



General Notice No. 1-21

**Effective 9:59 PM
Thursday, September 29, 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.

SPECIAL INSTRUCTIONS REVISIONS

MLN 1104-B Electric Lock Switch Locations (Controlled) **See Page 2, Para. (C)**

MLN 1151-B Main Track Designations – Two or More Tracks **See Page 2, Para. (D)**

MLN 1167-E Tracks Other Than Main Tracks Equipped with Third Rail **See Page 2 Para. (E)**

MLN 1250 Rules in Effect **See Page 2, Para. (F)**

APPENDIX A-2 REVISIONS

*Nassau Interlocking & Map **See Page 2, Para. (H)**

***Employees are required to make the change in ink**

**(B) Entire Railroad
Physical Characteristics**

Mainline 3rd Track – Block 3 Commissioning (Nassau 3 to Divide)

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

**NEWLY COMMISSIONED MLN NO. 2 TRACK
(NASSAU 3 INT. TO DIVIDE INT.)**

- NEW main track (MLN No. 2 track) installed and in service south of MLN No. 1 track, Nassau 3 Int. to Divide Int.
- Track Barricade west of 1-2E signal, Divide Int., removed and tail track re-designated as part of MLN No. 2 track.
- Rules in effect for the newly installed MLN No. 2 track between Nassau 3 Int. and Divide Int. are as follows:
 - 261-264, 501-509BD, 400-412 ex 409BD, 450-465BD, 100

NASSAU 3 INT. PC REVISIONS

- **NEW 3-2W SIGNAL (NASSAU 3 INT.):** W/B reduced aspect signal (RAS), Ne/N3e, 1st signal west of Carle Place, **installed and in service on MLN No. 2 track.**
- **PREVIOUSLY INSTALLED 12W SWITCH (NASSAU 3 INT):** E/B facing point interlocking switch to the south (12W), 3rd switch east of signal 3-1E (N3w) on No. 1 track, **is in service; block and spike removed.**
- **NEW 12E SWITCH (NASSAU 3 INT):** E/B trailing point interlocking switch from the north (12E), 2nd switch east of signal 3-2E (N3w) on No. 2 track, **installed and in service.**

The following electric lock switch stands are installed, blocked and spiked normal; not yet in service:

- E/B trailing point, 1st switch east of Westbury Psgr. Station on MLN No. 2 track. **(1246 feet east of Westbury)**
- E/B facing point, 2nd switch east of Westbury Psgr. Station on MLN No. 2 track. **(6000 feet east of Westbury)**
- E/B trailing point, 3rd switch east of Westbury Psgr. Station on MLN No. 2 track. **(7282 feet east of Westbury)**

***See Map on Page 3**

(C) Entire Railroad

Timetable Special Instruction MLN 1104-B

General Notice Replacement Pages I-75 & I-76

On Page I-76, 2nd row, "2nd switch east of Mineola Station" revised to read, **"3rd switch east of Mineola Station"**

(D) Entire Railroad

Timetable Special Instruction MLN 1151-B

General Notice Replacement Pages I-77 & I-78

On Page I-78, in "Main Line Between:" column, "Queens and Nassau" revised to read, **"Queens and Divide"**. Under "Queens and Divide" row, **"Nassau and Divide"** row has been deleted in its entirety.

(E) Entire Railroad

Timetable Special Instruction MLN 1167-E

General Notice Replacement Pages I-79 & I-80

On Page I-80, "Divide" row, **"Tail Track &"** has been deleted.

(F) 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 NASSAU 3, 1, 2, TRACK" row, has been revised to read, **"HALL TO DIVIDE 3, 1, 2 TRACK"**.

"NASSAU TO DIVIDE 3,1 TRACK" set of rules in effect has been deleted in its entirety.

