



General Notice No. 4-21

General Notice 4-21 contains information related to and supersedes General Notices 4-1 through 4-20. General Notices 4-1 through 4-20 are to be discarded.

Effective 12:01 AM
Tuesday, September 4, 2018

(A1) Entire Railroad

Physical Characteristics – Farm Interlocking

No 2 track Between Farm 1 and Farm 2 Int. has been converted to a stub ended track with a barricade erected 2280 feet east of SB 2 Farm 1 Int. This stub ended track accommodates 25 cars and is accessible only from the west end of Farm 1 Int. No. 2 track to be reconfigured as part of the double track project.

Pinelawn Long Siding has been converted to a stub ended track with a barricade erected 180 feet west of the second facing point hand thrown switch west of long siding electric lock (hand thrown switch toward JD Posillico Materials siding). This stub ended track is accessible only from the east end via the long siding electric lock. Pinelawn long siding to be reconfigured as part of the double track project.

2E signal (Farm 2 westerly limit). out of service to be removed.

3W signal (Farm 2 easterly limit). out of service to be removed.

All Dual Control switches in Farm 2 Int. out of service and removed. (21 and 13 switches). **See Map on Page 10.**

(A2) Entire Railroad

Physical Characteristics – JS Interlocking

Reconfigured JS Interlocking R-Divide in service and relocated as follows:

1841 feet west from the west end of Deer Park Psgr. Station.

Reconfigured JS Int. consists of 4 Reduced Aspect Signals (RAS) (1E, 1W, 2E & 2W) and 2 Interlocking Crossover switches (12 and 21).

1E Signal (JS Westerly limit) – 1st Interlocking signal east of Wyandanch Psgr station on Single track installed and in service.

1W Signal (JS Easterly limit) – 1st Interlocking signal west of Deer Park Psgr Station on Mainline No. 1 track installed and in service.

2W Signal (JS Easterly limit) – 1st Interlocking signal west of Deer Park Psgr Station on Mainline No. 2 track installed and in service.

12 Switch Crossover – 1st westward trailing point Interlocked crossover switch west of Deer Park Psgr Station on Mainline No. 1 track installed and in service (blocked and spiked normal). 1st westward facing point Interlocked crossover switch west of Deer Park Psgr. station on Mainline No. 2 track installed and in service.

21 Switch Crossover – 1st westward facing point Interlocked crossover switch west of Deer Park Psgr station on Mainline No. 1 track installed and in service (blocked and spiked normal).

1st westward trailing point Interlocked crossover switch west of Deer Park Psgr. Station on Mainline No. 2 track installed. **Not yet in service.**

2E signal (JS Westerly limit) on Mainline No. 2 track **not yet in service** but may be displayed for test purposes.
See Map on Page 11.

**(A3) Entire Railroad
Physical Characteristics – Pilgrim Interlocking**

New Pilgrim Interlocking R-Divide in service and located as follows:

1st Interlocking east of Deer Park Station on Mainline No. 1 track.
1st interlocking west of newly installed Pineaire Interlocking on Mainline No. 1 track.

New Pilgrim Interlocking consists of 3 Reduced Aspect Signals (RAS) (1E, 1W & 3W) and 1 Dual Control switch (13). A Dual Control derail has been installed on the west end of Pilgrim DEF – Pineaire siding and must be operated independently from the DC switch.

1E Signal (Pilgrim Westerly limit) – 1st Interlocking signal east of Deer Park Psgr station on Mainline No. 1 track installed and in service.

1W Signal (Pilgrim Easterly limit) – 1st Interlocking signal west of newly installed Pineaire Int. on Mainline No. 1 track installed and in service.

3W Signal (Pilgrim Easterly limit) – 1st Interlocking signal West of newly installed Pineaire Int. at west end of Pilgrim DEF – Pineaire siding installed and in service.

13 Switch – Eastward facing point Dual Control switch, 1st switch east of 1E signal (Pilgrim Westerly limit) on Mainline No. 1 track. Westbound trailing point Dual Control switch, 1st switch west of 1W signal (Pilgrim Easterly limit) on Mainline No. 1 track.
See Map on Page 12.

**(A4) Entire Railroad
Physical Characteristics – Pineaire Interlocking**

New Pineaire Interlocking R-Divide in service and located as follows:

1st Interlocking east of Pilgrim Int. on Mainline No. 1 track.
1st interlocking west of Brentwood Psgr. Station on Mainline No. 1 track.

