General Notice Replacement Pages I-3, I-4, I-45 & I-46

On Page I-4, under "T", in "Track Designations" row, "**Queens INT**" has been deleted.

On Page I-46, in the "NOTE", "**Queens Interlocking and**" has been deleted.

**(E3) Entire Railroad**

**Timetable Special Instruction 1450-A**

General Notice Replacement Pages I-49 & I-50

On Page I-50, last bullet point, "Hempstead Branch", Construction Zone location revised to read, "**Between Park Int. & EOB Hempstead**"

**(E4) Entire Railroad**

**Timetable Special Instruction 1901-B**

General Notice Replacement Pages I-59, I-60, I-63 & I-64

On Page I-60, under "MAINLINE", "Floral Park – Track 1" row, revised to read, "**Floral Park – Track 1 & Track 2**".

On Page I-60, under "MAINLINE", "New Hyde Park – Track 3" row, revised to read, "**New Hyde Park**". "New Hyde Park – Track 1" row has been deleted in its entirety.

On Page I-60, under "MAINLINE", "Merillon Avenue – Track 3" row, revised to read, "**Merillon Avenue**". "Merillon Avenue – Track 1" row has been deleted in its entirety.

On Page I-64, under "MAINLINE", "Floral Park – Track 1" row, revised to read, "**Floral Park – Track 1 & Track 2**".

On Page I-64, under "MAINLINE", "New Hyde Park – Track 3" row, revised to read, "**New Hyde Park**". "New Hyde Park – Track 1" row has been deleted in its entirety.

On Page I-64, under "MAINLINE", "Merillon Avenue – Track 3" row, revised to read, "**Merillon Avenue**". "Merillon Avenue – Track 1" row has been deleted in its entirety.

**(F1) Entire Railroad  
Timetable Special Instruction MLN 1151-B  
General Notice Replacement Pages I-77 & I-78**

On Page I-78, under the "Hall and Queens" row, "**Queens and Park**" has been added. In "No. 4 track" column, "**X**" has been added. Under the "Queens and Park" row, "**Queens and Nassau**" has been added. In "No. 3 track, No. 1 track & No. 2 track" columns, "**X**" has been added. Under the "Queens and Nassau" row, "Queens and Divide" row has been revised to read, "**Nassau and Divide**".

**(F2) Entire Railroad  
Timetable Special Instruction MLN 1250  
General Notice Replacement Pages I-81 & I-82**

On Page I-82, Mainline Rules in Effect revisions are as follows:

"HALL TO QUEENS 1, 2, 3, 4 TRACK" has been revised to read, "**HALL TO NASSAU 3, 1, 2 TRACK**".

Above the "HALL TO NASSAU 3, 1, 2, TRACK" row, the following has been added:

**"HALL TO PARK 4 TRACK  
261-264  
501-509BD  
400-412 ex409BD  
450-465BD  
100"**

"QUEENS TO DIVIDE 3,1 TRACK" has been revised to read, "**NASSAU TO DIVIDE 3,1 TRACK**".

**(F3) Entire Railroad  
Timetable Special Instruction MLN 1251-A  
General Notice Replacement Pages I-71, I-72, I-83 & I-84**

On Page I-72, under "T", "**Track Designations – Queens Interlocking MLN 1251-A**" has been deleted.

On Page I-83, Special Instruction MLN 1251-A has been deleted in its entirety.

**(G1) Entire Railroad  
Timetable Special Instruction HEM 1100  
General Notice Replacement Pages I-153 & I-154**

On Page I-154, "Between Queens & EOB Hempstead" has been revised to read "**Between Park & EOB Hempstead**".

- (G2) **Entire Railroad  
Timetable Special Instruction HEM 1151-B**  
General Notice Replacement Pages I-155 & I-156A
- On Page I-155, “Queens and Garden” has been revised to read  
**“Park and Garden”**
- (G3) **Entire Railroad  
Timetable Special Instruction HEM 1167-D**  
General Notice Replacement Pages I-155 & I-156A
- On Page I-155, “Between Queens & EOB Hempstead” has been revised to read **“Between Park & EOB Hempstead”**
- (G4) **Entire Railroad  
Timetable Special Instruction HEM 1201**  
General Notice Replacement Pages I-155 & I-156A
- On Page I-156A, first sentence, “Queens” has been revised to read **“Park”**. In the chart, “Queens\*” has been revised to read, **“Park\*”**
- (G5) **Entire Railroad  
Timetable Special Instruction HEM 1250**  
General Notice Replacement Pages I-155 & I-156A
- On Page I-156A, Hempstead Branch Rules in Effect revisions are as follows:
- “QUEENS TO GARDEN 1, 2 TRACK” has been revised to read,  
**“PARK TO GARDEN 1, 2 TRACK”**
- (G6) **Entire Railroad  
Timetable Special Instruction HEM 1251-A**  
General Notice Replacement Pages I-153, I-154, I-155 & I-156A
- On Page I-153, under “T”, **“Track Designations – Queens Interlocking HEM 1251-A”** has been deleted.
- On Page I-156A, Special Instruction HEM 1251-A has been deleted in its entirety.
- (G7) **Entire Railroad  
Timetable Special Instruction HEM 1606**  
General Notice Replacement Pages I-153, I-154, I-155 & I-156B
- On Page I-153, under “E”, **“Emergency Whistle or Horn in Service Locations HEM 1606”** has been deleted.
- On Page I-156B, Special Instruction HEM 1606 has been deleted in its entirety.
- (H) **Entire Railroad  
Timetable Special Instruction 5004 Belmont Yard Map**  
General Notice Replacement Pages I-199 & I-200
- On Page I-199, Belmont Yard Map revised to update track designations on the east end of Queens Interlocking as referenced in Paragraph (B2) of this General Notice.
- (I) **Entire Railroad  
Timetable Authority – General Notices**  
Employees must make the following changes in ink:
- General Notice 1-1, Paragraph (I2), delete **“New Hyde Park, Merillon Avenue,”**
- General Notice 1-8, Paragraph (K) is annulled.

General Notice 1-9 Paragraph (D) is annulled and employees must place an "X" through the Map on Page 4

General Notice 1-10, Page 3, Paragraph (F), 5<sup>th</sup> line (Hempstead Branch), change "Queens" to "**Park**"

General Notice 1-10, Paragraphs (K), (L) & (M) are annulled.

General Notice 1-11, Paragraphs (B), (D), (F), (J) & (K) are annulled and employees must place an "X" through the Map on Page 5

- (J1) **Entire Railroad**  
**Timetable Appendix A-2 – Station Platforms under Repair**  
**New Hyde Park Passenger Station MLN No. 1 Track & Merillon**  
**Ave. Passenger Station MLN No. 1 Track**  
General Notice Replacement Page 2 & 3

On Page 2, New Hyde Park Passenger Station Platform MLN No. 1 Track & Merillon Ave. Passenger Station MLN No. 1 Track information have been deleted in their entirety.

- (J2) **Entire Railroad**  
**Timetable Appendix A-2 – Zone C Infrastructure Upgrades**  
**Queens Interlocking Map**  
General Notice Replacement Pages 6 & 7

On Page 6, Queens Interlocking Map revised to update track designations on the east end of Queens Interlocking as referenced in Paragraph (B2) of this General Notice.

- (J3) **Entire Railroad**  
**Timetable Appendix A-2 – Zone C Infrastructure Upgrades**  
**Nassau Interlocking & Map**  
General Notice Replacement Pages 6, 7, 8 & 9

On Page 7, "21E SWITCH (NASSAU 1)" & "2W SIGNAL" information have been deleted in their entirety. "32 SWITCH (NASSAU 2) information added as referenced in Paragraph (B1) of this General Notice.

On Page 9, Nassau Interlocking Map updated to reflect the revisions referenced in Paragraph (B1) of this General Notice.

**Effective 12:01 AM**  
**Sunday, August 14, 2022**

- (K) **Entire Railroad**  
**Physical Characteristics – Atlantic Branch**  
**NEW Beaver Interlocking**  
In support of LIRR Infrastructure Upgrades, **NEW Beaver Int. (R-JCC) installed and in service east of Hall Int. on the Atlantic Branch.** Physical characteristics revisions are as follows:

**NEW BEAVER INT. R-JCC PHYSICAL CHARACTERISTICS**

- **1E SIGNAL:** E/B reduced aspect signal (RAS), Bw, 1<sup>st</sup> signal east of Hall Int., **installed and in service on ATL No. 1 track.**
- **1W SIGNAL:** W/B reduced aspect signal (RAS), Be, 1<sup>st</sup> signal west of Locust Manor, **installed and in service on ATL No. 1 track.**
- **2E SIGNAL:** E/B reduced aspect signal (RAS), Bw, 1<sup>st</sup> signal east of Hall Int., **installed and in service on ATL No. 2 track.**



- **2W SIGNAL:** W/B reduced aspect signal (RAS), Be, 1<sup>st</sup> signal west of Locust Manor, **installed and in service on ATL No. 2 track.**
- **12E, 12W, 21E & 21W SWITCHES (PREVIOUSLY INSTALLED):** Interlocking switches (12E), (12W), (21E) & (21W) **remain blocked and spiked normal; not yet in service.**

**\*See Map on Page 13**

- (L) **Entire Railroad  
Current Timetable – Station Pages**  
General Notice Replacement Pages V & VI

On Page VI, **ATLANTIC BRANCH** Station Pages, under “HALL R- JCC” row, “**BEAVER R- JCC**” row added. In “Interlocking column”, “**XR**” has been added. In “Location” column, “**9.9**” has been added. In “Section Dispr. Territory” column, “**Section B**” has been added.

- (M) **Entire Railroad  
Timetable Authority – General Notices**  
Employees must make the following change in ink:

General Notice 1-1, Paragraph (I3), delete “**future Beaver Interlocking**”

- (N) **Entire Railroad  
Timetable Appendix A-2 – Zone C Infrastructure Upgrades  
Beaver Interlocking**  
General Notice Replacement Page 12, 13, 14 & 15

On Page 13, ALL references to “Future Beave Interlocking” have been revised to read, “**Beaver Interlocking**”

On Page 14, the physical characteristics map has been revised to reflect changes referenced in Paragraph (K) of this General Notice.

**Effective 12:01 AM  
Monday, August 15, 2022**

- (O) **Entire Railroad  
Timetable Special Instruction 100-X-1**  
General Notice Replacement Pages I-23 & I-24

On Page I-23, Special Instruction 100-X-1 revised to read as follows:

**“100-X-1 Alternate Service Programs**  
**When necessitated by infrastructure improvements or operational/environmental conditions, this Special Instruction will be placed in effect through verbal or written notification by order of the General Superintendent - Transportation or a designated representative.**

Employees may be notified to comply with this Special Instruction prior to or during their tour of duty by one or more of the following:

- **Verbal notification from the MVB or controlling tower during orders and messages**
- **Verbal notification from Terminal Supervision prior to departure from initial terminal or while enroute**

- **Verbal notification from Crew Dispatcher or message/text received from the PIO office**
- **Written notification in any company issued publication over the signature of the General Superintendent – Transportation**

**When this Special Instruction is placed in effect, changes to train service schedules will be made effective via Alternate Service Program packets, an alternate service General Order or verbally as outlined above.**

**When an alternate service General Order is placed in effect, it will supersede individual schedules/crew book assignments of the current General Order/Crew Book.**

**When Alternate Service Program packets are made available to Transportation/ Engineering Department employees, they will work in conjunction with and/or supersede individual schedules/crew book assignments of the current General Order/Crew Book as defined within the packet.**

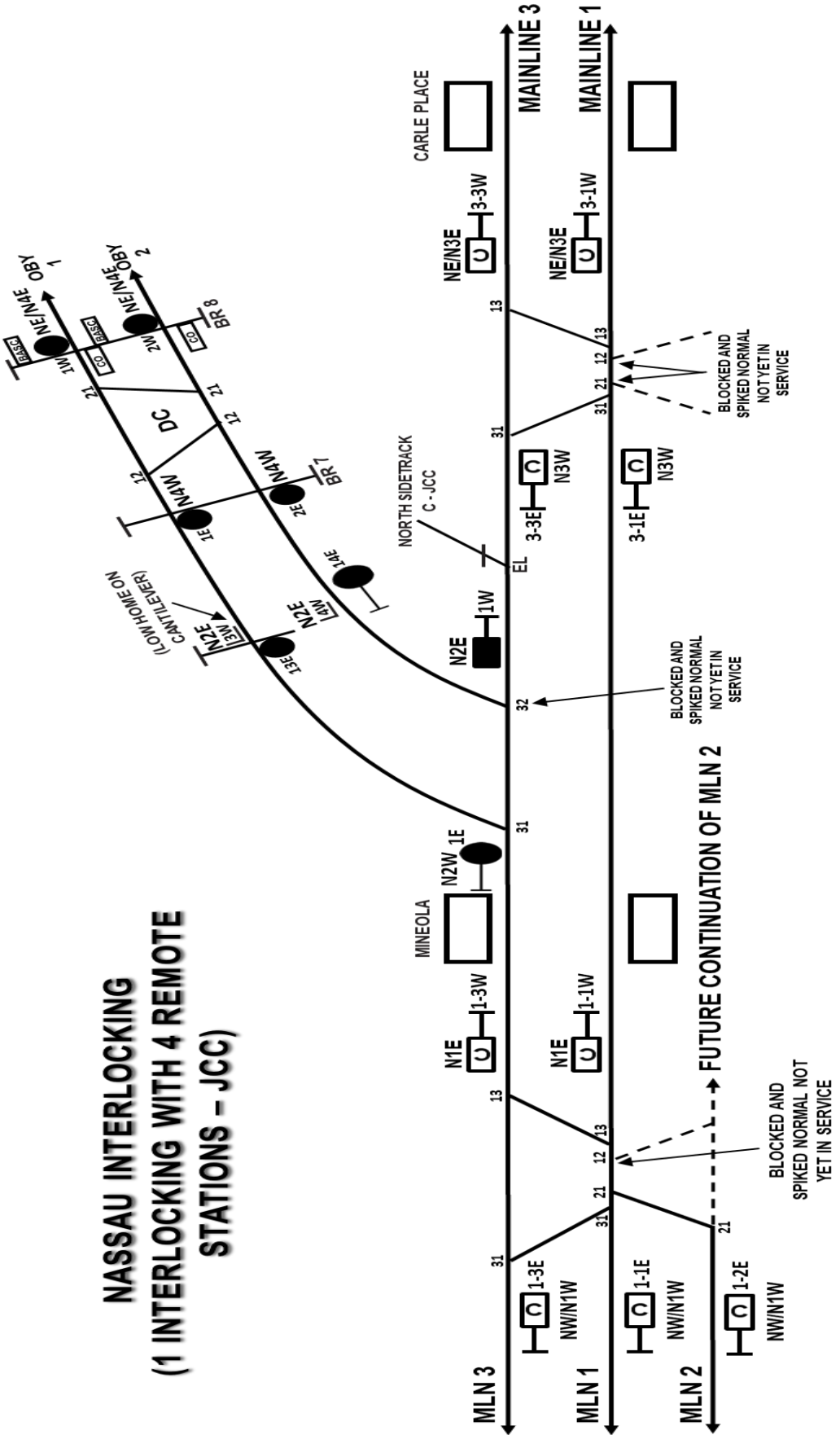
**Once placed into effect, this Special Instruction will remain in effect until notified by a Transportation Department representative by any means defined in the above bullet points, that the Alternate Service Program, no longer applies.**

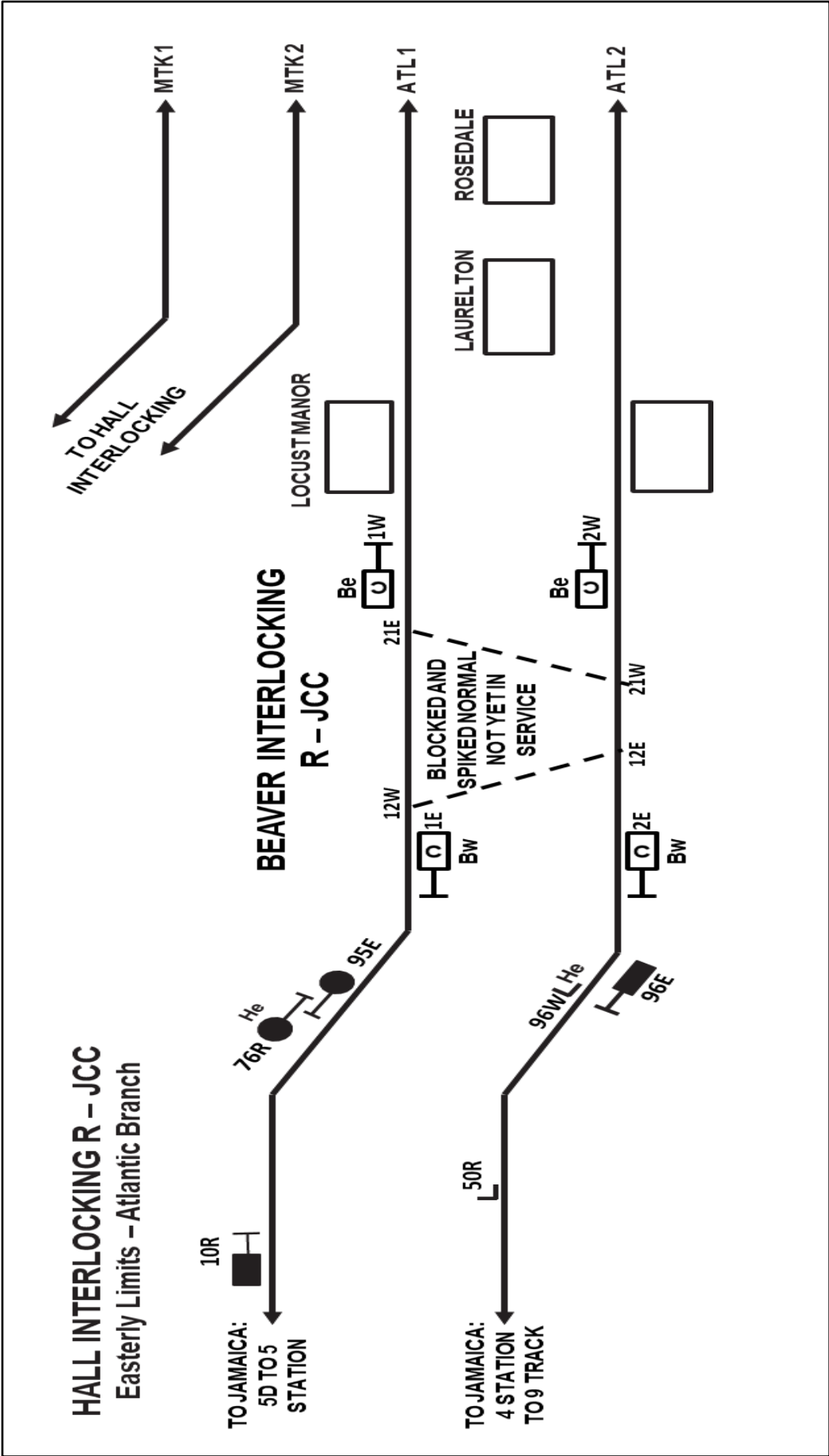
**When the Alternate Service Program is no longer in effect, existing timetable schedules/crew book assignments will return under the authority of the current General Order/Crew Book.**