(G) Entire Railroad

Timetable Authority – General Notices

Employees must make the following changes in ink:

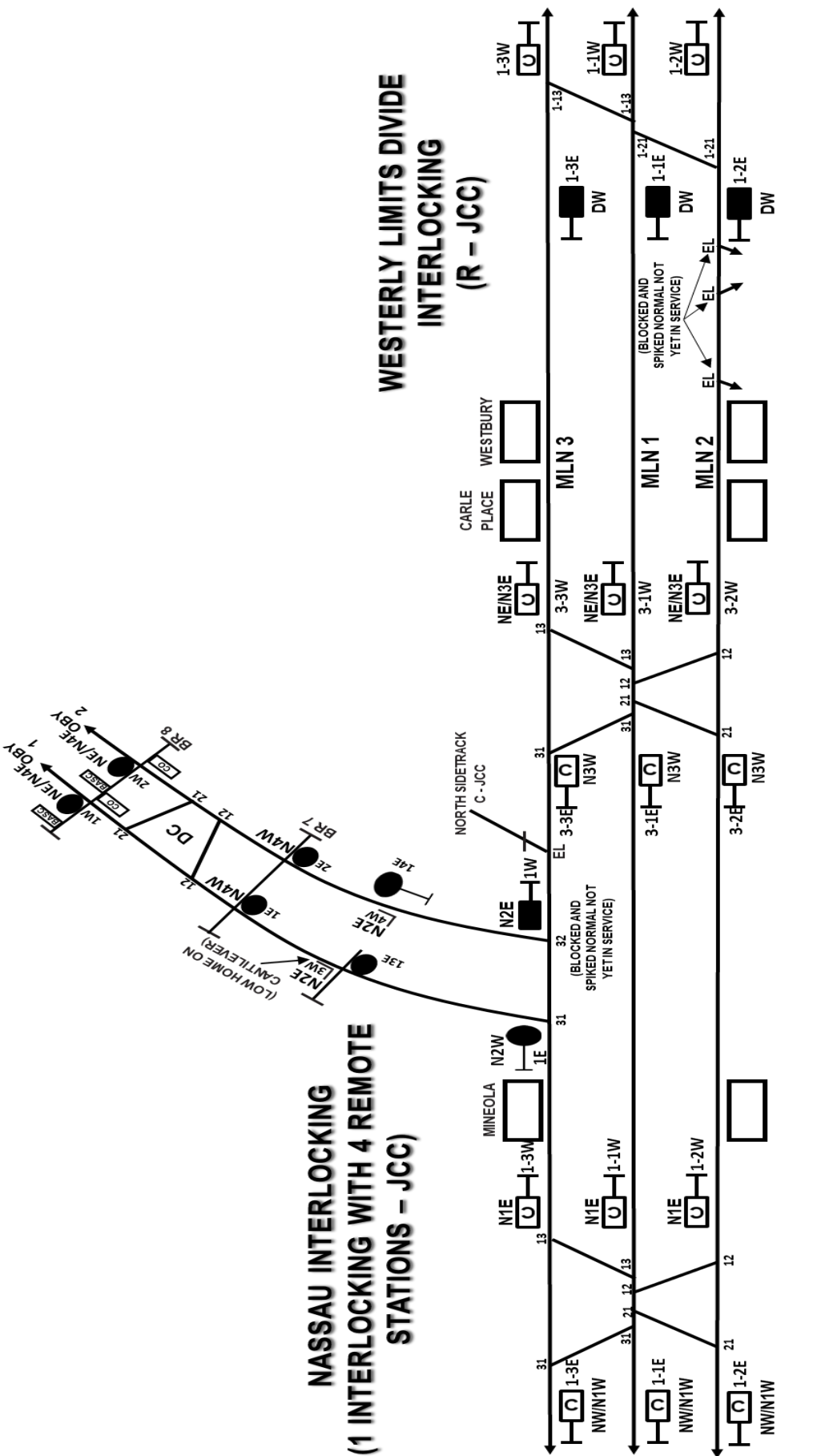
General Notice 1-19, Paragraph (H6), delete **"*See Map on Page 35"** and place an **"X"** in ink through the Map on Page 35.

(H) Entire Railroad

**Timetable Appendix A-2 – Zone C Infrastructure Upgrades
Nassau Interlocking & Map**

Employees must make the following changes in ink:

Place an **"X"** in ink through Pages 8 & 9.



MLN 1093 Yard Limit Board Locations / Specifications

RONKONKOMA – Eastward limits KO and 1000 feet east thereof.

YAPHANK – 1000 feet west of west switch YA and MP 60.

RIVERHEAD – MP71 and 1170 feet east of MP74.

MLN 1100 Rule 100 Is in Effect – Main Track Location

Mainline: **Between Harold and EOB GY**

MLN 1103-A Crossing Interrupt Device Locations

The operation of crossing signals and gates at the following locations may also be interrupted by a device located as shown below:

Secatogue Avenue, Elizabeth, Main and Clinton Streets, Farmingdale. At Secatogue Avenue (for westward trains).