New Pineaire Interlocking consists of 3 Reduced Aspect Signals (RAS) (1E, 3E & 1W) and 1 Dual Control switch (31). A Dual Control derail has been installed on the east end of Pilgrim DEF – Pineaire siding and must be operated independently from the DC switch.

1E Signal (Pineaire Westerly limit) – 1st Interlocking signal east of Pilgrim Int. on Mainline No. 1 track installed and in service

3E Signal (Pineaire Westerly limit) – 1st Interlocking signal east of Pilgrim Int. at east end of Pilgrim DEF – Pineaire siding installed and in service

1W Signal (Pineaire Easterly limit) – 1st Interlocking signal west of Brentwood Psgr. Station on Mainline No.1 track installed and in service

31 Switch – Eastward trailing point Dual Control switch, 1st switch east of 1E signal (Pineaire Westerly limit) on Mainline No. 1 track. Westbound facing point Dual Control switch, 1st switch west of 1W signal (Pineaire Easterly limit) on Mainline No. 1 track.

See Map on Page 12.

(A5) Entire Railroad

Physical Characteristics – Brent Interlocking

Brent Interlocking out of service and removed in its entirety. All Interlocking signals (1E, 2E & 1W) and Dual Control switch (21) out of service and removed. **See Map on Page 12.**

(A6) Entire Railroad

Physical Characteristics – Mainline Branch

With multiple phases of the Mainline double track project complete there have been main track and interlocking additions resulting in the current physical configuration of main track as follows: Mainline No1 and Mainline No 2 north to south between JS Int. and KO Int.

See Maps on Page 11-13.

(A7) Entire Railroad

Physical Characteristics – CI Team

Hand operated switch at CI Team, 1st switch west of CI Interlocking on Mainline No.1 track (former single track) has been converted to an uncontrolled electric-lock switch installed at same location, Permission from the Block Operator at Divide must be obtained before operating this switch.

(A8) Entire Railroad

Physical Characteristics

Mainline - CI

New CI interlocking in service and located as follows:

Westward: approximately $\frac{3}{4}$ miles west of Central Islip passenger station.

Eastward: approximately 1.5 miles east of Brentwood passenger station.

CI Interlocking R- Divide consists of 4 Reduced Aspect Signals (RAS) (1E, 2E, 1W & 2W) and 2 Interlocking Crossover switches (12 and 21) installed and in service.

1E Signal (CI Westerly limit) – 1st Interlocking signal east of Brentwood Psgr station on Mainline No. 1 track.

2E Signal (CI Westerly limit) – 1st Interlocking signal east of Brentwood Psgr station on Mainline No. 2 track.

1W Signal (CI Easterly limit) – 1st Interlocking signal west of Central Islip Psgr station on Mainline No. 1 track.

2W Signal (CI Easterly limit) – 1st Interlocking signal west of Central Islip Psgr station on Mainline No. 2 track.

12 Switch Crossover – 1st westward trailing point Interlocked crossover switch west 1W signal CI Int. on Mainline No. 1 track.

1st westward facing point Interlocked crossover switch west of 2W signal CI Int. on Mainline No. 2 track.

21 Switch Crossover – 1st westward facing point Interlocked crossover switch west of 1W signal CI Int. on Mainline No. 1 track.

1st westward trailing point Interlocked crossover switch west of 2W signal CI Int. on Mainline No. 2 track.

(A9) Entire Railroad

Physical Characteristics – KO1 & KO2 Interlocking

KO 1 renamed as Pond Interlocking and KO 2 renamed KO Interlocking. Interlocking signals 1W, 2W, 1E, 3W, and 3E from the former KO1 Interlocking out of service and removed.

The new Pond Interlocking R- Divide consists of 5 Interlocking Reduced Aspect Signals (RAS) and two dual control interlocked crossover switches. Newly installed signals are installed in service located as follows:

1W (Pond easterly limit) – First interlocking signal west of Ronkonkoma Station Mainline No. 1 track

2W (Pond easterly limit) - First interlocking signal west of Ronkonkoma Station Mainline No. 2 track

3E (Pond westerly limit) – East end of Certified North controlled siding

1E (Pond westerly limit) – First interlocking signal east of Ocean Interlocking on Mainline No 1 track

2E (Pond westerly limit) – First interlocking signal east of Ocean Interlocking on Mainline No 2 track

31 switch - Eastward trailing point Dual Control switch, 1st switch east of 1E signal (Pond Westerly limit) on Mainline No. 1 track. Westbound facing point Dual Control switch, 1st Facing point switch west of 1W signal (Pond Easterly limit) on Mainline No. 1 track.