**Note: When operating under an Alternate Service Program, all existing applicable Operating Rules and Special Instructions will remain in effect.”**



# NASSAU INTERLOCKING (1 INTERLOCKING WITH 4 REMOTE STATIONS - JCC)





Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Passenger Station	Radio Equipped	MAIN LINE BRANCH *  STATIONS (PSCC TO HAROLD)	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory	
.....	X	.....	.....	.....	CH 1	PSCC .....	0.3	.....		
XR	.....	.....	.....	.....	.....	A R- PSCC .....	0.2	.....		
XR	.....	.....	.....	.....	.....	KN R- PSCC .....	0.1	.....		
.....	.....	.....	.....	X	CH 1	NEW YORK .....	0.0	.....		
XR	.....	.....	.....	.....	.....	C R- PSCC .....	0.1	.....		
XR	.....	.....	.....	.....	.....	JO R- PSCC .....	0.1	.....		
XR	.....	.....	.....	.....	.....	F R- PSCC .....	3.0	.....		
XR	.....	.....	.....	.....	.....	HAROLD R- PSCC .....	3.7	.....		
						MAIN LINE BRANCH *				
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Passenger Station	Radio Equipped	STATIONS (LIC TO GREENPORT)	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory	
.....	.....	.....	.....	X	.....	LONG ISLAND CITY .....	0.0	.....	Section A	
.....	.....	.....	.....	X	.....	HUNTERSPOINT AVE .....	0.6	.....	Section A	
XR	.....	.....	.....	.....	.....	HAROLD R- PSCC .....	1.8	.....		
.....	.....	.....	.....	X	.....	WOODSIDE .....	3.1	.....	Section A	
XR	.....	.....	.....	.....	.....	WOOD R- Jamaica .....	3.2	.....	Section A	
.....	.....	.....	.....	X	.....	FOREST HILLS .....	6.7	.....	Section A	
.....	.....	.....	.....	X	.....	KEW GARDENS .....	7.7	.....	Section A	
XR	.....	.....	.....	.....	CH 1	JAY R- JCC .....	9.0	.....	Section B	
.....	X	.....	.....	.....	CH 1&3	JCC .....	9.3	.....	Section B	
.....	.....	.....	.....	X	CH 1&2	JAMAICA .....	9.3	.....	Section B	
XR	.....	.....	.....	.....	CH 1	JOHNSON AVE. R- JCC .....	9.4	.....	Section B	
XR	.....	.....	.....	.....	CH 1	HALL R- JCC .....	9.4	.....	Section B	
.....	.....	.....	.....	.....	.....	HILLSIDE - Employees only .....	11.0	.....	Section D	
.....	.....	.....	.....	X	.....	HOLLIS .....	11.5	.....	Section D	
XR	.....	.....	.....	.....	.....	HOLLIS R- JCC .....	11.6	.....	Section D	
.....	.....	.....	.....	X	.....	QUEENS VILLAGE .....	13.2	.....	Section D	
XR	.....	.....	.....	.....	CH 1	QUEENS R- JCC .....	13.3	.....	Section D	
.....	.....	.....	.....	X	.....	ELMONT .....	13.7	.....	Section D	
.....	.....	.....	.....	X	.....	BELLEROSE .....	14.3	.....	Section D	
.....	.....	.....	.....	X	.....	FLORAL PARK .....	14.9	.....	Section D	
XR	.....	.....	.....	.....	CH 1	PARK 1 R- JCC .....	15	.....	Section D	
.....	.....	.....	.....	X	.....	NEW HYDE PARK .....	16.2	.....	Section D	
.....	.....	.....	.....	X	.....	MERRILLON AVE .....	17.3	.....	Section D	
XR	.....	.....	.....	.....	CH 1	NASSAU 1 R- JCC .....	17.4	.....	Section D	
.....	.....	.....	.....	X	.....	MINEOLA .....	18.5	.....	Section D	
XR	.....	.....	.....	.....	CH 1	NASSAU 2 R- JCC .....	18.6	.....	Section D	
XR	.....	.....	.....	.....	CH 1	NASSAU 3 R- JCC .....	19.8	.....	Section D	
.....	.....	.....	.....	X	.....	CARLE PLACE .....	20.4	.....	Section D	
.....	.....	.....	.....	X	.....	WESTBURY .....	21.4	.....	Section D	
.....	.....	.....	.....	X	.....	HICKSVILLE .....	24.8	.....	Section D	
XR	.....	.....	.....	.....	CH 3	DIVIDE R- JCC .....	24.9	.....	Section D	
.....	.....	.....	.....	X	.....	BETHPAGE .....	27.9	.....	Section C	
XR	.....	.....	.....	.....	.....	BETH R- JCC .....	28.6	.....	Section C	
.....	.....	.....	.....	X	.....	FARMINGDALE .....	30.2	.....	Section C	
XR	.....	.....	.....	.....	.....	FARM R- JCC .....	30.3	.....	Section C	
XR	.....	.....	.....	.....	.....	PW R- JCC .....	31.5	.....	Section C	
XR	.....	.....	.....	.....	.....	LAWN R- JCC .....	32.3	.....	Section C	
.....	.....	.....	.....	X	.....	PINELAWN .....	32.4	.....	Section C	
XR	.....	.....	.....	.....	.....	DANCH R- JCC .....	34.1	.....	Section C	
.....	.....	.....	.....	X	.....	WYANDANCH .....	34.7	.....	Section C	
XR	.....	.....	.....	.....	.....	JS R- JCC .....	37.9	.....	Section C	
.....	.....	.....	.....	X	.....	DEER PARK .....	38.4	.....	Section C	
XR	.....	.....	.....	.....	.....	PILGRIM R- JCC .....	38.7	.....	Section C	
XR	.....	.....	.....	.....	.....	PINEAIRE R- JCC .....	39.7	.....	Section C	
.....	.....	.....	.....	X	.....	BRENTWOOD .....	41.1	.....	Section C	
XR	.....	.....	.....	.....	.....	CI R- JCC .....	42.8	.....	Section C	
.....	.....	.....	.....	X	.....	CENTRAL ISLIP .....	43.6	.....	Section C	
XR	.....	.....	.....	.....	.....	OCEAN R- JCC .....	47.6	.....	Section C	
XR	.....	.....	.....	.....	.....	POND R- JCC .....	47.9	.....	Section C	
.....	.....	.....	.....	X	.....	RONKONKOMA .....	48.5	.....	Section C	
XR	.....	X	.....	.....	RT	KO R- JCC .....	49.4	.....	Section C	
.....	.....	.....	.....	X	.....	MEDFORD .....	54.1	.....	Section C	
.....	.....	.....	.....	X	RT	YAPHANK .....	58.6	.....	Section C	
.....	.....	.....	X	.....	.....	YA C-JCC .....	58.7	22	Section C	
.....	.....	.....	X	.....	.....	MR C-JCC .....	65.1	.....	Section C	
.....	.....	.....	X	.....	.....	AH C-JCC .....	69.4	19	Section C	
.....	.....	.....	.....	X	RT	RIVERHEAD .....	73.3	.....	Section C	
.....	.....	.....	X	.....	.....	LD C-JCC .....	73.4	27	Section C	
.....	.....	.....	X	.....	.....	R C-JCC .....	78.3	.....	Section C	
.....	.....	.....	.....	X	.....	MATTITUCK .....	82.4	.....	Section C	
.....	.....	.....	X	.....	.....	K C-JCC .....	82.4	14	Section C	
.....	.....	.....	X	.....	.....	SD C-JCC .....	90.1	.....	Section C	
.....	.....	.....	.....	X	RT	SOUTHOLD .....	90.1	.....	Section C	
.....	.....	.....	X	.....	.....	GY C-JCC .....	93.6	.....	Section C	
.....	.....	.....	.....	X	RT	GREENPORT .....	94.3	.....	Section C	

GN 1-12 (D)

**NOTE:** X Indicates in service continuously  
 C Controlled  
 R Indicates Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 RT Indicates Equipped with Radio telephone; see Special Instruction MLN 1164 B for exact location  
 \*Station Locations shown with Mile Post locations on the right of way  
 \*\*Cars must not be left standing on passing sidings without notifying the Train Dispatcher

Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	MONTAUK BRANCH*		Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
						STATIONS	Location		
.....	.....	.....	.....	X	CH 1 & 2	JAMAICA.....	9	.....	Section B
XR	.....	.....	.....	.....	CH 1	HALL R - JCC.....	9.1	.....	Section B
.....	.....	.....	.....	X	.....	ST. ALBANS .....	11.8	.....	Section B
.....	.....	.....	.....	X	.....	VALLEY STREAM .....	15.7	.....	Section B
X	X	.....	.....	.....	CH 1	VALLEY .....	15.8	.....	Section B
.....	.....	.....	.....	X	.....	LYNBROOK .....	17	.....	Section C
.....	.....	.....	.....	X	.....	ROCKVILLE CENTRE .....	18.7	.....	Section C
XR	.....	.....	.....	.....	.....	ROCKY R- Valley.....	19	.....	Section C
.....	.....	.....	.....	X	.....	BALDWIN .....	20.5	.....	Section C
.....	.....	.....	.....	X	.....	FREEPORT .....	22	.....	Section C
XR	.....	.....	.....	.....	.....	PORT R- Valley .....	22.1	.....	Section C
.....	.....	.....	.....	X	.....	MERRICK .....	23.5	.....	Section C
.....	.....	.....	.....	X	.....	BELLMORE .....	24.9	.....	Section C
.....	.....	.....	.....	X	.....	WANTAGH .....	25.9	.....	Section C
XR	.....	.....	.....	.....	.....	WANTAGH R- JCC.....	26.2	.....	Section C
.....	.....	.....	.....	X	.....	SEAFORD .....	27	.....	Section C
.....	.....	.....	.....	X	.....	MASSAPEQUA .....	28	.....	Section C
XR	.....	.....	.....	.....	.....	MASSAPEQUA R- JCC .....	28.1	.....	Section C
.....	.....	.....	.....	X	.....	MASSAPEQUA PARK .....	28.8	.....	Section C
XR	.....	.....	.....	.....	.....	AMITYVILLE R- JCC.....	30.2	.....	Section C
.....	.....	.....	.....	X	.....	AMITYVILLE .....	30.5	.....	Section C
.....	.....	.....	.....	X	.....	COPIAGUE .....	31.8	.....	Section C
.....	.....	.....	.....	X	.....	LINDENHURST .....	33.7	.....	Section C
.....	.....	.....	.....	X	.....	BABYLON .....	35.9	.....	Section C
XR	.....	.....	.....	.....	CH 1	BABYLON R- JCC.....	36	.....	Section C
.....	.....	.....	.....	X	.....	BAY SHORE .....	40	.....	Section C
.....	.....	.....	.....	X	.....	ISLIP .....	42.5	.....	Section C
.....	.....	.....	.....	X	.....	GREAT RIVER .....	44.6	.....	Section C
.....	.....	.....	.....	X	.....	OAKDALE .....	46.7	.....	Section C
.....	.....	.....	.....	X	.....	SAYVILLE .....	49.1	.....	Section C
XR	.....	X	.....	.....	.....	Y R- JCC .....	49.9	.....	Section C
XR	.....	X	.....	.....	.....	PD 1 R- JCC.....	53.1	C-10	Section C
.....	.....	.....	.....	X	.....	PATCHOGUE .....	53.2	.....	Section C
XR	.....	.....	.....	.....	.....	PD 2 R- JCC.....	53.3	C-6	Section C
XR	.....	.....	.....	.....	.....	PD 3 R- JCC.....	53.6	.....	Section C
.....	.....	.....	.....	X	.....	BELLPORT .....	57.9	13	Section C
.....	.....	.....	.....	X	.....	MASTIC SHIRLEY .....	61.5	.....	Section C
XR	.....	.....	.....	.....	RT	JJD 1 R- JCC.....	61.6	C-16	Section C
XR	.....	.....	.....	.....	RT	JJD 2 R- JCC.....	61.9	.....	Section C
XR	.....	.....	.....	.....	.....	SK 1 R- JCC.....	70.6	.....	Section C
.....	.....	.....	.....	X	.....	SPEONK .....	70.7	.....	Section C
XR	.....	.....	.....	.....	RT	SK 2 R- JCC.....	71	C-12	Section C
.....	.....	.....	.....	X	RT	WESTHAMPTON .....	73.8	14	Section C
XR	.....	.....	.....	.....	.....	RPK 1 R- JCC .....	80.9	.....	Section C
XR	.....	.....	.....	.....	RT	RPK 2 R- JCC.....	81.2	.....	Section C
.....	.....	.....	.....	X	RT	HAMPTON BAYS .....	81.2	C-31	Section C
XR	.....	.....	.....	.....	.....	RPK 3 R- JCC.....	81.6	.....	Section C
XR	.....	.....	.....	.....	.....	SH 1 R- JCC.....	88.5	.....	Section C
.....	.....	.....	.....	X	RT	SOUTHAMPTON .....	88.6	C-24	Section C
XR	.....	.....	.....	.....	RT	SH 2 R- JCC.....	88.7	.....	Section C
XR	.....	.....	.....	.....	.....	SH 3 R- JCC.....	89	.....	Section C
.....	.....	.....	.....	X	RT	BRIDGEHAMPTON .....	93.9	9	Section C
.....	.....	.....	.....	X	RT	EAST HAMPTON .....	100.2	14	Section C
.....	.....	.....	.....	X	RT	AMAGANSETT R- JCC.....	103.7	17	Section C
.....	.....	.....	.....	X	RT	MONTAUK .....	114.9	.....	Section C
.....	.....	.....	.....	.....	.....	(R- JCC).....	.....	.....	Section C

GN 1-5 (C)

GN 1-5 (C)

**NOTE:** X Indicates in service continuously  
 C Controlled  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 RT Indicates Equipped with Radio telephone; see Special Instruction MTK 1164 B for exact location.  
 \* Station Locations shown conform with Mile Post locations on the right of way.  
 \*\*Cars must not be left standing on passing sidings without notifying Train Dispatcher.