Wellwood Avenue, Pinelawn. On pedestal adjacent to T-Box at East switch Pinelawn, North side track.

Straight Path, Wyandanch. On west end of station platforms on No. 1 and No. 2 tracks.

Executive Drive, Deer Park. On east end of station platform on No. 2 track only.

Lowell Avenue, Central Islip. On the east end of the station platforms

Griffing and Roanoke Avenues, Riverhead. On east end of Riverhead station platform.

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

Mainline: **Long Island City,
Belmont Park
Greenport**

NOTE: Refer to SI 1103-B in “General Section” for more information.

MLN 1103-C Crossing Operation at Side / Yard Track Locations

Cars must not be left standing within track circuit limits:

- | | |
|--|------------------------------|
| Pinelawn – New Highway | Riverhead – Union Avenue |
| Wyandanch – 18th Street | Riverhead – Ostrander Avenue |
| Yaphank – South Haven Road (<i>Hubbard Road</i>) | Mattituck – Sound Avenue |
| AH siding – Edwards Avenue | Mattituck – Westphalia Ave |
| Riverhead – Marcy Avenue | Mattituck – Love Lane |
| Riverhead – Sweezy Avenue | Mattituck – Wickham Avenue |
| Riverhead – Osborne Avenue | Southold – Young Avenue |
| Riverhead – Griffing Avenue | Greenport – 5th Street |
| Riverhead – East Avenue | Greenport – 4th Street |
| Riverhead – Maple Avenue | |

NOTE: Refer to SI 1103-C in “General Section” for more information.

MLN 1103-E Crossing Protection – Riverhead

Westbound trains originating at Riverhead must approach Osborne Avenue and Sweezy Avenue first and second crossings west of Riverhead prepared to stop and must not proceed over crossings until gates are in the lowered position.

Trains making switching moves at Paraco Gas must approach Kroemer Avenue (second crossing east of MP 70) and East Nugent crossing (first crossing east of Paraco switch) prepared to stop and must not proceed over Kroemer Avenue or East Nugent crossing, unless the crossing gate protection is seen to be in the lowered position.

MLN 1103-G Crossings Exception to Rule 14L Locations

Mainline	TRAIN DIRECTION	STATION	ROAD (1 st Crossing Ahead)
	Westbound	Farmingdale	Secatogue Ave.
	Westbound	Mattituck	West Phalia Ave.
	Eastbound	Southold	Youngs Ave.

NOTE: Refer to SI 1103-G in “General Section” for Crossing Exception to Rule 14L instructions.

MLN 1103-H Apparatus to Automatically Interrupt Highway Crossing Protection

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.

Mainline:

Track	Direction	Crossing	Location
No. 1-2	Both	New South Road*	1 st Crossing East of Divide / 2 nd Crossing West of Bethpage
No. 1-2	Eastward	South Oyster Bay Rd.	2 nd Crossing East of Divide
No. 1-2	Eastward	Broadway*	2 nd Crossing East of Bethpage
No. 1-2	Westward	Clinton Avenue*	4 th Crossing West of Farmingdale
No. 1-2	Westward	Main Street	3 rd Crossing West of Farmingdale
No. 1-2	Westward	New Highway	2 nd Crossing West of Pinelawn
No. 1-2	Eastward	Little East Neck Rd*	1 st Crossing East of Pinelawn
No. 1-2	Westward	Eighteenth Street*	2 nd Crossing West of Wyandanch
No. 1-2	Westward	Carl's Straight Path*	2 nd Crossing West of JS
No. 1-2	Westward	Commack Road*	1 st Crossing West of JS
No. 1-2	Westward	Fifth Avenue*	4 th Crossing West of Brentwood
No. 1-2	Westward	Second Street*	3 rd Crossing West of Brentwood
No. 1-2	Westward	Peters Blvd.*	2 nd Crossing West of Central Islip
No. 1-2	Westward	Carlton Avenue*	1 st Crossing West of Central Islip
Single	Westward	Knickerbocker Ave.	1 st Crossing West of KO Home Signal
Single	Both	South Haven Road	1 st Crossing East of Yaphank / 1 st Crossing West of MP 59