						PORT JEFFERSON BRANCH *			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR	.....	.....	.....	.....	CH 3	DIVIDE R- JCC .....	24.9	.....	Section D
.....	.....	.....	.....	X	.....	SYOSSET .....	29.1	.....	Section D
XR	.....	.....	.....	.....	.....	AMOTT R- JCC .....	30.2	.....	Section D
.....	.....	.....	.....	X	.....	COLD SPRING HARBOR ..	32	.....	Section D
XR	.....	.....	.....	.....	.....	HUNT 1 R- JCC .....	34	.....	Section D
XR	.....	.....	.....	.....	.....	HUNT 2 R- JCC .....	34.5	.....	Section D
.....	.....	.....	.....	X	.....	HUNTINGTON .....	34.9	.....	Section D
XR	.....	.....	.....	.....	.....	HUNT 3 R- JCC .....	35	41	Section D
.....	.....	.....	.....	X	.....	GREENLAWN .....	37.6	.....	Section D
.....	.....	.....	.....	X	.....	NORTHPORT .....	39.6	.....	Section D
XR	.....	.....	.....	.....	.....	DUKE 1 R- JCC .....	39.7	C-27	Section D
XR	.....	.....	.....	.....	.....	DUKE 2 R- JCC .....	40.2	.....	Section D
XR	.....	.....	.....	.....	.....	FOX 1 R- JCC .....	43.3	.....	Section D
.....	.....	.....	.....	X	.....	KINGS PARK .....	43.4	C-21	Section D
XR	.....	.....	.....	.....	.....	FOX 2 R- JCC .....	43.6	.....	Section D
XR	.....	.....	.....	.....	.....	POST 1 R- JCC .....	46.9	.....	Section D
.....	.....	.....	.....	X	.....	SMITHTOWN .....	47.1	C-24	Section D
XR	.....	.....	.....	.....	.....	POST 2 R- JCC .....	47.3	.....	Section D
.....	.....	.....	.....	X	.....	ST. JAMES .....	49.9	.....	Section D
XR	.....	.....	.....	.....	.....	STONY 1 R- JCC .....	52.9	.....	Section D
.....	.....	.....	.....	X	.....	STONY BROOK .....	53.1	C-18	Section D
XR	.....	.....	.....	.....	.....	STONY 2 R- JCC .....	53.3	.....	Section D
XR	.....	.....	.....	.....	.....	JEFF R- JCC .....	57	.....	Section D
.....	.....	.....	.....	X	.....	PORT JEFFERSON .....	57.4	.....	Section D

**NOTE:** X Indicates in service continuously  
 C Controlled  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel

**\* Station Locations shown conform with Mile Post locations on the right of way.**

**Cars must not be left standing on passing sidings without notifying Train Dispatcher.**

GN 1-1 (K)

						CENTRAL BRANCH *			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR	.....	.....	.....	.....	.....	BETH R- JCC .....	28.6	.....	Section C
.....	.....	.....	.....	X	.....	BABYLON .....	36	.....	Section C
XR	.....	.....	.....	.....	CH 1	BABYLON R-JCC .....	36.6	.....	Section C

**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel

**\* Station Locations shown conform with Mile Post locations on the right of way.**

GN 1-5 (C)



						PORT WASHINGTON BRANCH*			
Interlocking	Interlocking Station	Block Station	Block Limit Station	Passenger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR						HAROLD R- PSCC	1.8		
				X		WOODSIDE	3.1		Section A
XR						WOOD R- Jamaica	3.2		Section A
XR						SHEA R- Jamaica	6.2		Section A
				X		METS - WILLETS POINT	6.8		Section A
				X		FLUSHING MAIN STREET	7.4		Section A
				X		MURRAY HILL	8.4		Section A
				X		BROADWAY	9.1		Section A
				X		AUBURNDALE	9.8		Section A
				X		BAYSIDE	10.8		Section A
XR						BAY R- Jamaica	11		Section A
				X		DOUGLASTON	12		Section A
				X		LITTLE NECK	12.7		Section A
				X		GREAT NECK	13.7		Section A
XR						NECK R- Jamaica	13.9		Section A
				X		MANHASSET	15.3		Section A
				X		PLANDOME	16.3		Section A
				X		PORT WASHINGTON	18.1		Section A
						R- Jamaica			

**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.

						OYSTER BAY BRANCH *			
Interlocking	Interlocking Station	Block Station	Block Limit Station	Passenger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR					CH 1	NASSAU 2 R - JCC	18.6		Section D
XR					CH 1	NASSAU 4 R - JCC	19.3		Section D
				X		EAST WILLISTON	19.8		Section D
				X		ALBERTSON	20.9		Section D
				X		ROSLYN	22.2		Section D
				X		GREENVALE	24.2		Section D
				X		GLEN HEAD	25.4		Section D
				X		SEA CLIFF	26.8		Section D
				X		GLEN STREET	27.3		Section D
				X		GLEN COVE	27.9		Section D
				X		LOCUST VALLEY	29		Section D
XR		X				LOCUST R - JCC	29.1		Section D
		X				OYSTER BAY	32.9		Section D
						R - JCC			

**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.

						ATLANTIC BRANCH *			
Interlocking	Interlocking Station	Block Station	Block Limit Station	Passenger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
				X		ATLANTIC TERMINAL	0.0		Section B
X	X				CH 1	BROOK 1	0.2		Section B
X	X				CH 1	BROOK 2	0.6		Section B
				X		NOSTRAND AVENUE	1.6		Section B
				X		EAST NEW YORK	3.9		Section B
XR						EAST NEW YORK	4		Section B
						R - Brook			Section B
				X		BOLANDS LANDING Emp	8.5		Section B
XR					CH 1	DUNTON R - JCC	8.7		Section B
XR					CH 1	JAY R - JCC	9		Section B
	X				CH 1	JCC	9.3		Section B
				X	CH 1&2	JAMAICA	9.3		Section B
XR					CH 1	HALL R - JCC	9.4		Section B
XR					CH 1	BEAVER R - JCC	9.9		Section B
				X		LOCUST MANOR	12		Section B
				X		LAURELTON	13.1		Section B
				X		ROSEDALE	13.8		Section B
				X		VALLEY STREAM	15.7		Section B
X	X				CH 1	VALLEY	15.8		Section B

**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.

GN 1-5 (C)

GN 1-12 (L)

GN 1-5 (C)

						FAR ROCKAWAY BRANCH*			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
X	X	X	.....	.....	CH 1	VALLEY .....	15.8	.....	Section B
.....	.....	.....	.....	X	.....	GIBSON .....	16.2	.....	Section B
.....	.....	.....	.....	X	.....	HEWLETT .....	16.9	.....	Section B
.....	.....	.....	.....	X	.....	WOODMERE .....	17.3	.....	Section B
.....	.....	.....	.....	X	.....	CEDARHURST .....	18.2	.....	Section B
.....	.....	.....	.....	X	.....	LAWRENCE .....	19	.....	Section B
.....	.....	.....	.....	X	.....	INWOOD .....	19.4	.....	Section B
.....	.....	X	.....	X	.....	FAR ROCKAWAY .....	20	.....	Section B
						(R - Valley) .....			

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

GN 1-5 (C)

						WEST HEMPSTEAD BRANCH*			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
X	X	.....	.....	.....	CH 1	VALLEY .....	15.8	.....	Section B
.....	.....	.....	.....	X	.....	WESTWOOD .....	16.8	.....	Section B
.....	.....	.....	.....	X	.....	MALVERNE .....	17.7	.....	Section B
.....	.....	.....	.....	X	.....	LAKEVIEW .....	18.8	.....	Section B
.....	.....	.....	.....	X	.....	HEMPSTEAD GARDENS .....	19.5	.....	Section B
XR	.....	.....	.....	.....	.....	WEST HEMPSTEAD .....	20	.....	Section B
						(R - Valley) .....			
.....	.....	.....	.....	X	.....	WEST HEMPSTEAD .....	20.1	.....	Section B

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

GN 1-5 (C)

						LONG BEACH BRANCH*			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
X	X	.....	.....	.....	CH 1	VALLEY .....	15.8	.....	Section B
.....	.....	.....	.....	X	.....	LYNBROOK .....	17	.....	Section B
.....	.....	.....	.....	X	.....	CENTRE AVENUE .....	17.9	.....	Section B
.....	.....	.....	.....	X	.....	EAST ROCKAWAY .....	18.3	.....	Section B
.....	.....	.....	.....	X	.....	OCEANSIDE .....	18.9	.....	Section B
.....	.....	.....	.....	X	.....	ISLAND PARK .....	21.3	.....	Section B
X	X	.....	.....	.....	CH 1	LEAD .....	21.7	.....	Section B
.....	.....	.....	.....	X	.....	LONG BEACH .....	22.2	.....	Section B

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel

\* Station Locations shown conform with Mile Post locations on the right of way.

GN 1-12 (D)

GN 1-8 (C)

						HEMPSTEAD BRANCH*			
Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Pass-enger Station	Radio Equipped	STATIONS	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR	.....	.....	.....	.....	CH 1	PARK 1 R- JCC .....	15	.....	Section D
XR	.....	.....	.....	.....	CH 1	PARK 2 R- JCC .....	15.5	.....	Section D
.....	.....	.....	.....	X	.....	STEWART MANOR .....	16.2	.....	Section D
.....	.....	.....	.....	X	.....	NASSAU BOULEVARD .....	17.2	.....	Section D
.....	.....	.....	.....	X	.....	GARDEN CITY .....	18.4	.....	Section D
XR	.....	.....	.....	.....	.....	GARDEN R- JCC .....	18.6	.....	Section D
.....	.....	.....	.....	X	.....	COUNTRY LIFE PRESS .....	19	.....	Section D
.....	.....	.....	.....	X	.....	HEMPSTEAD .....	19.6	.....	Section D
						(R- JCC) .....			

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

**SECONDARY TRACK STATIONS  
AND BELMONT YARD**

Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Radio Equipped	GARDEN-MITCHEL FIELD SECONDARY TRACK	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR	.....	.....	.....	.....	GARDEN (R - JCC) .....	18.6	.....	Section D
.....	.....	.....	.....	.....	MITCHEL FIELD .....	20.6	.....	Section D

Inter-locking	Inter-locking Station	Block Station	Block Limit Station	Radio Equipped	BABYLON BABYLON YARD SECONDARY TRACK	Location	Siding Car Capacity 85 ft. Cars	Section Dispr. Territory
XR	.....	.....	.....	CH 1	BABYLON R- JCC .....	36	.....	Section C
.....	.....	.....	.....	CH 4	BABYLON YARD .....	36.5	.....	Section C

GN 1-5  
(C)

**SECONDARY TRACK "C"**

	Location	
L.I. CITY	0.0	Section A
BEGIN "C" SECONDARY TRACK	0.1	Section A
DUTCH KILLS BRIDGE	0.7	Section A
END "C" SECONDARY TRACK BLISS	1.2	Section A

**LIRR SECONDARY NO 1 AND NO 2 TRACKS**

	Location	
BEGIN LIRR SECONDARY TRACK	7.39	Section A
JAY R JCC	8.7	Section B

**NYAR SECONDARY NO 1 AND NO 2**

	Location	
BEGIN "NYAR" SECONDARY TRACK BLISS	1.2	Section A
END "NYAR" SECONDARY TRACK SIGN	7.39	Section A

**BELMONT YARD**

**BELMONT PARK**

	Location	
QUEENS R- JCC	13.3	Section D
BELMONT PARK	13.4	Section D

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

**GN 1-1  
(L4)**

**M**

M3 Equipment Operations / Restrictions	1038-R
Main Track Designation – Single Track	1151-A
Main Track Designation – Two or More Tracks	1151-B
Main Tracks Equipped with Third Rail – DC Electrified Operation	1167-D
Maximum Authorized Speed (MAS) – Equipment	1038-A-1
Maximum Authorized Speed (MAS) – NYAR Freight	1038-F
Maximum Authorized Speed (MAS) – PSGR & FRT, Unless Otherwise Specified	1038-B
Maximum Authorized Speed (MAS) – Various Speeds	1038-E
Maximum Authorized Speed (MAS) – Work and Rail Trains	1038-D
Maximum Authorized Speed (MAS) – Wreck Trains	1038-C
Maximum Authorized Speed (MAS) – Yard / WYE Tracks	1038-G
Maximum Weight – Movement of Cars	1160-B
Minimum Number of Cars Open	1901-M
Most Restrictive Aspects	1027-A
Movement Bureau / Train Dispatchers	1201
Movement of Locomotive Hauled in a Train	1160-F
MSF 40 Track Surfacing Equipment	1038-J-5
<b>MTEA Limits</b>	<b>1155</b>
MU Consist Size Limit	1160-J

**N**

NYAR Controlled Tracks	1701-I
NYAR Freight Train Restrictions	1038-F

**O**

Operation of ACSES: Bypass/Unequipped Trains	1458-A
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**T**

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**V**

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**W**

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Work / Freight Train Restrictions	1038-J

**Y**

Yard Limit Boards	1093
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<b>GN 1-12 (E2)</b>
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**100-V (Continued)**

SI 100-V will remain in effect until normal schedules are resumed at the direction of the General Superintendent-Transportation.

**100-W Low Adhesion – Speed Restriction Table**

When necessitated by weather or other operating conditions such as low adhesion, the Maximum Authorized Speed will be reduced to 60 MPH This Special Instruction may be placed into effect either system wide or at specific locations. Unless otherwise provided, the MAS will be reduced as follows.

**Speed Chart 1**

- 80 MPH reduced to 60 MPH
- 70 MPH reduced to 50 MPH
- 65 MPH reduced to 50 MPH
- Between 60 and 55 MPH reduced to 45 MPH
- 50 MPH reduced to 40 MPH
- 45 MPH reduced to 35 MPH
- 40 / 38 MPH reduced to 25 MPH
- 30 MPH reduced to 20 MPH
- 20 / 15 MPH reduced to 10 MPH

**10 MPH or below, there is no speed reduction necessary**

SI 100-W will not be applied to speed restrictions listed in the timetable or when slow orders are issued. When 100-W is placed in effect, the required reduction in speed will be based on the M.A.S. for the branch, cab signal, and/or block signal indication. When signal indication is more favorable than a speed restriction, the speed of the train must not exceed the speed of the restriction.

This special instruction will be placed in effect by the General Superintendent Transportation through designated representative (Transportation Manager, Road Foreman, Block Operator, etc.).

**100-W-1 Low Adhesion – Sandite Applicators**

During times of Low Adhesion, Wayside Sandite Applicators will be in service at the locations listed in specific branch “100-W-1”.

**100-X-1 Alternate Service Programs**

When necessitated by infrastructure improvements or operational/environmental conditions, this Special Instruction will be placed in effect through verbal or written notification by order of the General Superintendent - Transportation or a designated representative.

Employees may be notified to comply with this Special Instruction prior to or during their tour of duty by one or more of the following:

- Verbal notification from the MVB or controlling tower during orders and messages
- Verbal notification from Terminal Supervision prior to departure from initial terminal or while enroute
- Verbal notification from Crew Dispatcher or message/text received from the PIO office
- Written notification in any company issued publication over the signature of the General Superintendent – Transportation

**GN 1-12  
(O)**

When this Special Instruction is placed in effect, changes to train service schedules will be made effective via Alternate Service Program packets, an alternate service General Order or verbally as outlined above.

When an alternate service General Order is placed in effect, it will supersede individual schedules/crew book assignments of the current General Order/Crew Book.

When Alternate Service Program packets are made available to Transportation/Engineering Department employees, they will work in conjunction with and/or supersede individual schedules/crew book assignments of the current General Order/Crew Book as defined within the packet.

Once placed into effect, this Special Instruction will remain in effect until notified by a Transportation Department representative by any means defined in the above bullet points, that the Alternate Service Program, no longer applies.

**100-X-1 (Continued)**

When the Alternate Service Program is no longer in effect, existing timetable schedules/crew book assignments will return under the authority of the current General Order/Crew Book.

Note: When operating under an Alternate Service Program, all existing applicable Operating Rules and Special Instructions will remain in effect.

**100-Z Hearing Protection Requirements**

In Accordance with the CFR Part 227; it is necessary for Train and Engine Service employees to wear hearing protection when covering certain crew book assignments. Hearing protection is available to all employees and should be worn when covering the entire portion of the crew book assignments listed below. In addition, hearing protection is recommended to employees working on E-10 or E-15 engines and all crew book assignments more than 9 hours.

**NOTE:** Operating with cab window open results in more noise and hearing protection is recommended. Operating with cab windows open should be avoided whenever possible.

**These assignments are reviewed and are subject to change when deemed necessary by the company.**

- 31 – Engineer Only
- 54 – Engineer Only
- 60 – Engineer Only
- 73 – Engineer Only
- 267 – Engineer Only
- RF1 – Entire crew (Protection shall be worn covering any portion of this assignment)
- YFD 201 – Engineer Only
- Sperry Rail Car Assignments

It is not necessary for hearing protection to be used if covering a portion of the designated crew book assignment, except as indicated above. Hearing protection may be issued enroute to employees covering the designated crew book assignments.

The hearing protection that has been issued must be retained by the employee and used if covering that or any future designated crew book assignment requiring hearing protection. If replacement hearing protection is required, please contact the Manager Transportation Services Support at (718-558-7563) or local supervision.

**100-Z-1 Excessive Noise Report Requirement**

When an operating employee identifies a condition in a locomotive cab which causes an increase in noise and excessive noise exists, it should be reported using Transportation Form MP-62. When using this form for reporting excessive noise, it must be referenced as an "Excessive Noise Report" on the form.

When a MP-62 report is being utilized for this purpose M of E Central Control must be notified in addition to the Movement Bureau or local supervision. The information to be recorded shall include;

- Date of the report.
- Type of equipment with affected cab number.
- Specify the source of the noise and its location relative to the control stand.
- State if excessive noise is constant or intermittent. If not constant, identify when noise occurs. (e.g., Noise present when operating at 40mph and above)

The completed form with the above information must be put in the designated MP62 drop box located at terminals at the end of your shift.

**NOTE:** If excessive noise is determined by the employee, the hearing protection must be worn until the completion of the trip.

**1038-B Maximum Authorized Speeds, Unless Otherwise Specified  
Passenger Trains and Freight Trains**

ALL TRACKS PENN STATION – PSGR 15 MPH, FRT 8 MPH

	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
Between	....	....	60	10	60	10	60	10	60	10
JO-C-F-And Harold (Amtrak)	....	....	60	10	60	10	60	10	60	10
Between F and Harold	45	10	....	....	Eastward Psgr		Westward Frt		Westward Psgr	
Harold Interlocking			....	....	30	10	60	10	40	10
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
RPR Track	40	10								
Harold Interlocking Limits			60	10	60	10	60	10	60	10
<b>ATLANTIC BRANCH (See Note 6)</b>										
ALL TRACKS ATLANTIC TERMINAL STATION, INCLUDING BROOK LOCATION 1 - 5 MPH.										
Between										
Brook Location 1 to Westerly limits of East New York Interlocking	....	....	....	....	45	10	45	10	....	....
<i>Except</i>										
First curve east of Brook 2 to reverse curve east of Nostrand Ave.	....	....	....	....	30	10	30	10	....	....
Reverse curve east of Nostrand Ave. to westerly Limits of East New York interlocking	....	....	....	....	45	....	45	....	....	....
East New York Interlocking	....	....	....	....	60	....	60	....	....	....
Easterly limits of East New York Interlocking to Dunton	....	....	....	....	70	25	70	25	....	....
Dunton to Jay	....	....	30	20	45	40	45	40	45	40
<i>Except:</i>										
Within Jamaica MTEA limits					20	10	20	10	20	10
Between:										
Hall and Valley	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
First curve east of Hall Tower	....	....	....	....	30	25	30	25	....	....
Second and third curves east of Hall Tower	....	....	....	....	60	40	60	40	....	....
All curves between Locust Manor and Valley Stream	....	....	....	....	60	40	60	40	....	....
Valley Interlocking										
Curve at Valley Interlocking Station	....	....	....	....	45	45			....	....
<b>CENTRAL BRANCH</b>										
Between										
Beth and Babylon*	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
Beth Interlocking (See Note 5)	55	40	....	....	....	....	....	....	....	....
First curve east of Signal C-338	30	25	....	....	....	....	....	....	....	....
<b>FAR ROCKAWAY BRANCH</b>										
Valley Interlocking										
Curve east end Valley Stream Station	....	....	....	....	15	10	15	10	....	....
Between:										
Valley and End of Block, Far Rockaway East on 2; West on 1	....	....	....	....	40	30	40	30	....	....
Valley and End of Block, Far Rockaway West on 2; East on 1	....	....	....	....	40	30	40	30	....	....
<i>Except:</i>										
Curves west of Hewlett	....	....	....	....	30	25	30	25	....	....
<b>HEMPSTEAD BRANCH</b>										
Between:										
Westward limits of Park 1 Int. and Garden Int.	....	....	....	....	....	....	70	45	....	....
Westward limits of Park 2 Int. and Garden Int.	....	....	....	....	70	45	....	....	....	....
<i>Except:</i>										
First curve east of westward limits of Park 1 Int.	....	....	....	....	....	....	25	10	....	....
Second curve east of westward limits of Park 1 Int.	....	....	....	....	....	....	60	40	....	....
Garden City Curve	....	....	....	....	50	40	50	40	....	....
Garden and End of Block Hempstead	30	25	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Garden	15	10	....	....	....	....	....	....	....	....

**GN 1-12  
(E1)**

**GN 1-10  
(E)**



1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt
<b>LONG BEACH BRANCH</b>										
Between:										
Valley and Lead	....	....	....	....	60	40	60	40	....	....
<i>Except:</i>										
First curve east of Lynbrook and east end of Centre Avenue station platform	....	....	....	....	....	....	40	....	....	....
Curve east end East Rockaway Station	....	....	....	....	....	....	40	....	....	....
Curve east of Oceanside	....	....	....	....	....	....	40	....	....	....
Curve, Island Park	....	....	....	....	....	....	40	....	....	....
Lead Interlocking	30	15	....	....	....	....	....	....	....	....
<b>MAIN LINE</b>										
Between:										
Harold and Mile Post 4	....	....	60	20	60	20	60	20	60	20
Mile Post 4 and Jay	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Forest Hills & Westward limits of Jay Interlocking for Eastward Trains Only	....	....	....	35	....	35	....	25	....	25
Jay and Hall Interlocking limits	....	....	....	10	....	10	....	10	....	10
<i>Except:</i>										
Within Jamaica MTEA limits	....	....	20	10	20	10	20	10	20	10
Signal Bridge 99 & eastward limits of Queens Int.	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Reverse curves at west end of Hillside Viaduct	....	....	60	40	60	....	70	....	70	....
Between Br. 4 Queens Int. and eastward limits of Queens Int.	....	....	70	45	....	....	....	....	....	....
Queens Int. and westward limits of Divide Int.	....	....	....	....	80	45	80	45	80	45
Queens Int. and Park Int.	....	....	70	45	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Floral Park	....	....	50	45	....	....	....	....	....	....
Second curve east of Floral Park	....	....	60	40	....	....	....	....	....	....
Westward limits of Divide Int. and west end Hicksville Station	....	....	....	....	80	45	80	45	80	45
West end Hicksville Station and east end Hicksville Station	....	....	....	....	40	40	40	40	40	40
East end Hicksville Station and eastward limits of Divide Int.	....	....	....	....	40	40	40	40	....	....
Eastward limits of Divide Int. and Ronkonkoma Station	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
Between Westward limits of Beth Int. and first curve east of Beth Int.	....	....	....	....	60	40	60	40	....	....
First curve east of MP 47	....	....	....	....	60	45	60	45	....	....
Ronkonkoma and MR	45	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Westward Home signal at KO and 1st Westward interlocking signal	20	10	....	....	....	....	....	....	....	....
MR and End of Block, GY	40	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Mile Post 73 and Mile Post 74	20	20	....	....	....	....	....	....	....	....
<b>MONTAUK BRANCH</b>										
Between:										
Sig. Bridge 98 and Valley (See Note 1)	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
Within Jamaica MTEA limits	....	....	....	....	20	10	20	10	....	....
Between Sig Bridge 103 Hall interlocking and St.Albans Station for Eastward trains only.	....	....	....	....	....	20	....	20	....	....
Curve, Hillside Viaduct	....	....	....	....	60	40	60	40	....	....
Curve west of St. Albans	....	....	....	....	60	40	60	40	....	....
Reverse curves east of St. Albans	....	....	....	....	....	....	60	40	....	....

GN 1-12 (E1)

GN 1-1 (L1)

## **1167-E Tracks Other Than Main Track Equipped with Third Rail – DC Electrified Operation**

**NOTE:** Refer to specific branch “1167-E” for the locations.

## **1167-J Electrified Territory Compliance Instructions**

Conductors, Engineers and Foremen are responsible for knowing that employees under their jurisdiction understand and comply with instructions for electrical operations.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

## **1201 Movement Bureau / Train Dispatchers**

Train Dispatchers are in charge of all movements on main tracks, secondary tracks and sidings.

### **SECTION A JURISDICTION:**

Mainline – Penn Station to Jamaica  
Grand Central Terminal– Grand Central Terminal to Harold  
Midday Yard  
Port Washington Branch  
Long Island City to Jamaica - Secondary tracks  
West Side Yard

**FORM L AND SRF NUMBER SERIES:** 301-399, 401-499

**NOTE:** The Section A Train Dispatcher may be reached via telephone at (718) 558-8382 for Mainline and (718) 558-8081 for Port Washington.

### **SECTION B JURISDICTION:**

Montauk Branch – Jamaica to Valley  
Atlantic, Far Rockaway, West Hempstead, Long Beach Branches

**FORM L AND SRF NUMBER SERIES:** 501-599

**NOTE:** The Section B Train Dispatcher may be reached via telephone at (718) 558-8381.

### **SECTION C JURISDICTION:**

Mainline – Hicksville to Greenport  
Montauk Branch – Valley to Montauk  
Central Branch

**FORM L AND SRF NUMBER SERIES:** 1-99

**NOTE:** The Section C Train Dispatcher may be reached via telephone at (718) 558-8380.

### **SECTION D JURISDICTION:**

Mainline – Jamaica to Hicksville  
Hempstead, Oyster Bay, Port Jefferson Branches

**FORM L AND SRF NUMBER SERIES:** 101-199

**NOTE:** The Section D Train Dispatcher may be reached via telephone at (718) 558-8383.

### **SECTION E JURISDICTION:**

Responsible for issuing Items of the Daily TSRB including the Heading and Sections 1 (Zone C) and Section 3 (Zone A). Section E is also responsible for distributing the Daily TSRB to Terminals and Towers. Questions and/or concerns regarding the Daily TSRB Form or any condition affecting its delivery should be directed to the Section E Train Dispatcher at (718) 558-7353. SRFs and Form Ls may be issued from Section E when necessary to assist the other Train Dispatchers.

**FORM L AND SRF NUMBER SERIES:** 601-699

**NOTE:** When numbering SRF's, the number will be prefaced by the letter of the section that is issuing the SRF i.e., D101, C3, B502

**NOTE:** SRF'S and Form L's may be issued from ANY section of the MVB when necessary to assist other section(s) Train Dispatchers.

## **1217 Electronic Delivery of Written Mandatory Directives**

If the printer is not functioning properly, employees must report the malfunction to 929-354-2660 in addition to contacting the Train Dispatcher/Block Operator. **NOTE:** Refer to specific branch “1217” for the printer locations where written mandatory directives are received.

**1235 Speed Restrictions – Crew Responsibilities**

When a speed restriction is provided in a Form L, Temporary Speed Restriction Bulletin, Speed Restriction Form, General Notice or Bulletin Notice, a job briefing MUST include all applicable information detailing the exact restriction with the defined limits and speed to be adhered to.

Once notification of a pending speed restriction is received by a train crew, the following procedure must be adhered to:

- The engineer must immediately inform the Conductor of the pending speed restriction via one of the communicating signal appliances or the ICS
- The Conductor must acknowledge the communication via one of the communicating signal appliances or the ICS. Thereafter, the conductor must immediately walk to the leading end and remain with the Engineer until the speed restriction is complied with, unless the Engineer is operating a DE/DM locomotive. If the Engineer is operating a DE/DM locomotive, the Conductor must be located in a position to communicate with the Engineer utilizing one of the communicating signal appliances or the ICSS.
- If operating conditions prevent the Conductor from acknowledging the communication and/or they are not able to walk to the leading end or to be positioned in a location to communicate with the Engineer, the Engineer must contact the Movement Bureau via radio Channel 2 to receive authorization from the Chief Train Dispatcher to operate up to and through the speed restricted area while complying with the speed restriction, without the Conductor on the leading end.
- If necessary, the Conductor MUST take appropriate action, including stopping the train at the proper distance from the location of the speed restriction to permit proper train braking if the Engineer fails to control the movement of the train in accordance with the speed restriction.

**NOTE:** A verbal speed restriction may only be provided when a train is unable to be stopped at a controlled location and there is imminent danger to the safety of the train or personnel on or about the tracks. When a verbal speed restriction is provided, the Engineer and Conductor must be governed by the procedure outlined in the paragraphs above.

**NOTE:** When practicable, the Train Dispatcher/Block Operator will confirm that BOTH the Engineer and Conductor are aware of the speed restriction

**1250 Rules In Effect – Main Track**

**NOTE:** Refer to specific branch “1250” for their locations. Except as affected by Rule 410 or Special Instruction 1250-R, Rule 409 is in effect in all interlockings except Y and Locust.

**1250-R Interlocked Tracks Where Rule 410 is in Effect**

**NOTE:** Refer to MLN, OBY and **HEM** 1250-R for identifying interlocked tracks between remote stations of an interlocking where the provisions of Rule 410 are in effect.

**1251-A Track Designations**

**NOTE:** Refer to specific branch “1251-A” for track designations for location purposes within Valley Interlocking.

**1280 to 1296-A1 Locations / Authorities for Trains Extending Beyond Starting Signal**

Trains originating at locations, **specified in the branch specific “1280 to 1296-A1”** must not be moved when the leading operating end of the train extends beyond an interlocking signal. The engineer must observe or be verbally notified by the conductor that the first interlocking signal, to the rear of the leading operating end, is in a passing position immediately prior to movement. When necessary, verbal permission to proceed at restricted speed to the next signal may be obtained, from the operator in charge, immediately prior to movement.

**1280 to 1296-B Signals Located to the Left of Track Governed**

**NOTE:** Refer to specific branch “1280 to 1296-B” for their locations.

**GN 1-8  
(D)**

**GN 1-12  
(E2)**

## 1408 Engines Not Equipped with ASC Apparatus

Engines 100, 103, 105, 106 & 107

### 1410-A ASC Code Change Point Signs

The following sign indicates track locations where Automatic Speed Control cab signal indications drop to a more restrictive aspect. The purpose of this sign is to remind the engineer of a code change point location.

CODE CHANGE POINT
-------------------------

The following sign indicates that the train is approaching a CODE CHANGE POINT. These signs have been installed a sufficient distance in advance of the CODE CHANGE POINT.

ADVANCE CODE CHANGE
---------------------------

These signs have a reflectorized yellow background with black lettering. **They have not been installed at all code change point locations.**

### 1410-B ASC Failure – Reduced Aspect Signals (R.A.S.)

A train with a failure of the ASC or equipment not equipped with ASC apparatus must not accept an interlocking signal where Rules 298A-298F (Reduced Aspect Signals) are in effect other than Absolute Proceed except Restricting (Rule 298E) when routed into a siding track or yard.

Prior to accepting a restricting aspect to enter a siding track or yard where Reduced Aspect Signals are in effect, the block operator must inform a train with a failure of the ASC or track car of the intended route.

### 1450 Positive Train Control

Trains equipped with the correct Advanced Civil Speed Enforcement System (ACSES) software will be "cut in" and sealed by M of E. These seals will consist of the new "ACSES" seal and the new Aspect Interface Unit (AIU) seal (where applicable). Train crew members **MUST** inspect these seals as prescribed in the THEM.

If the on board ACSES system is cut-in and sealed, the AIU (when equipped) must also be "cut-in" and sealed. If the ACSES system is cut-in but the AIU is NOT sealed prior to departure, the train crew must call the Movement Bureau or the Penn Station Master to have the switch cut-in and sealed. If the AIU cannot be sealed, then the ACSES switch must also be bypassed prior to departure.

Any train which has their ACSES system "cut out/bypassed" will have a SOLID RED ACSES light and must adhere to Operating Rule 459.

### 1450-A ACSES Construction Zones

Construction zones are locations where ACSES system updates are being performed. Construction zones will be made effective via General Notice or Bulletin Notice and the designated limits of construction zones will be specified therein.

When operating within a construction zone, operating rules 450-465 will remain in effect, however the on board ACSES system will NOT provide speed restriction or signal protection.

Within a construction zone, ACSES-controlled trains will operate in a degraded mode, the ACSES light will illuminate Amber and the Track Speed indicator will display "- -" (dash dash).

ACSES- controlled trains will transition between ACSES territory and construction zone territory automatically, therefore it will not be necessary to bypass ACSES when entering/operating within a construction zone.

When a train re-enters ACSES territory, the Engineer must ensure ACSES has cut back in if the ACSES system has not cut back in after travelling for one mile, the train will be considered a failure as per rule 462 paragraph (h) and the provisions of rule 459 must be followed.

An engine requiring certification of the ATC/ACSES system as per the provisions established by operating rules 401 and 451 must have both systems certified, even when the engine is in a construction zone.

**1450-A (Continued)**

ACSES construction zone locations are as follows:

- **Main Line Branch:** From Harold Int. to the east end of Jamaica Station (all tracks); From Queens Interlocking. to Divide Interlocking.
- **Atlantic Branch:** Between MP 7 & east end of Jamaica Station (all tracks)
- **Oyster Bay Branch:** Between Nassau Interlocking & EOB Oyster Bay
- **Port Washington Branch:** Between Harold Int. & EOB Port Washington
- **Hempstead Branch:** Between Park Int. & EOB Hempstead

GN 1-10 (C) & (G)
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GN 1-12 (E3)
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**1451 Failure of ACSES Departure Tests**

A crew attempting to certify the ACSES system for which the departure test does not pass, and permission has been granted to bypass the ACSES system, is authorized to depart from its terminal as an unequipped train. The train must be operated in accordance with Rule 459

**1458 Engines Not Equipped with ACSES PTC Apparatus**

**Engines:** All E10 class locomotives (100-107)

**1458-A Operation of ACSES: Bypass/Unequipped Trains**

Trains unequipped for ACSES operation are permitted to operate in ACSES territory. Any train crew finding the ACSES system bypassed or unequipped during initial equipment inspection must notify the Movement Bureau that the train is bypassed or unequipped, prior to departure. For trains originating in Penn Station, this notification will be made to the Assistant Stationmaster's office. All trains bypassed or unequipped for ACSES operation must be operated in accordance with Rule 459.

**1606 Emergency Signals – Whistle or Horn in Service**

- **Zone A:** A, KN, C, JO
- **Zone C:** Brook, Dunton, Jay, Hall, Valley, Lead, Queens, Divide, Port, Wantagh, Amityville, Babylon, PD, WSSY

**NOTE:** Refer to specific branch "1606" for Emergency Signals located within that branch.

**1901-B Station Platform Capacity & Car Stop Information****EASTBOUND**

Train crews arriving at terminals and/or yards where car markers are not installed or designated for their consist must ensure their equipment is left clear of the fouling point. If unable to clear, a member of the crew must immediately notify the Block Operator, Yard Master, or Movement Bureau and be governed by their instructions.