MLN 1104-B Electric Lock Switch Locations (Controlled)

Permission to unlock must be obtained from block-operator:

Mainline Location	EL Switch	Controlled by
1 st switch west of Queens Village <i>(118 feet west of Queens Village)</i>	Facing westward to Queens Village Team from MLN No. 4 track	JCC
3 rd switch east of Mineola Station	Facing eastward to Nassau North Sidetrack from No. 3 track	JCC
3 rd switch west of Hicksville Station No. 1 track	Trailing westward from Atlantic Pipe to No. 3 track	JCC

GN 1-21 (C)

GN 1-19 (J2)

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 st switch east of New Hyde Park Station (676 feet east of New Hyde Park Station)	Facing eastward to Chesler Plywood (New Hyde Park Oil) from MLN No. 3 track	3 min.	3 min.
1 st switch east of Divide INT (2210 feet east of MP 25)	Facing eastward to LIPA (LILCO) from MLN No. 1 track	1 min.	0
1 st switch east of Farm INT (245 feet east of Farm INT)	Trailing eastward from Marjam Supply Co (U.S. Plywood) to MLN No. 2 track	2 min. 15 sec.	0
1 st switch east of Farm INT (1277 feet east of Farm INT)	Trailing eastward from Farm North Sidetrack to MLN No. 1 track	2 min. 15 sec.	0
2 nd switch west of Wyandanch Station (3066 feet west of Wyandanch Station)	Trailing westward from West switch Wyandanch DEF to MLN No. 1 track	2 min. 15 sec.	0
1 st switch west of Wyandanch Station (706 feet west of Wyandanch Station)	Facing westward to East switch Wyandanch DEF from MLN No. 1 track	2 min. 15 sec.	0
1 st switch west of JS INT (520 feet west of MP 37)	Trailing westward from Giaquinto track to MLN No. 2 Track	2 min 15 sec.	0
1 st switch east of JS INT (766 feet east of JS INT)	Trailing eastward from Southern Container to MLN No. 2 track	2 min. 15 sec.	0
1 st switch east of Brentwood Station (1576 feet east of Brentwood Station)	Facing eastward to Brentwood DEF to MLN No. 1 track	2 min. 15 sec.	0
2 nd switch east of Brentwood Station (3875 feet east of Brentwood Station)	Trailing eastward to Brentwood DEF to MLN No. 1 track	2 min. 15 sec.	0
1 st switch west of CI INT (800 feet west of CI INT)	Facing westward to CI Team track from MLN No. 1 track	2 min. 15 sec.	0
3 rd switch east of Ronkonkoma Station (4400 feet east of Ronkonkoma Station)	Trailing eastward from South Sidetrack 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 1-19
(J3)**

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 Divide	X	X	X	
Divide and KO		X	X	

**GN 1-19
(J4)**

**GN 1-21
(D)**

**GN 1-19
(J5)**

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 1155 (Continued)

Hall Interlocking: Westbound Begin/Eastbound End	
Track	Location of Limits;
Main Line 3*	Signal 74R (98/99 Signal Bridge)
Main Line 1*	606 ft east of signal 4R (Meat House Signal Bridge)
Main Line 2*	450 ft east of signal 72L (98/99 Signal Bridge)
Main Line 4*	450 ft east of signal 83L (98/99 Signal Bridge)
*MLN 3 End, MLN 1 Begin, MLN 2 Begin & MLN 4 End to Left of Track Governed	

**GN 1-19
(J6)**

Long Island City Yard: All tracks

Hunterspoint Ave.: Station tracks 1 & 2

Hillside Yard: All tracks

Greenport Yard: All tracks

MLN 1160-B Maximum Weight – Movement of Cars

(Does not apply to engines). Movement of Cars exceeding a maximum weight of 210,000 pounds are prohibited on the Main Line between R and Greenport.

MLN 1160-I Freight Car Siding Restrictions

Account track configuration, freight cars 80 or more feet in length are restricted on the following freight sidings:

- Hicksville – Team Yard (All Tracks)
- Wyandanch – Combined Container
- Holtsville – Prima (West End)

MLN 1163 Close Clearance Locations

LONG ISLAND CITY YARD - The Installation of security fencing on LIC Yard Tracks 4, 6 and 7 creates a close clearance condition. Employees are cautioned not to extend head or limbs outside the cab windows or ride on the outside of a car or equipment at this location.