STATION	Sta. Cap.	6	8	10	12
<b>ATLANTIC BRANCH</b>					
Atlantic Terminal No. 1	10	*	R-6	R-6	
Atlantic Terminal No. 2	10	*	*	R-8	
Atlantic Terminal No. 3 & 4 (Note F)	8	R-4	R-4		
Atlantic Terminal No. 5	6	R-4			
Atlantic Terminal No. 6	6	R-4			
Nostrand Avenue	6	*	H-6	H-6	
East New York	8	*	*	H-8	
Bolands Landing	2	H-2	H-2	H-2	
Locust Manor	8	*	*	R-8	R-8
Laurelton	8	*	*	R-8	R-8
Rosedale	10	*	*	*	H-10
Valley Stream Track 1	6	*	H-6	H-6	H-6
Valley Stream Track 2	8	*	*	H-8	H-8
<b>FAR ROCKAWAY BRANCH</b>					
Gibson	10	*	*	*	
Hewlett	8	*	*	R-8	
Woodmere	10	*	*	*	
Cedarhurst	10	*	*	*	
Lawrence – Track 1	10	*	R-6	R-6	
Lawrence – Track 2	10	*	*	*	
Inwood	4	H-4	H-4	H-4	
Far Rockaway	10	*	*	*	
<b>LONG BEACH BRANCH</b>					
Lynbrook	10	*	*	*	H-10
Centre Avenue	10	*	*	*	R-10
East Rockaway	10	*	*	*	H-10
Oceanside	8	*	*	H-8	H-8
Island Park	10	*	*	*	H-10
Long Beach Trk. 3	10	*	*	H-8	H-8
Long Beach Trk. 4	10	*	*	*	H-10
Long Beach Trk. 5 (Note D)	6	*	H-6	H-6	H-6
Long Beach Trk. 6	8	*	*	H-8	H-8
<b>WEST HEMPSTEAD BRANCH</b>					
Westwood	4	R-4	R-4		
Malverne	4	R-4	R-4		
Lakeview	4	R-4	R-4		
Hempstead Gardens	4	R-4	R-4		
West Hempstead	6	*	H-6		
<b>HEMPSTEAD BRANCH</b>					
Elmont	8	*	*	H-8	H-8
Bellerose	8	*	*	H-8	H-8
Floral Park	10	*	*	*	H-10
Stewart Manor	10	*	*	*	H-10
Nassau Boulevard	10	*	*	*	H-10
Garden City	10	*	*	*	H-10
Country Life Press	10	*	*	*	H-10
Hempstead	8	*	*	H-8	H-8

Codes: H- Head Cars R- Rear Cars \* - All Cars Platformed.

**Note D:** Due to platform curvature on the west end of station platform and No 5 track, crews must use caution when entering or leaving equipment positioned at this location.

**Note F:** Whenever practicable, a crew member should key open the west door of the fifth west car on Tracks No. 3 & 4.

**1901-B (Continued)**

**Station Platform Capacity & Car Stop Information  
EASTBOUND**

STATION	Sta. Cap.	6	8	10	12
<b>MAIN LINE</b>					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6 & 7	2	R-2	R-2	R-2	R-2
Long Island City Trks. 8 (Note L)	2	H-2	H-2	H-2	H-2
Hunterspoint Ave.	10	*	*	*	H-10
Woodside	12	*	*	*	*
Forest Hills	6	*	H-6	H-6	H-6
Kew Gardens	6	*	H-6	H-6	H-6
<b>Jamaica Station Trks. (see SI 1901-B-2)</b>					
Hillside - Track 3 (Note A)	12	*	*	*	*
Hillside - Track 4 (Note A)	8	H-4	H-4	H-8	H-8
Hollis	4	H-4	H-4	H-4	H-4
Queens Village	8	*	*	H-8	H-8
Floral Park – Track 3	8	*	*	R-8	R-8
Floral Park – Track 1 & Track 2	10	*	*	*	R-10
New Hyde Park	12	*	*	*	*
Merrill Avenue	12	*	*	*	*
Mineola - Track 3 (Note M)	8	*	*	H-8	H-8
Mineola – Track 1 (Note N)	8	*	*	H-8	H-8
Carle Place	12	*	*	*	*
Westbury	6	*	H-6	H-6	H-6
Hicksville (Note B)	12	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn (Note P)	2	R-2	R-2	R-2	R-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma (Open Both Sides)	12	*	*	*	*
Medford	1	H-1	H-1	H-1	H-1
Yaphank	1	H-1	H-1	H-1	H-1
Riverhead	1	H-1	H-1	H-1	H-1
Mattituck	1	H-1	H-1	H-1	H-1
Southold	1	H-1	H-1	H-1	H-1
Greenport	1	H-1	H-1	H-1	H-1
<b>OYSTER BAY BRANCH (Note J)</b>					
East Williston	10	*	*	*	H-10
Albertson	4	R-4	R-4	R-4	
Roslyn	4	H-4	H-4	H-4	
Greenvale	4	H-4	H-4	H-4	
Glen Head	4	R-4	R-4	R-4	
Sea Cliff	4	R-4	R-4	R-4	
Glen Street (Note C)	1	H-1	H-1	H-1	
Glen Cove	4	H-4	H-4	H-4	
Locust Valley	4	H-4	H-4	H-4	
Oyster Bay	4	H-4	H-4	H-4	

Codes: H- Head Cars R- Rear Cars \* - All Cars Platformed.

**Note A:** The elevator entrance is NOT accessible for any wheelchair passengers approaching from any point west of the elevators on the either platform Eastward and Westward train crews must either discharge wheelchair passengers from the two (2) east cars or arrange for a double stop.

**Note B:** Trains receiving or discharging passengers on No. 2 Station Track are instructed to open both the North and South side doors.

**Note C:** Due to a gap between car and platform, extreme caution must be exercised when stopping at Glen Street Station. Train crewmembers MUST be positioned in doorways of platformed car to assist customers boarding and disembarking.

**Note J:** When operating Against the Current of Traffic: trains will platform the Head 4 cars except at Glen Street – Head Car and East Williston – 10 Cars. Unit Marker Signs are installed to the left of the track governed.

**Note L:** DE/DM stop the west engine at the car marker at the west end of the platform. Only the first west car will platform. Protect the remainder of the consist with a toggle.

**Note M:** DE/DM consists with 8 coaches will stop at the DE/DM 8-unit marker. DE/DM 8-unit marker is east of Platform A to the left of No. 3 track.

**Note N:** DE/DM consists with 8 coaches will stop at the DE/DM 8-unit marker. DE/DM 8-unit marker is east of Platform B to the right of No. 1 track.

**Note P:** For Diesel trains only: When necessary to make a stop at Pinelawn for both eastbound and westbound diesel trains, Engineers will stop the head end of the lead unit opposite the end of the station platform so that the head car will accommodate passengers at Pinelawn

**GN 1-9  
(H)**

**GN 1-12  
(E4)**

**GN 1-5  
(J)**

**GN 1-5  
(J)**

**1901-B (Continued)**

**Station Platform Capacity & Car Stop Information  
WESTBOUND**

STATION	Sta. Cap.	6	8	10	12
<b>ATLANTIC BRANCH</b>					
Atlantic Terminal No. 1	10	*	H-6	H-6	
Atlantic Terminal No. 2	10	*	*	H-8	
Atlantic Terminal No. 3 & 4 (Note F)	8	H-4	H-4		
Atlantic Terminal No. 5	6	H-4			
Atlantic Terminal No. 6	6	H-4			
<b>FAR ROCKAWAY BRANCH</b>					
Nostrand Avenue	6	*	H-6	H-6	
East New York	8	*	*	H-8	
Bolands Landing	2	R-2	R-2	R-2	
Locust Manor	8	*	*	R-8	R-8
Laurelton	8	*	*	R-8	R-8
Rosedale	10	*	*	H-10	H-10
Valley Stream	8	*	*	R-8	R-8
<b>FAR ROCKAWAY BRANCH</b>					
Gibson	10	*	*	*	
Hewlett – Track 1	10	*	*	*	
Hewlett – Track 2	6	*	H-6	H-6	
Woodmere	10	*	*	*	
Cedarhurst	10	*	*	*	
Lawrence – Track 1	10	*	H-6	H-6	
Lawrence – Track 2	10	*	*	*	
Inwood	4	R-4	R-4	R-4	
Far Rockaway	10	*	*	*	
<b>LONG BEACH BRANCH</b>					
Lynbrook	10	*	*	*	H-10
Centre Avenue	10	*	*	*	H-10
East Rockaway	10	*	*	*	R-10
Oceanside	8	*	*	R-8	R-8
Island Park	10	*	*	*	R-10
Long Beach Trk. 3	10	*	*	R-8	R-8
Long Beach Trk. 4	10	*	*	*	R-10
Long Beach Trk. 5 (Note D)	6	*	R-6	R-6	R-6
Long Beach Trk. 6	8	*	*	R-8	R-8
<b>WEST HEMPSTEAD BRANCH</b>					
Westwood	4	H-4	H-4		
Malverne	4	H-4	H-4		
Lakeview	4	H-4	H-4		
Hempstead Gardens	4	H-4	H-4		
West Hempstead	6	*	R-6		
<b>HEMPSTEAD BRANCH</b>					
Elmont	8	*	*	H-8	H-8
Bellerose	8	*	*	H-8	H-8
Floral Park	10	*	*	*	R-10
Stewart Manor	10	*	*	*	R-10
Nassau Boulevard	10	*	*	*	R-10
Garden City	10	*	*	*	R-10
Country Life Press	10	*	*	*	R-10
Hempstead	8	*	*	R-8	R-8

Codes: H- Head Cars R- Rear Cars \* - All Cars Platformed.

**Note D:** Due to platform curvature on the west end of station platform and No 5 track, crews must use caution when entering or leaving equipment positioned at this location.

**Note F:** Whenever practicable, a crew member should key open the west door of the fifth west car on Track No. 3 & 4.



**1901-B (Continued)**

**Station Platform Capacity & Car Stop Information  
WESTBOUND**

STATION	Sta. Cap.	6	8	10	12
<b>MAIN LINE</b>					
Long Island City Trks. 2 & 3	1	H-1	H-1	H-1	H-1
Long Island City Trks. 6 & 7	2	H-2	H-2	H-2	H-2
Long Island City Trk. 8 (Note L)	2	H-2	H-2	H-2	H-2
Hunterspoint Ave.	10	*	*	*	R-10
Woodside	12	*	*	*	*
Forest Hills	6	*	H-6	H-6	H-6
Kew Gardens	6	*	H-6	H-6	H-6
<b>Jamaica Station Trks (see S.I. 1901-B-2)</b>					
Hillside – Track 3 (Note A)	12	*	*	*	*
Hillside – Track 4 (Note A)	8	*	*	H-8	H-8
Hollis	4	H-4	H-4	H-4	H-4
Queens Village	8	*	*	R-8	R-8
Floral Park – Track 3	8	*	*	R-8	R-8
Floral Park – Track 1 & Track 2	10	*	*	*	R-10
New Hyde Park	12	*	*	*	*
Merillon Avenue	12	*	*	*	*
Mineola - Track 3 (Note M)	8	*	*	R-8	R-8
Mineola - Track 1 (Note N)	8	*	*	R-8	R-8
Carle Place	12	*	*	*	*
Westbury	6	*	H-6	H-6	H-6
Hicksville (Note B)	12	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn (Note P)	2	H-2	H-2	H-2	H-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma (Open Both Sides)	12	*	*	*	*
Medford	1	H-1	H-1	H-1	H-1
Yaphank	1	H-1	H-1	H-1	H-1
Riverhead	1	H-1	H-1	H-1	H-1
Mattituck	1	H-1	H-1	H-1	H-1
Southold	1	H-1	H-1	H-1	H-1
Greenport	1	R-1	R-1	R-1	R-1
<b>OYSTER BAY BRANCH (Note J)</b>					
East Williston	10	*	*	*	R-10
Albertson	4	H-4	H-4	H-4	
Roslyn	4	R-4	R-4	R-4	
Greenvale	4	H-4	H-4	H-4	
Glen Head	4	H-4	H-4	H-4	
Sea Cliff	4	H-4	H-4	H-4	
Glen Street (Note C)	1	H-1	H-1	H-1	
Glen Cove	4	H-4	H-4	H-4	
Locust Valley	4	R-4	R-4	R-4	
Oyster Bay	4	H-4	H-4	H-4	

**GN 1-9  
(H)**

**GN 1-12  
(E4)**

**GN 1-5  
(J)**

**GN 1-5  
(J)**

**Codes:** H- Head Cars R- Rear Cars \* - All Cars Platformed.

**Note A:** The elevator entrance is NOT accessible for any wheelchair passengers approaching from any point west of the elevators on the either platform Eastward and Westward train crews must either discharge wheelchair passengers from the two (2) east cars or arrange for a double stop

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**Note L:** DE/DM stop the west engine at the car marker at the west end of the platform. Only the first west car will platform. Protect the remainder of the consist with a toggle.

**Note M:** DE/DM consists with 8 coaches will stop at the DE/DM 8-unit marker. DE/DM 8-unit marker is west of Platform A to the right of No. 3 track.

**Note N:** DE/DM consists with 8 coaches will stop at the DE/DM 8-unit marker. DE/DM 8-unit marker is west of Platform B to the left of No. 1 track.

**Note P:** For Diesel trains only: When necessary to make a stop at Pinelawn for both eastbound and westbound diesel trains. Engineers will stop the head end of the lead unit opposite the end of the station platform so that the head car will accommodate passengers at Pinelawn.

**Note J:** When operating Against the Current of Traffic: trains will platform the Head 4 cars except at Glen Street- Head –car and East Williston – 10 Cars. Unit Marker Signs are installed to the left of the track governed.

**MAINLINE BRANCH****A**

Approaching Passenger Stations with C & E on Leading End	MLN 1103-B
Automatic Speed Control (ASC) Test – Reporting Results	MLN 1401
Automatic Speed Control (ASC) – Running Cut in Section Locations	MLN 1401-B
Automatic Speed Control (ASC) – Running Cut Out Section Locations	MLN 1401-C
Automatic Speed Control (ASC) Test – Standing Test Loops	MLN 1401-A

**B**

Bulletin Boards / Standard Clocks / General Orders	MLN 1075-A
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**C**

Car Marker Locations – C3 Equipment	MLN 1901-N
Car Wash (KO Wash Track)	MLN 1280 to 1296-F-1
Close Clearance Locations	MLN 1163
Crossing Interrupt Device Locations	MLN 1103-A
Crossing Operation at Side / Yard Track Locations	MLN 1103-C
Crossing Exception to Rule 14L	MLN 1103-G
Crossing Protection – Apparatus Automatically Interrupts Crossing	MLN 1103-H
Crossing Protection – Riverhead	MLN 1103-E
Crossovers on other than Main Track Locations	MLN 1104-G

**D**

DEF & Sidings – Capacities	MLN 1901-H
Disabled Customer Access & Service Locations	MLN 1804-A
Dual Control Switch Locations	MLN 1663

**E**

Electric Lock Switch Locations– Controlled	MLN 1104-B
Electric Lock Switch Locations – Uncontrolled	MLN 1104-C
Electronic Delivery of Written Mandatory Directives – Printer Locations	MLN 1217
Emergency Whistle or Horn in Service Locations	MLN 1606
Engine Restrictions / Locations	MLN 1038-I

**F**

Flat Car Restrictions	MLN 1038-K
Flashing Slow Approach Locations	MLN 1280 to 1296-K
Flashing Yellow Lights	MLN 1280 to 1296-F-1
Freight Car Siding Restrictions	MLN 1160-I
Freight Train (NYAR) Restrictions	MLN 1038-F
Freight / Work Train Restrictions	MLN 1038-J

**G**

General Orders / Bulletin Boards / Standard Clocks	MLN 1075-A
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**I**

Interlocked Tracks Where Rule 410 is in Effect	MLN1250-R
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**K**

KO Wash Track	MLN 1280 to 1296-F-1
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**L**

Lost & Found Drop Box Locations	MLN 1801
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GN 1-1 (L8)
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**M**

Main Track Designation – Single Track	MLN 1151-A
Main Track Designation – Two or More Tracks	MLN 1151-B
Manipulation of Equipment Board Locations	MLN 1901-K
Maximum Authorized Speeds (MAS) – Hollis Lead	MLN 1038-G-1
Maximum Authorized Speeds (MAS) – NYAR	MLN 1038-E
Maximum Authorized Speeds (MAS) – Various Speeds	MLN 1038-E
Maximum Authorized Speeds (MAS) – Wreck Trains	MLN 1038-C
Maximum Authorized Speeds (MAS) – Work and Rail Trains	MLN 1038-D
Maximum Authorized Speeds (MAS) – Yard / WYE Tracks	MLN 1038-G
Maximum Weight – Movement of Cars	MLN 1160-B
Minimum Number of Cars Open	MLN 1901-M
MTEA Limits	MLN 1155

**N**

NYAR Controlled Tracks	MLN 1701-I
NYAR Freight Train Restrictions	MLN 1038-F

**R**

Radio Phone Locations – LIRR	MLN 1164-B
Radio Test – Initial Departure	MLN 1803-A
Rules In Effect	MLN 1250, MLN 1100

**S**

Sidings & DEF– Capacities	MLN 1901-H
Signals to Left of Track Governed	MLN 1280 to 1296-B
Sounding Rule 14L – Pilgrim Pineaire DEF	MLN 1014-L
Speedometer Test Sections (STS) Locations	MLN 1038-A-2
Standard Clocks/Bulletin Boards/General Orders	MLN 1075-A

**T**

Track Car Speed Restrictions	MLN 1038-E
Tracks Equipped with Third Rail – Main Tracks	MLN 1167-D
Tracks Equipped with Third Rail – Other than Main Tracks	MLN 1167-E
Train Consist Size – AM Peak Trains	MLN 1901-A-1
Trains Extending Beyond Starting Signal Locations	MLN 1280 to 1296-A-1
Train Movement Authority / Phone Numbers	MLN 1201
Train Radio Information System – “Info Zones” (Ch. 4)	MLN 1700

**W**

Whistle Posts – Divide Interlocking	MLN 1280 to 1296-N
Work / Freight Train Restrictions	MLN 1038-J

**Y**

Yard Limit Board Locations / Specifications	MLN 1093
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<b>GN 1-12 (F3)</b>
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**MLN 1104-C Electric Lock Switch Locations (Uncontrolled)****NOTE:** Refer to SI 1104-C in "General Section" for EL (Uncontrolled) instructions.

Mainline Location	EL Switch	Time Delay	
		From Main	To Main
1 <sup>st</sup> switch east of New Hyde Park Station (676 feet east of New Hyde Park Station)	Facing eastward to <b>Chesler Plywood</b> (New Hyde Park Oil) from MLN No. 3 track	3 min.	3 min.
1 <sup>st</sup> switch east of Divide INT (2210 feet east of MP 25)	Facing eastward to <b>LIPA</b> (LILCO) from MLN No. 1 track	1 min.	0
1 <sup>st</sup> switch east of Farm INT (245 feet east of Farm INT)	Trailing eastward from <b>Marjam Supply Co</b> (U.S. Plywood) to MLN No. 2 track	2 min. 15 sec.	0
1 <sup>st</sup> switch east of Farm INT (1277 feet east of Farm INT)	Trailing eastward from <b>Farm North Sidetrack</b> to MLN No. 1 track	2 min. 15 sec.	0
2 <sup>nd</sup> switch west of Wyandanch Station (3066 feet west of Wyandanch Station)	Trailing westward from <b>West switch</b> <b>Wyandanch DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch west of Wyandanch Station (706 feet west of Wyandanch Station)	Facing westward to <b>East switch</b> <b>Wyandanch DEF</b> from MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch <b>west</b> of JS INT (520 feet west of MP 37)	Trailing westward from <b>Giaquinto</b> track to MLN No. 2 Track	2 min 15 sec.	0
1 <sup>st</sup> switch <b>east</b> of JS INT (766 feet east of JS INT)	Trailing eastward from <b>Southern Container</b> to MLN No. 2 track	2 min. 15 sec.	0
1 <sup>st</sup> switch <b>east</b> of Brentwood Station (1576 feet east of Brentwood Station)	Facing eastward to <b>Brentwood DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
2 <sup>nd</sup> switch <b>east</b> of Brentwood Station (3875 feet east of Brentwood Station)	Trailing eastward to <b>Brentwood DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch west of CI INT (800 feet west of CI INT)	Facing westward to <b>CI Team</b> track from MLN No. 1 track	2 min. 15 sec.	0
3 <sup>rd</sup> switch east of Ronkonkoma Station (4400 feet east of Ronkonkoma Station)	Trailing eastward from <b>South Sidetrack</b> to Single Track	1 min. 50 sec.	0

**NOTE:** When necessary to enter the South Sidetrack Electric Lock **AND** after permission has been received, trains **MUST** occupy Knickerbocker Avenue Grade Crossing and pull up to the switch prior to removing the keeper. The crossing must be occupied for the duration of the time delay prior to opening the switch.

**MLN 1104-G Crossovers on Other Than Main Track Locations**

Refer to SI 1104-G in the "General Section" for crossover switch instructions. Note: Crossover switches must be kept in corresponding positions, except as specified in the SI 1104-G. The Crossover Locations on the Mainline Branch are as follows:

- Belmont Park (2 crossovers)
- Hillside Yard (2- Hillside West Lead to M Transfer, 1- west of crosswalk from B Transfer to A Transfer, 1-west of crosswalk M of E track to B Transfer, 1-east of crosswalk from B Transfer to 7 Track)
- Jamaica Storage Yard
- Advance Yard (Between No 2 Trk and 4 transfer)
- Receiving Yard (Between No 1 and No 2)
- LIC Yard (Run Around)

GN 1-1  
(L7)

**MLN 1151-A Main Track Designation – Single Track**

**Single Track Main Line Between KO Int. And End of Block GY**

**MLN 1151-B Main Track Designations – Two or More Tracks**

Main Line Between:	No. 3 Track	No. 1 Track	No. 2 Track	No. 4 Track
Harold and Jay	X	X	X	X
Jay and Hall (0 – 9 Inclusive) X				
Hall and Queens	X	X	X	X
Queens and Park				X
Queens and Nassau	X	X	X	
Nassau and Divide	X	X		
Divide and KO		X	X	

GN 1-12  
(F1)

GN 1-1  
(L8)

X - Indicates No Current of Traffic.

**MLN 1155 MTEA Limits**

Begin/End MTEA limits are located as follows:

Jay Interlocking: Eastbound Begin/Westbound End	
Track	Location of Limits
Main Line 3*	606 ft west of pedestal signal 10L (Van Wyck Cluster)
Main Line 1*	606 ft west of pedestal signal 12L (Van Wyck Cluster)
Main Line 2	Signal 58R (Mail Dock Signal Bridge)
Main Line 4	Signal 50R (Mail Dock Signal Bridge)
*MLN 3 End & MLN 1 Begin to Left of Track Governed	

**MLN 1201 Train Movement Authority / Phone Numbers**

The Train Dispatcher has operational control of all movements and interlockings from Easterly Limits of Harold Int. to Greenport.

When complying with the Rules of The Operating Department or Timetable Special Instructions on the Mainline Branch, Conductors, Engineers and TC Drivers must contact the following:

<b>MAINLINE</b>						
<b>Between</b>		<b>Radio Ch.</b>	<b>Opr(s)</b>	<b>Phone Ext (718-557-)</b>	<b>Dispr</b>	<b>Phone Ext (718-558-)</b>
<b>Harold</b>	<b>Jay</b>	1	Sec A	8382	Sec A	8382
<b>Jay*</b>	<b>Jamaica</b>	1	JCC	2409	Sec B	8381
<b>Jamaica</b>	<b>Hall*</b>	1	JCC	2409 or 2408	Sec B	8381
<b>Hall</b>	<b>Queens</b>	1	JCC	2408 EAST 2406 WEST	Sec D	8383
<b>Queens*</b>	<b>Nassau</b>	1	JCC	2406 EAST 2405 WEST	Sec D	8383
<b>Nassau*</b>	<b>Divide*</b>	1 or 3	JCC	2405 EAST 2404 WEST	Sec D	8383
<b>Divide</b>	<b>Greenport</b>	3	JCC	2404	Sec C	8380
<b>*Includes All Limits of the Interlocking / Location(e.g., Westerly Limits to Easterly Limits)</b>						

The Movement Bureau can be reached without going through the operator by dialing (718) 558-8204 or (800) 462-7156.

**MLN 1217 Electronic Delivery of Written Mandatory Directives – Printer Locations**

**Mainline:** Long Island City Yardmaster's Office  
 Jamaica Trainmen's Room  
 Hicksville Trainmen's Room  
 Ronkonkoma Yard Welfare Facility  
 Greenport Trainmen's Room

**NOTE:** In Long Island City, the Section A Train Dispatcher will assume the responsibilities of the Block Operator as prescribed by this Special Instruction. When the Yardmaster is on duty, trains originating in Long Island City will be contacted by the Yardmaster to obtain copies of electronically delivered Form L's in the Yardmaster's office in lieu of checking the printing machine.

**MLN 1250 Main Track Rules In Effect****HAROLD TO JAY: 1, 2 TRACK**

261-264  
 501-509BD  
 400-412ex410BD  
 450-465 BD  
 100

**HAROLD TO JAY: 3, 4 TRACK**

261-264  
 501-509BD  
 400-412ex410 3W4E  
 400-412ex409 3E4W  
 450-465 BD  
 100

**JAY TO HALL: 0-9 TRACK INCLUSIVE**

261-264  
 501-509BD  
 400-412ex410BD  
 450-465 BD  
 100

**HALL TO PARK: 4 TRACK**

261-264  
 501-509BD  
 400-412ex409BD  
 450-465 BD  
 100

**HALL TO NASSAU: 3, 1, 2 TRACK**

261-264  
 501-509BD  
 400-412ex409BD  
 450-465 BD  
 100

**NASSAU TO DIVIDE: 3, 1 TRACK**

261-264  
 501-509BD  
 400-412ex409BD  
 450-465 BD  
 100

**DIVIDE TO POND 1, 2 TRACK**

261-264  
 501-509 BD  
 400-412ex409BD  
 450-465 BD  
 100

**POND TO KO: 1 EAST, 2 EAST**

261-264  
 501-509  
 400-412ex409  
 450-465  
 100

**POND TO KO: 1 WEST, 2 WEST**

261-264  
 501-509  
 400-412ex410  
 450-465  
 100

**KO TO EOB GY: SINGLE TRACK**

251, 3, 4  
 305-373  
 450-465 BD  
 100

**MLN 1250-R Interlocked Tracks Where Rule 410 is in Effect**

The provisions of Operating Rule 410 are in effect on the following tracks within interlocking limits between remote stations of an interlocking:

**MLN No. 3 and MLN No. 1 tracks:** For movements in both directions between Nassau 1 R-JCC and Nassau 3 R-JCC.

**GN 1-12  
(F2)**

GN 1-12  
(F3)

**MLN 1280 to 1296-A1 Locations / Authorities for Trains Extending Beyond Starting Signal**

Mainline: **Jamaica / Jay and Hall**

Trains originating at this location must not be moved when the leading operating end of the train extends beyond an interlocking signal. The engineer must observe or be verbally notified by the conductor that the first interlocking signal, to the rear of the leading operating end, is in a passing position immediately prior to movement. When necessary, verbal permission to proceed at restricted speed to the next signal may be obtained, from the operator in charge, immediately prior to movement.

GN 1-11  
(C)

**MLN 1280 to 1296-B Signals Located Left of Track Governed**

**Nassau 2 Int.** - Eastward Position Light Home Signal on No. 3 Track located 530 feet east of Mineola Station platform. (1E)

**Divide** - Westward position light home signal on No. 2 Track at Divide (2-2W).

**Divide** - Westward position light home signal on Mainline No. 2 Track at Divide (6-2W).

GN 1-1  
(L11)

**MLN 1280 to 1296-F-1 KO Wash Track**

Flashing yellow lights(s) in service at the KO car wash structure for eastbound trains. When flashing, it will be an indicator that approaching equipment will be washed and speed of the train must not exceed 3 MPH. until the entire train clears the east end of the car wash building. The KO car wash is equipped with sensors that will stop the wash when the train is standing.

This is an eastbound car wash only. Westbound trains will proceed on the KO wash track at restricted not exceeding 5 MPH. A minimum of 6 cars is authorized to use this track due to no third rail inside the structure.

Engineers of trains to be washed must ensure that the windows and storm door of the operating cab are closed. Crews must ensure that all other exterior doors and windows in the consist are closed. Employees must not walk between cars while the train is being washed to prevent exposure to car wash fluid.

KO CAR WASH EMERGENCY BY-PASS SWITCH - The KO car wash emergency by- pass switch is located on the east end of south platform and will shut off the car wash. This by-pass switch must be labeled and enclosed in a box, which will require switch key to open. The box must be locked after use.

**MLN 1280 to 1296-K Flashing Slow Approach Locations**

**Queens Interlocking:** Mainline No. 4 track – Westbound Position light home signal on Signal Bridge 2– Flashing Slow Approach when routed for diverging movement.

**MLN 1280 to 1296-N Whistle Posts – Divide Interlocking**

Whistle posts in service within the limits of Divide Interlocking on the Mainline Branch is to be considered in service only when the black letter “W” is clearly visible.

Engineers must comply with the provisions of Rule 296F only when the black letter “W” is clearly visible on the whistle post.

**MLN 1401 Reporting ASC Test Results**

<b>STATION / TERMINAL</b>	<b>RECORDED BY</b>
Hillside Yard	Yardmaster
Hunterspoint Ave.	LIC Yardmaster



**MLN 1401-A ASC Standing Test Loops (Bi-Directional) Location**

**FARM INT** North sidetrack.

**HICKSVILLE** East and West End of Station Platforms.

**JAMAICA & VICINITY** Yard D (**see Note 3**)  
 Track Zero west end south side.  
 West End of Station Platforms, Trks.1 thru 8.  
 East End of Station Platforms, Trks.1 thru 8.  
 Track 9 west end (**see Note 1**).  
 Track 9 east end (**see Note 2**).  
 Track 10  
 Track 11

**RONKONKOMA** West End of Station Platforms.

**NOTE 1: JAMAICA TRACK 9:** Crews are advised that automatic speed control test loop at this location is connected to the test loop at the west end of No. 8 Station Track. Test will be activated with ASC test button box located at the west end of No. 8 Track.

**NOTE 2: JAMAICA TRACK 9:** This location for eastward trains and is activated with the same ASC test button box that activates Track No. 10 located at the low home signal governing the entrance to Hall interlocking.

**NOTE 3: YARD D:** Controlled by JCC. Trains requesting automatic speed control test must contact JCC with proper train identification, head motor number and the track to be tested. Upon completion of test, JCC must be notified, and the automatic speed control test form will be completed.

**MLN 1401-B ASC Running Cut-In Section Locations**

**WESTWARD TRAINS**

	Track	Between	And
Mainline	Single	1550 feet east of Westward Home Signal, KO	Westward Home Signal, KO
	No. 10 and No. 11	Hillside Stop Board	150 feet west thereof
	No. 1 and No. 3	150 feet east of Westward Pedestal Type Home Signals Jay (at Van Wyck Blvd.)	Westward Pedestal Type Home Signals Jay (at Van Wyck Blvd.)

**EASTWARD TRAINS**

	Track	Between	And
Mainline	Advance Yard	100 feet west of Eastward Home Signals, Jay	Eastward Home Signals, Jay
	Receiving Yard	95 feet west of Eastward Home Signal, Jay	Eastward Home Signal, Jay
	No. 9 Track Jamaica	300 feet west of Eastward Home Signal, Hall	Eastward Home Signal Hall
	Hollis Lead	115 feet west of first Home Signal on Lead Track	Home Signal Hollis INT

**MLN 1401-C ASC Cut-Out Section Locations**

**EASTWARD TRAINS**

Mainline	Track	Between	And
	Single	Eastward Manual Block Signal, KO	A point 800 feet east

**NOTE:** Refer to SI 1401-C in "General Section" for ASC Cut-Out failure instructions.

**MLN 1606 Emergency Signals – Whistle or Horn in Service Locations**

**Interlockings:** Jay, Hall, Queens, Divide

**MLN 1663 Dual Control Switch Locations**

**Johnson Ave.**

**Hall** (Eastward facing point switch from 10 trk to 11 trk located 1750 feet east of Mile Post 10 and a fourth facing point switch from 11 trk to 10 trk located 2750 feet east of Mile Post 10)

**Queens** (East and West Legs of Belmont Wye)

**HEMPSTEAD BRANCH**

<b>A</b>		
Approaching Passenger Stations with C & E on Leading End		HEM 1103-B
Automatic Speed Control (ASC) – Running Cut in Sections		HEM 1401-B
Automatic Speed Control (ASC) Test – Standing Test Loops		HEM 1401-A
<b>B</b>		
Bulletin Boards / Standard Clocks / General Orders		HEM 1075-A
<b>C</b>		
Class IA Brake Test Identification		HEM 1701-H
Crossing Exception to Rule 14L		HEM 1103-G
Crossing Protection – Apparatus Automatically Interrupts Crossing		HEM 1103-H
Crossing Protection – Garden Mitchel Field Secondary		HEM 1103-E
Crossovers on other than Main Track Locations		HEM 1104-G
<b>D</b>		
Disabled Customer Service & Access Locations		HEM 1804-A
Dual Control Switch Locations		HEM 1663
<b>E</b>		
Electronic Delivery of Written Mandatory Directives – Printer Locations		HEM 1217
Engine Restrictions / Locations		HEM 1038-I
<b>G</b>		
Garden Mitchel Field Secondary Track		HEM 1151-C
General Orders/Bulletin Boards/Standard Clocks		HEM 1075-A
<b>I</b>		
Interlocked Tracks Where Rule 410 is in Effect		HEM 1250-R
<b>L</b>		
Lost & Found Drop Box Locations		HEM 1801
<b>M</b>		
Main Track Designation – Single Track		HEM 1151-A
Main Track Designation – Two or More Tracks		HEM 1151-B
Manipulation of Equipment		HEM 1901-K
Maximum Authorized Speeds (MAS) – Yard Tracks		HEM 1038-G
Minimum Number of Cars Open		HEM 1901-M
MTEA Limits		HEM 1155
<b>R</b>		
Rules In Effect		HEM 1250, HEM 1100
<b>S</b>		
Speedometer Test Sections (STS) Locations		HEM 1038-A-2
Standard Clocks/Bulletin Boards/General Orders		HEM 1075-A
<b>T</b>		
Tracks equipped with Third Rail – Main Tracks		HEM 1167-D
Tracks equipped with Third Rail – Other than Main Tracks		HEM 1167-E
Train Consist Size – AM Peak Trains		HEM 1901-A-1
Train Movement Authority / Phone Numbers		HEM 1201
Train Radio Information System – “Info Zones” (Ch. 4)		HEM 1700

GN 1-12  
(G7)GN 1-8  
(F)GN 1-1  
(L22)GN 1-12  
(G6)

**HEMPSTEAD BRANCH (HEM)**

**HEM 1038-A-2 Speedometer Test Sections (STS) Locations**

**Hempstead Branch:**

- Eastward trains use Main Line test at MP 12, Westward located one-quarter mile west of Garden City and one-half mile west thereof.

**NOTE:** Refer to SI 1038-A-2 in "General Section" for STS instructions.

**HEM 1038-G Maximum Authorized Speeds – Yard Tracks**

All movements on Garden-Mitchel Secondary Track between Garden and End of Secondary sign	RS 10 MPH
--	-----------

**NOTE:** Trains whose consist include freight equipment will proceed at restricted speed not to exceed 5MPH in all yards unless otherwise specified.