LONG ISLAND CITY YARD - The installation of a temporary construction material storage area adjacent to the Hunterspoint Ave. Lead track, west of Borden Ave. crossing and just east of 11th Street under the Pulaski Overgrade Bridge creates a close clearance condition. Areas of close clearance are identified with appropriate signage and employees are instructed to use extreme caution in the area.

**GN 1-20
(L)**

MAINLINE NO. 3 TRACK – Due to façade restoration at 168th Street and Archer Ave. (east of SB 103, Hall Int.), a temporary scaffolding system installed north of MLN No. 3 track creates a close clearance condition. Areas of close clearance are identified with appropriate signage and employees are instructed to use extreme caution in the area.

QUEENS VILLAGE TEAM TRACK – Close clearance condition exists behind the south platform (Mainline 4) at the 10-car marker. Employees are cautioned not to extend head or limbs outside of equipment, or ride on the outside of a car or equipment at this location.

MINEOLA STATION – Due to the overpass construction of Mineola Boulevard at the east end of the south side platform, a close clearance condition exists. Employees are cautioned not to extend head or limbs outside of equipment, or ride on the outside of a car or equipment at this location.

NASSAU-DIVIDE – In support of the Mainline 3rd Track Expansion Project, construction fencing being installed south of Mainline 1 from a point 1400 foot east of Carle Place Station to a point 1000 feet east thereof. Crews are advised to use caution when walking in this area. Emergency egress points installed every 60 feet along the fence line. Areas of close clearance will be identified with appropriate signage.

HICKSVILLE STATION – The installation of an employee access gate adjacent to the east stairwell on the south side of platform “A” (100 feet from the east end of north platform) creates a close clearance condition. Crews are not to discharge customers east of this point. Employees are cautioned not to extend head or limbs outside of cab windows or ride on the outside of a car or equipment at this location.

MLN 1163 (Continued)

FARM INTERLOCKING – Close clearance exists at Farm on the north siding at the Automatic Speed Control Test Boxes located east of the westbound home signals. Employees are cautioned not to extend head or limb outside of cab windows on trains or equipment on this track. Close clearance signs installed.

PW TEAM YARD – Farmingdale Team Track, on New Highway, has a highway trailer lifter on the west track. When placing or pulling cars on the east track, close clearance on the west side of cars must be observed.

MLN 1164-B LIRR Radio Phone Locations

Mainline: All conversations on these radio phones are on Channel No. 3.

- Westward Home Signal KO
- First Switch East of MP51 (Prima Sidetrack), East Switch South Side
- YA - at Block Limit Signal
- Riverhead - Station Building Inside East End Waiting Room
- Southold - West end of Station Platform South Side
- Greenport - West of Station

NOTE: Refer to SI 1164-B in "General Section" for Radio phone instructions.

MLN 1167-D Main Tracks Equipped with Third Rail

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

Mainline: Between Harold and Knickerbocker Ave., first crossing east of Ronkonkoma.

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

Mainline:

Long Island City Passenger Yard	-Tracks 7, 8, 9 & 10 & Lead track to Hunterspoint Avenue
HPA Station	-Tracks No. 1 & 2
Advance Yard	-Track No. 6
Jamaica Storage Yard	-Tracks No. 1 & 4
Jay	-Jay Lay-up
Johnson Avenue	-Tracks 1 through 4
Yard D	-Tracks 1D through 5D
Yard E	-Tracks 2E and 3E
Hillside Yard	-Tracks 1 through 7 & Transfer Tracks A, B, M & H & Hillside West and East Lead Tracks
Hollis	-Lead track
Queens-Belmont Park	-Tracks 3 through 8 and WYE Tracks
Divide	-Runaround Track
Farm	-North Sidetrack
Ocean/Pond	-North Controlled Siding between Ocean & Pond (Certified)
Ronkonkoma	-Wash Track & South Sidetrack & Tracks No. 0 through 22

**GN 1-19
(J7)**

**GN 1-21
(E)**

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:

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

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 DIVIDE: 3, 1, 2 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, MLN No. 1 & MLN No. 2 tracks: For movements in both directions between Nassau 1 R-JCC and Nassau 3 R-JCC.

**GN 1-19
(J8)**

**GN 1-21
(F)**

**GN 1-19
(J9)**