**HEM 1038-I Engine Restrictions / Locations**

Letters and figures indicate: X - Prohibited.

Hempstead Location	CLASS OF ENGINES			
	E-10	E-15	E-20, DE30	DM30
All Station Platform Tracks		X	X	X

**HEM 1075-A Bulletin Board & Standard Clock Locations**

X – indicates in service.

Bulletin Board	Standard Clock	Location
X		Hempstead – Trainmen’s Room

**HEM 1100 Rule 100 Is in Effect – Main Track Location**

Hempstead Branch: **Between Park and EOB Hempstead**

**GN 1-12 (G1)**

**HEM 1103-B Approaching Passenger Stations with the Conductor and Engineer on the Leading End**

Hempstead Branch: **Hempstead**

**NOTE:** Refer to SI 1103-B in "General Section" for more information.

**HEM 1103-E Crossing Protection – Garden Mitchel Field Secondary**

Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Garden- Mitchell Field Secondary Track	All	Garden City

**HEM 1103-G Highway Crossings Exception to Rule 14L**

Hempstead Branch	TRAIN DIRECTION	STATION	ROAD (1 <sup>st</sup> Crossing Ahead)
	Eastbound	Stewart Manor	New Hyde Park Road
	Eastbound	Nassau Blvd.	Nassau Blvd.
	Westbound	Garden City	Cathedral Ave.

**NOTE:** Refer to SI 1103-G in "General Section" for the Crossing Exception to Rule 14L instructions.

**HEM 1103-H Apparatus to Automatically Interrupt Crossing Protection**

Apparatus is provided to interrupt the operation of highway crossing protection automatically at grade crossings indicated below. If a train originates, is delayed, or makes a station stop in close proximity to these crossings, all movements approaching these crossings must be prepared to stop and must not proceed over the crossing until gates are in the horizontal position or protected by a crewmember and the track and roadway are clear for movement.

**NOTE:** In automatic speed control territory at those crossings indicated by an asterisk \*, ASC cab indicator will drop to 15 and remain at 15 until train reaches a pre-determined circuit and/or gates are in lowered position.

**HEMPSTEAD BRANCH**

Track	Direction	Crossing	Location
No. 1	Westward	Covert Avenue*	1 <sup>st</sup> Crossing West of Stewart Manor

**HEM 1104-G Crossovers on Other Than Main Track Locations**

Refer to SI 1104-G in the "General Section" for crossover switch instructions. Note: Crossover switches must be kept in corresponding positions, except as specified in the SI 1104-G.

Hempstead Branch: **Garden Mitchel Field Secondary**

**HEM 1151-A Main Track Designation – Single Track**

**Single Track** Hempstead Branch **Between** Garden INT **And** End of Block, Hempstead

**HEM 1151-B Main Track Designations – Two or More Tracks**

Hempstead Branch Between:	No. 1 Track	No. 2 Track
Park and Garden	X	X

X - Indicates No Current of Traffic.

GN 1-12  
(G2)

**HEM 1151-C Garden Mitchel Field Secondary Track**

Block operators will keep a record for secondary tracks under their jurisdiction. This record of train movements must include train, engine number, direction, location, and time track is occupied or cleared. The timetable direction for all secondary tracks, from the station first named, is eastward.

**Secondary Tracks of No Assigned Direction Zone C**

Track	Between	And	Controlled	By
Garden-Mitchel Field	Garden	Mitchel-Field	JCC	

**Movements on Garden-Mitchel Field Secondary**

1. Eastward movements will be made on signal indication at Garden. Eastward trains must report clear to the Block Operator when movement has been completed.
2. Eastward and westward trains must report clear of interlocking limits to Block Operator JCC when movement has been completed.
3. All movements will be made at restricted speed not exceeding 10 MPH.
4. Trains or engines must stop before passing over ALL public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

**NOTE:** Westward trains departing Garden Mitchel Field secondary must approach Franklin Ave crossing (within Garden Interlocking) prepared to stop and must not proceed over crossing until gates are in lowered position.

**HEM 1155 MTEA Limits**

MTEA limits are located as follows

**Hempstead Yard: All tracks**

GN 1-1  
(L22)

**HEM 1167-D Main Tracks Equipped with Third Rail**

Equipped for DC electrified operation under jurisdiction of Power Director, Jamaica:

Hempstead Branch: **Between Park and EOB Hempstead**

GN 1-12  
(G3)

**HEM 1167-E Tracks Other Than Main Tracks Equipped with Third Rail – DC Electrified Operation**

Hempstead Branch: **Garden** -Garden-Mitchel Field Secondary track,  
to a point 873 feet east of Garden INT  
**Hempstead** -Tracks 1-8 and the pocket track

**HEM 1201 Train Movement Authority / Phone Numbers**

The Train Dispatcher has operational control of all movements and interlockings from **Park** to Hempstead.

When complying with the Rules of The Operating Department or Timetable Special Instructions on the Hempstead Branch, Conductors, Engineers and TC Drivers must contact the following:

HEMPSTEAD					
Between	Radio Ch.	Opr(s)	Phone Ext <i>(718-557-)</i>	Dispr	Phone Ext <i>(718-558-)</i>
<b>Park*</b>	<b>Hempstead*</b>	1	JCC	2406	Sec D 8383
<i>*Includes All Limits of the Interlocking/Location (e.g., Westerly Limits to Easterly Limits)</i>					

GN 1-12 (G4)

The Movement Bureau can be reached without going through the operator by dialing (718) 558-8204 or (800) 462-7156.

**HEM 1217 Electronic Delivery of Written Mandatory Directives – Printer Locations**

Hempstead Branch: **Hempstead Trainmen’s Room**

**HEM 1250 Main Track Rules In Effect**

**PARK TO GARDEN: 1, 2 TRACK**

261-264  
501-509 BD  
400-412 EX 409 BD  
450-465 BD  
100

**GARDEN TO EOB HEMPSTEAD: SINGLE TRACK**

261-264  
501-509 BD  
400-412 EX 410 BD  
450-465 BD  
100

GN 1-12 (G5)

**HEM 1250-R Interlocked Tracks Where Rule 410 is in Effect**

The provisions of Operating Rule 410 are in effect on the following tracks within interlocking limits between remote stations of an interlocking:

**HEM No. 1 track:** For movements in both directions between Park 1 R-JCC and Park 2 R-JCC

GN 1-8 (F)

GN 1-12 (G6)

**HEM 1401-A ASC Standing Test Loops (Bi-Directional) Location**

**HEMPSTEAD** West End of Station Platforms.

**HEM 1401-B ASC Running Cut-In Section Locations**

**WESTWARD TRAINS**

Hempstead Branch	Track	Between	And
	Lead	300 Feet east of Westward Home Signal Hempstead	Westward Home Signal, Hempstead
	Garden-Mitchel Field Secondary	Westward Pedestal Type Home Signal	a point 450 feet east thereof

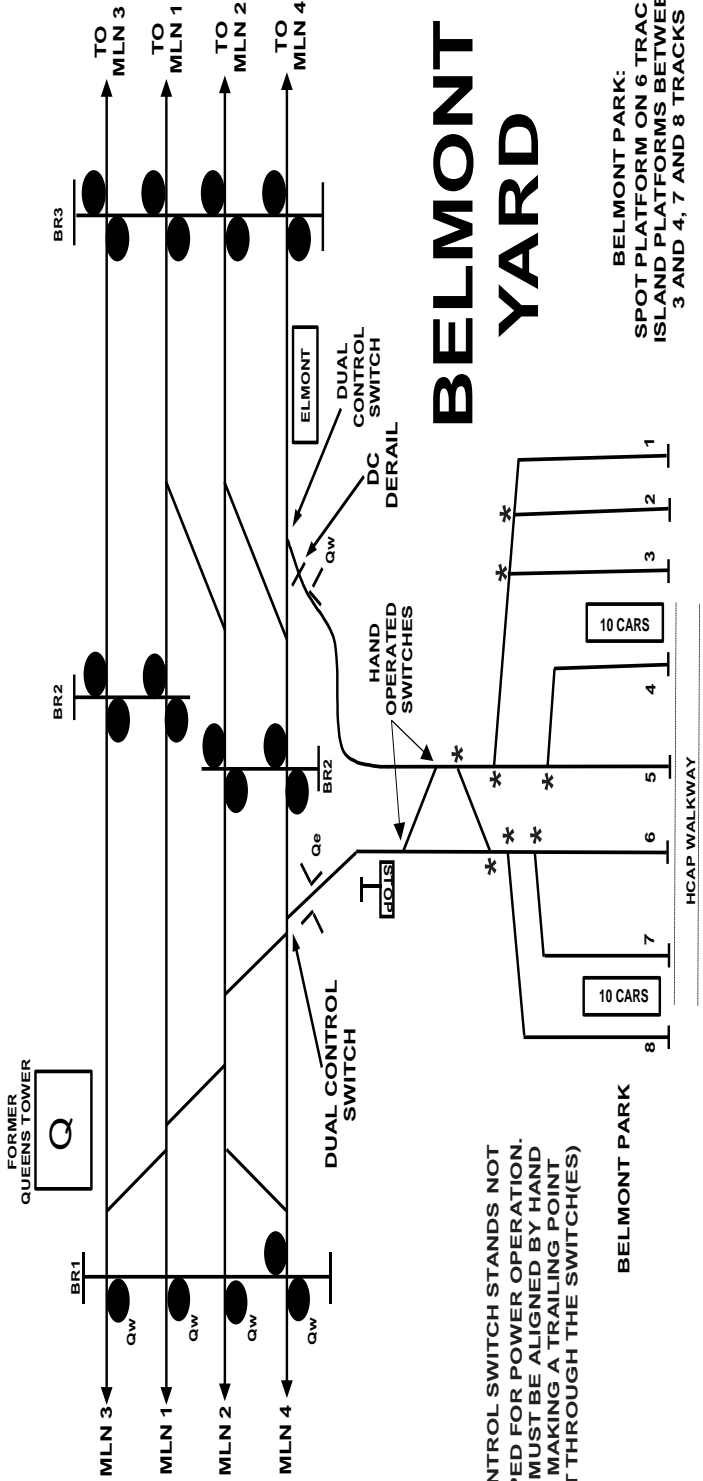
**GN 1-12  
(G7)**

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GN 1-12  
(H)

GN 1-1  
(L33)

# QUEENS INTERLOCKING R-JCC



# BELMONT YARD

\* DUAL CONTROL SWITCH STANDS NOT YET EQUIPPED FOR POWER OPERATION. SWITCHES MUST BE ALIGNED BY HAND PRIOR TO MAKING A TRAILING POINT MOVEMENT THROUGH THE SWITCH(ES)

BELMONT PARK:  
SPOT PLATFORM ON 6 TRACK.  
ISLAND PLATFORMS BETWEEN  
3 AND 4, 7 AND 8 TRACKS

BELMONT PARK



**5006 FAR ROCKAWAY YARD****5006-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

**Freight:** Restricted speed not exceeding 5 MPH, unless otherwise specified.

**5006-A-2 Tracks / Platforms / Car Capacities**

**Tracks:** Layup Tracks 2 & 3 (**South to North**)

**Platforms:** Station Platform: between Station tracks No 2 and No 1.  
Car Cleaning Platform: Yard Track 3

**Car Capacities: 10 cars**

**5006-A-3 Third Rail – DC Electrified Operation**

Station Tracks 1 & 2, Layup Tracks 2 & 3.

**5006-A-4 Switches**

Automatic Safety Switches

Hand Thrown Switch for trailing point moves from Freight Track to Layup Track 3

Dual Control Switch with Yard Switch Indicator for facing point moves to main track.

**5006-A-7 Communications**

**Valley Tower** can be reached via **Channel 1** or at ext. (2401).

**5006-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location**

Far Rockaway Trainmen's Room

**5006-A-9 Manipulation of Equipment Board**

Far Rockaway Trainmen's Room

**5006-B-1 Authorities – Dual Control Switch**

The dual control switch in Far Rockaway yard is remotely controlled by Valley.

- **For eastward moves** from Far Rockaway No. 1 and No. 2 tracks, signal indication from Valley is the authority to proceed over the switch.
- **For westward moves** permission from the Block Operator at Valley with yard switch indicator signal indication is the authority to proceed over the switch.

Refer to SI 1663-A for Dual Control within Yards instructions.

**5006-B-3 Crew Responsibilities**

**As per SI 1103-B,** Approaching Far Rockaway passenger station, the Conductor and Engineer must be on the leading end.

**5006-D-1 Switching Movements**

All automatic safety switches must be cleared when performing yard switching movements. Trains moving to and from lay-up tracks **MUST PROTECT** against each other.

Prior to making any yard switching movements in Far Rockaway, permission from the Block Operator at Valley must be obtained. The provisions of Rule 153 remain in effect. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements. See SI 5000-B-1 thru 5000-M.

**5006-E-1 Laying Up Trains**

Crews are reminded that when laying up trains at the west end of Yard Track No. 3, the engineer must stop the train with the Unit Marker directly alongside the centerline of the cab window.

**5006-G-2 ASC Standing Test Loop (Bi-Directional) Locations**

West end of Far Rockaway station platform.

**5006-M Close Clearance Conditions Exist**

Along the right of way on Yard Track No 3, due to the Car cleaning platforms

**SECTION 1: STATION PLATFORMS UNDER REPAIR**

**NOTE:** With ongoing construction, employees are reminded to adhere to station stop instructions (SI 1901) and **MUST** refer to Special Instruction 1901-B for current station platform capacities.

**MAINLINE BRANCH**

**HILLSIDE FACILITY (EMPLOYEES ONLY) STATION NO. 4 TRACK**

360 feet of the west end of Hillside Facility (Employees only) Station platform, south of MLN No. 4 track is out of service with construction barricades installed.

**GN 1-9  
(I)**

**Eastbound:** NEW 4-12 unit marker located at east end of the platform south of MLN No. 4 track. **All trains will platform H-8 units.**

**Westbound:** NEW 4-12 unit marker located at west end of in service portion of the platform south of MLN No. 4 track. **All trains will platform H-8 units.**

**GN 1-12  
(J1)**

**MAINLINE BRANCH (CONT'D)****MINEOLA PASSENGER STATION NO. 3 TRACK**

Previously installed temporary 530-foot extension on the west end of Platform "A" has been removed.

**Eastbound:** 6-12 MU & DE/DM 3-7 unit markers are located on the eastern portion of Platform "A". DE/DM 8-unit marker is located east of Platform "A". **All trains will platform H-8 cars.**

**Westbound:** 6-8 MU & DE/DM CAB CAR 3-7 unit markers are located on the western portion of Platform "A". DE/DM 8, 10 MU & 12 MU unit markers are located west of Platform "A". **All trains will platform R-8 cars.**

**MINEOLA PASSENGER STATION NO. 1 TRACK**

Previously installed temporary 656-foot extension on the west end of Platform "B" has been removed.

**Eastbound:** 6-12 MU & DE/DM 3-7 unit markers are located on the eastern portion of Platform "B". DE/DM 8-unit marker is located east of Platform "B". **All trains will platform H-8 cars.**

**Westbound:** 6-8 MU & DE/DM CAB CAR 3-7 unit markers are located on the western portion of Platform "B". DE/DM 8, 10 MU & 12 MU unit markers are located west of Platform "B". **All trains will platform R-8 cars.**

GN 1-5  
(K)

**CARLE PLACE PASSENGER STATION NO. 1 TRACK**

Current 6 car temporary Platform "B" has been extended on the east end and will now accommodate 12 cars. Temporary 12 car platform is in service and will provide customer access to a newly installed permanent 12 car Platform "B" south of No. 1 track.

**Eastbound:** Car markers installed on the east end of the temporary Platform "B" on No. 1 track. All trains will platform 12 cars.

**Westbound:** Car markers installed at the west end of the temporary Platform "B" on No. 1 track. All trains will platform 12 cars.

**NOTE: Trains platforming on the south side Platform "B" will utilize a temporary platform bridge for customers to access the newly installed permanent platform.**

**WESTBURY PASSENGER STATION**

New 6 car platforms installed and in service at the west end of Westbury Passenger Station north of MLN No. 3 track (Platform A) and south of MLN No. 1 track (Platform B). Construction barricades to be removed.

Existing temporary 6 car platform extensions used to accommodate passengers on the east end of Platforms "A" & "B" are out of service, to be removed.

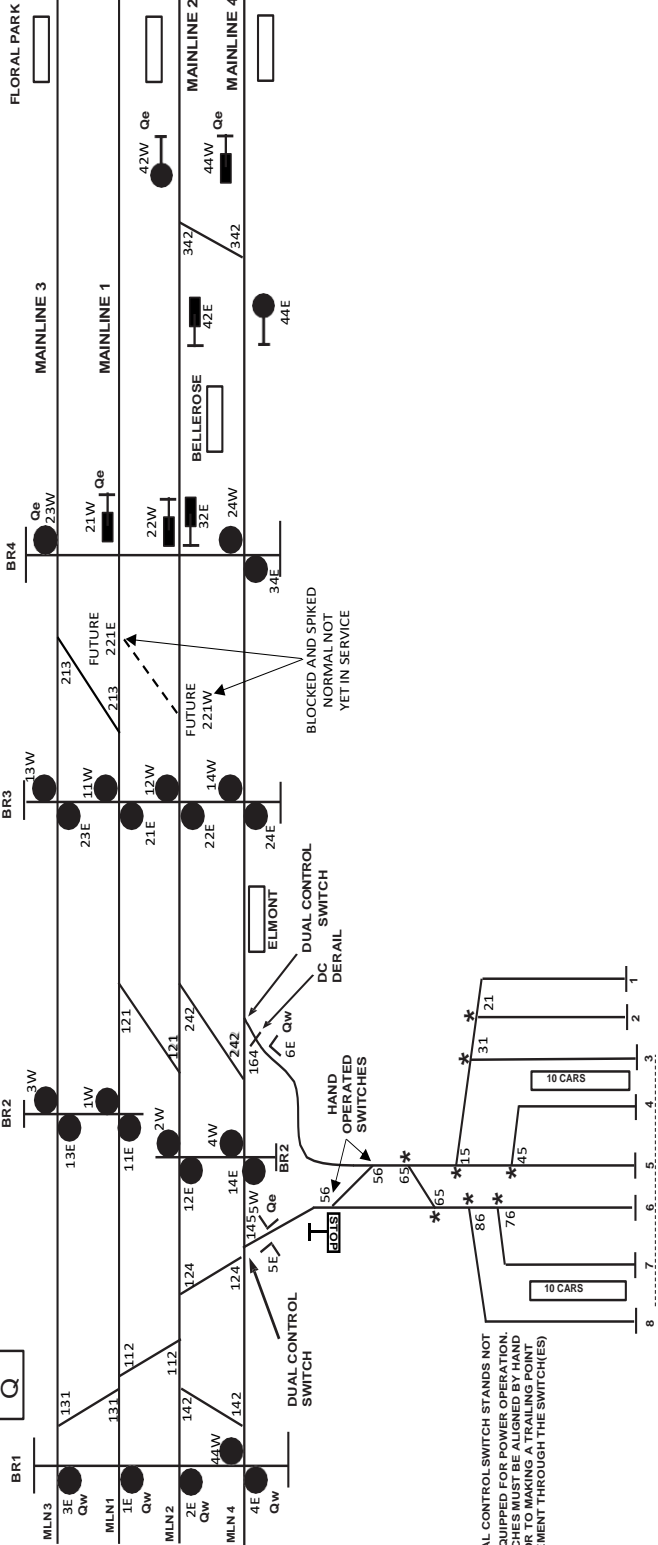
**Eastbound:** Proper unit markers installed at the east end of Platforms "A" & "B". All trains will continue to platform H-6 cars.

**Westbound:** Proper unit markers installed at the west end of Platforms "A" & "B". All trains will continue to platform H-6 cars.

GN 1-6  
(E)

**QUEENS INTERLOCKING**  
Remote - JCC

FORMER QUEENS  
TOWER  
Q



\* DUAL CONTROL SWITCH STANDS NOT YET EQUIPPED FOR POWER OPERATION. SWITCHES MUST BE ALIGNED BY HAND PRIOR TO MAKING A TRAILING POINT MOVEMENT THROUGH THE SWITCH(ES)

**NASSAU INTERLOCKING**

The following interlocking switches have been installed, blocked, and spiked normal and not yet in service; located as follows:

GN 1-12  
(J3)

**12 W SWITCH (NASSAU 1)****Eastward (facing point):**

Third switch east of Merillon Ave. psgr. station on No. 1 track.

**Westward (trailing point):**

Second switch west of Mineola psgr. station on No. 1 track.

**32 SWITCH (NASSAU 2)****Eastward (facing point):**

Second switch east of Mineola psgr. station on No. 3 track.

**Westward (trailing point):**

First switch west of W/B Pedestal signal (N2E) on No. 3 track.

GN 1-12  
(J3)

**21 E SWITCH (NASSAU 3)****Westward (facing point):**

Third switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track.

**Eastward (trailing point):**

Second switch east of E/B reduced aspect signal (N3w) on No. 1 track.

**12 W SWITCH (NASSAU 3)****Westward (trailing point):**

Second switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track.

**Eastward (facing point):**

Third switch east of E/B reduced aspect signal (N3w) on No. 1 track.

The following interlocking signals and switches have been installed and are in service; located as follows:

**SIGNAL 3-3E:**

E/B reduced aspect signal, N3w, 2<sup>nd</sup> eastbound signal east of Mineola Psgr. station on No. 3 track.

**SIGNAL 3-1E:**

E/B reduced aspect signal, N3w, 2<sup>nd</sup> eastbound signal east of Mineola Psgr. station on No. 1 track.

**SIGNAL 3-3W:**

W/B reduced aspect signal, Ne/N3e, 1<sup>st</sup> signal west of Carle Place Psgr. station on MLN No. 3 track.

**SIGNAL 3-1W:**

W/B reduced aspect signal, Ne/N3e, 1<sup>st</sup> signal west of Carle Place Psgr. station on MLN No. 1 track.

**SIGNAL 1W:**

W/B pedestal signal, N2e, 2<sup>nd</sup> signal west of Carle Place Psgr. station on No. 3 track.

GN 1-12  
(J3)

**NASSAU INTERLOCKING (CONT'D)****31W SWITCH****Eastward (facing point)**

First switch east of E/B reduced aspect signal (N3w) on No. 3 track Nassau Interlocking.

**Westward (trailing point)**

Second switch west of W/B reduced aspect signal (Ne/N3e) on No. 3 track Nassau Interlocking.

**31E SWITCH****Eastward (trailing point)**

First switch east of E/B reduced aspect signal (N3w) on No. 1 track Nassau Interlocking.

**Westward (facing point)**

Fourth switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track Nassau Interlocking.

**13 E SWITCH****Eastward (trailing point)**

Second switch east of E/B reduced aspect signal (N3w) on No. 3 track Nassau Interlocking.

**Westward (facing point)**

First switch west of W/B reduced aspect signal (Ne/N3e) on No. 3 track Nassau Interlocking.

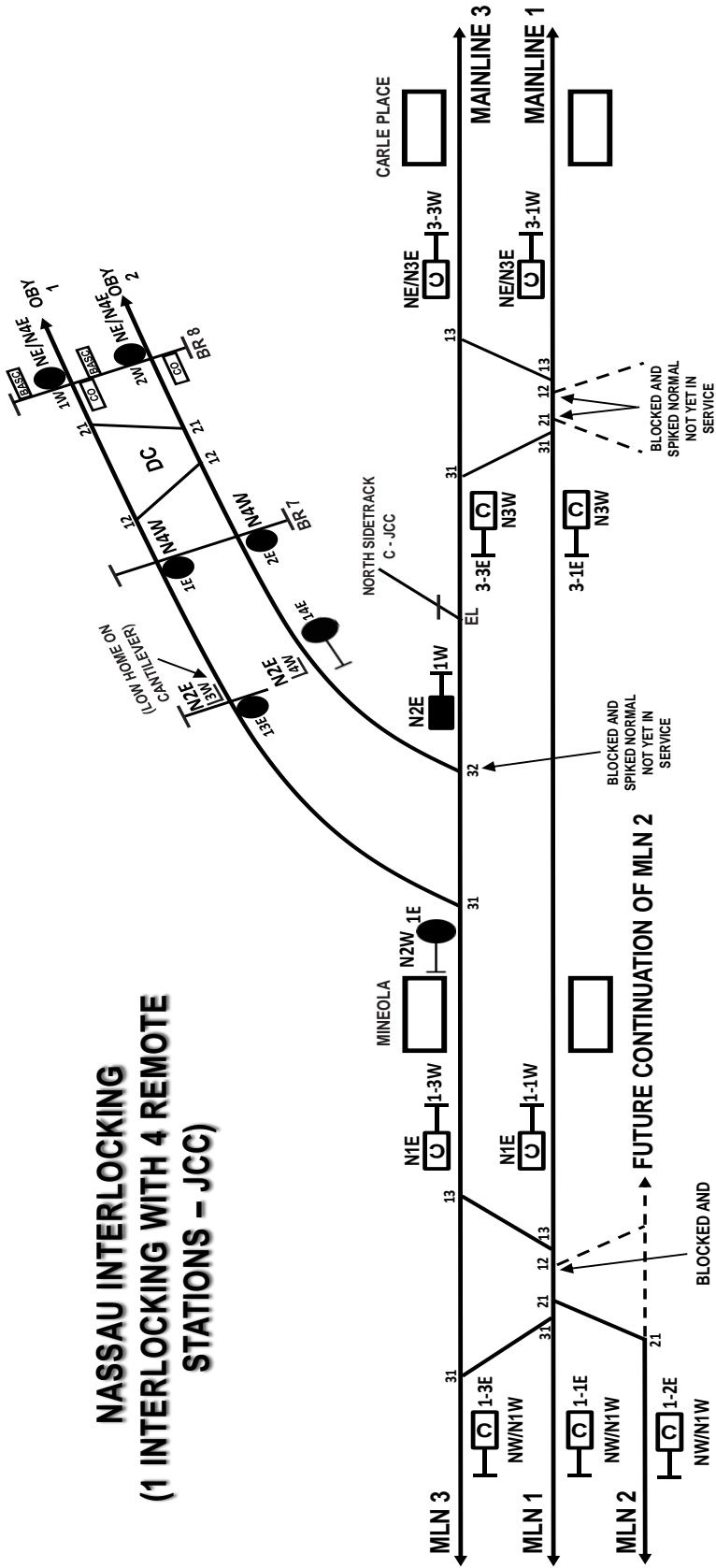
**13 W SWITCH****Eastward (facing point)**

Fourth switch east of E/B reduced aspect signal (N3w) on No. 1 track Nassau Interlocking.

**Westward (trailing point)**

First switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track Nassau Interlocking.

# NASSAU INTERLOCKING (1 INTERLOCKING WITH 4 REMOTE STATIONS - JCC)

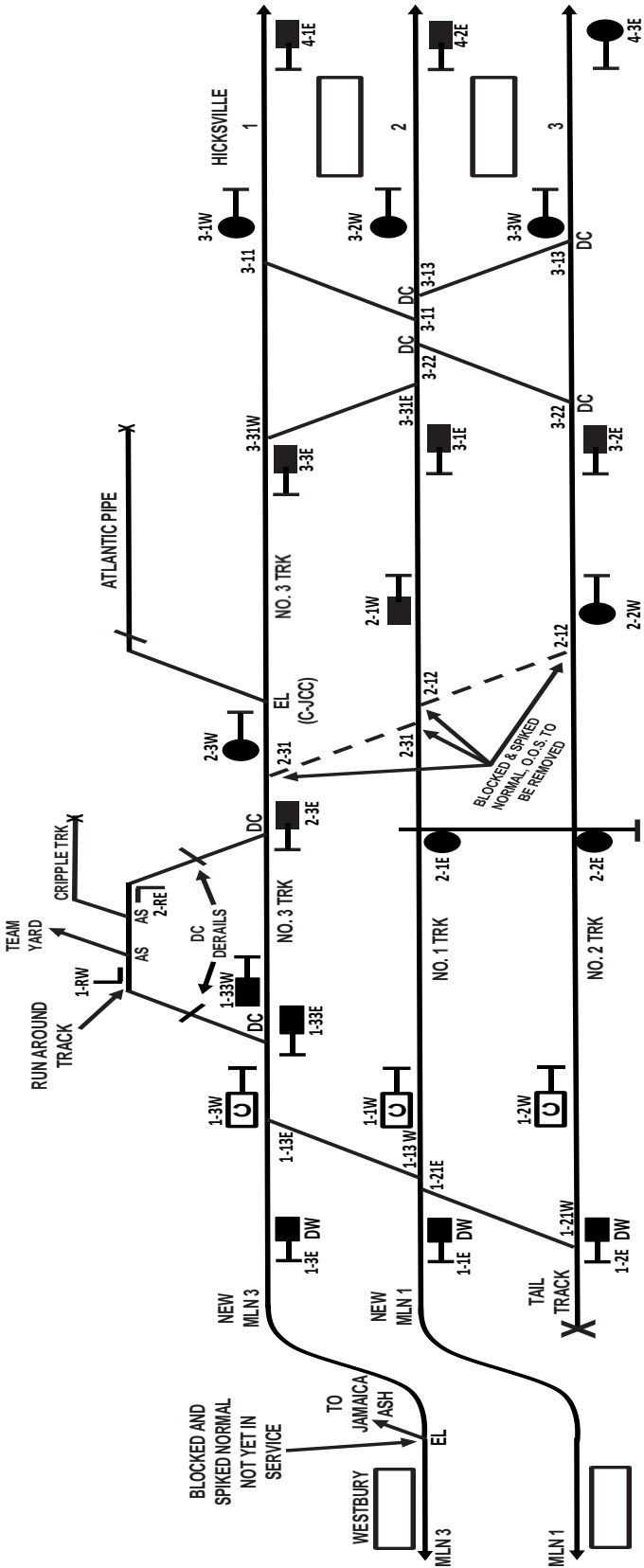


GN 1-12 (J3)

GN 1-10 (J)

# DIVIDE INTERLOCKING

## Remote JCC





**GERSHOW SIDING**

Hand operated switch to Gershow Siding (South of the main) is blocked and clamped normal, not yet in service; located as follows:

**551W SWITCH:****Eastward (facing point) Single Main Track:**

Second switch east of Medford Passenger Station

**Westward (trailing point) Single Main Track:**

Fourth switch west of Yaphank Passenger Station

*NOTE: A new eastbound distant switch indicator (DSI) for Gershow Siding installed and in service, located east of the eastbound trailing point hand operated switch from Dicarlo Foods.*

**BEAVER INTERLOCKING**

The following interlocking switches have been installed for Beaver Interlocking. Switches are blocked and spiked normal, not yet in service; located as follows:

GN 1-12 (N)
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**12W SWITCH****Eastward (facing point):**

First switch east of Hall Interlocking on ATL No. 1 track.

**Westward (trailing point):**

Second switch west of Locust Manor psgr. station on ATL No. 1 track.

**21E SWITCH****Eastward (trailing point):**

Second switch east of Hall Interlocking on ATL No. 1 track.

**Westward (facing point):**

First switch west of Locust Manor psgr. station on ATL No. 1 track.

**12E SWITCH****Eastward (trailing point):**

First switch east of Hall Interlocking on ATL No. 2 track.

**Westward (facing point):**

Second switch west of Locust Manor psgr. station on ATL No. 2 track.

**21W SWITCH****Eastward (facing point):**

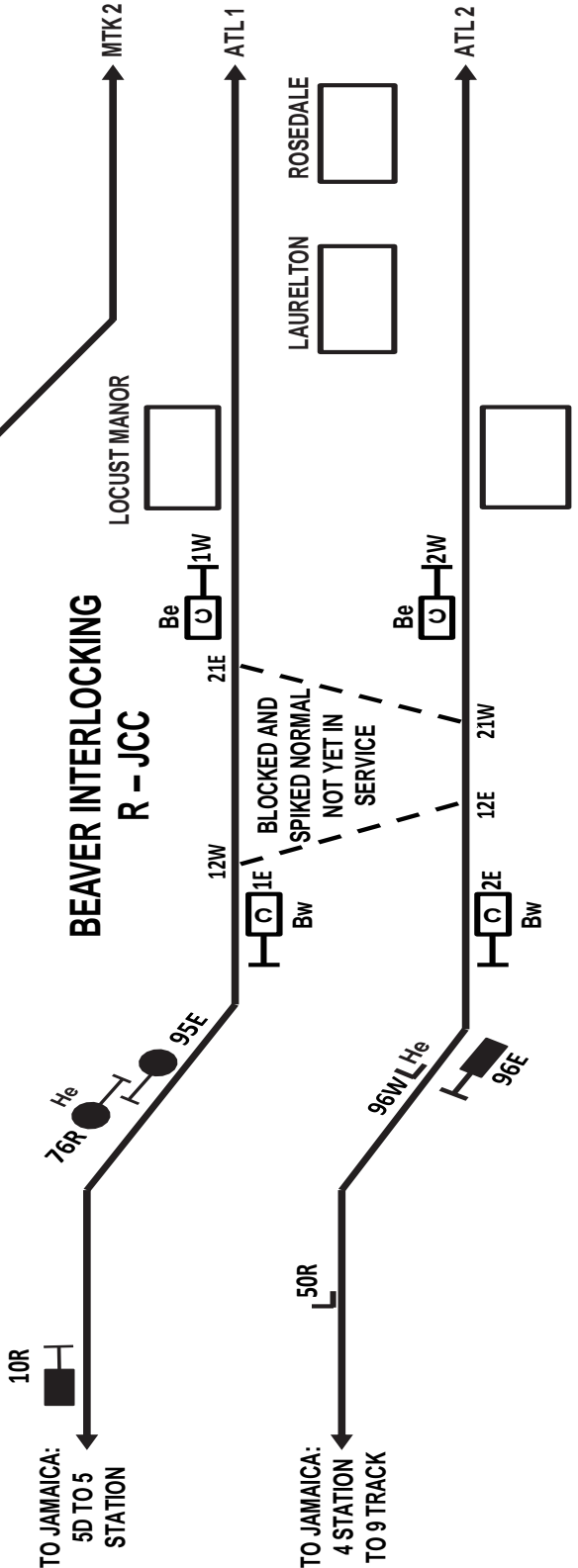
Second switch east of Hall Interlocking on ATL No. 2 track.

**Westward (trailing point):**

First switch west of Locust Manor psgr. station on ATL No. 2 track.

GN 1-12  
(N)

### HALL INTERLOCKING R - JCC Easterly Limits - Atlantic Branch



### BEAVER INTERLOCKING R - JCC

**GN 1-8  
(H)**