12 switch crossover- 1st westward trailing point Interlocked dual control crossover switch west of Ronkonkoma Passenger station on Mainline No. 1 track. 1st westward facing point Interlocked dual control crossover switch west of Ronkonkoma Passenger. Station on Mainline No. 2 track installed and in service.

See Map on Page 13.

(A10) Entire Railroad

Physical Characteristics – Ocean Interlocking

New Ocean interlocking in service and located as follows;

1st interlocking west of Pond Interlocking

1st interlocking east of Central Islip Passenger Station.

New Ocean Interlocking R- Divide consists of 4 Reduced Aspect Signal (RAS) (11E, 22E, 11W and 22W) and 1 interlocking switch (21) installed and in service.

11E (Ocean westerly limit) - First interlocking signal east of Central Islip passenger station on Mainline No 1 track

22E (Ocean westerly limit) - First interlocking signal east of Central Islip passenger station on Mainline No 2 track

11W (Ocean easterly limit) – First interlocking signal west of Pond Interlocking on Mainline No 1 track.

22W (Ocean easterly limit) – First interlocking signal west of Pond Interlocking on Mainline No 2 track.

21 switch crossover - located as first eastward facing point interlocked crossover switch east of 22E signal Ocean Int. on Mainline No 2 track. First eastward trailing point interlocked crossover switch east of 11E signal Ocean Int. on Mainline No 1 track.

See Map on Page 13.

(A11) Entire Railroad

Physical Characteristics

Mainline – Pond Interlocking

North controlled siding Pond Interlocking (Certified) is a stub ended track with a barricade erected 580 feet west of 3E signal Pond Int. This temporary stub ended track accommodates 6 cars and is accessible only from the east end of Pond Int. North Controlled siding (Certified) to be reconfigured as a part of Mainline Double Track project.

(A12) Entire Railroad

Hempstead Branch – Stewart Manor Passenger Station

Renovation of Stewart Manor Passenger Station No. 2 Track Platform “B” has been completed.

Eastbound trains will stop at a newly installed 6-12 MU, located at the East end of the platform.

All **eastward** trains will platform head Ten “10” cars.

Westbound trains will stop at a newly installed 6-10 MU sign, located at the West end of the platform.

For 12 car consists, newly installed 12 MU sign installed 170 feet west of the west end of the platform.

All **westward** trains will platform rear Ten “10” cars.

(A13) Entire Railroad

Mainline Branch – Wyandanch Passenger Station

Renovation of the of north side platform at Wyandanch Passenger Station has been completed.

Newly installed westward and eastward 6/8/10 & 12 car markers located on the platform.

All westward trains will platform twelve “12” cars.

All eastward trains will platform twelve “12” cars.

(B) Entire Railroad

Timetable Station Pages

Employees must make the following changes in ink:

On Page III, Main line Branch, “Distance from NY or LIC” column, in **JS R- From Divide** row, change “**38.2**” to “**37.9**”.

Distance from, “NY to LIC” column, in “**Ocean**” row, change “**43.7**” to “**47.6**”.

Under Siding for CI, “**C-54**” should be deleted.

Under “**Brent R-From Divide**” delete the “**N**” in “**CIN R-From Divide**”.

Under “**DEER PARK**”, add, “**PILGRIM R- From Divide**”. In “Interlocking” column add, “**XR**”. In “Distance from NY or LIC” column add, “**38.7**”.

Under “**PILGRIM R- From Divide**”, add, “**PINEAIRE R- From Divide**”. In “Interlocking” column add, “**XR**”. In “Distance from NY or LIC” column add, “**39.7**”.

Under “**BRENTWOOD**” delete the entire row associated with “**BRENT R- From Divide**”.

On Page IV, Montauk Branch, "Distance from NY or LIC" column, in "Amityville R- From Babylon" row, change "31.3" to "**30.6**" and in "Amityville" row, change "30.6" to "**31.3**".

In the "**Distance from NY or LIC**" column next to "**Pond R - From Divide**" add in **47.9**

(C1) Entire Railroad

Timetable Special Instruction 1038-B

General Notice replacement pages for Special Instruction 1038-B

On Page I-36, Special Instruction 1038-B has been revised as follows:

Main Line branch, "JS and Brent" has been changed to read, "**JS and Ronkonkoma**"

"**Brent and CI, CI and Ronkonkoma and 80 Psgr. 45 Frt.**" in single track and No. 2 and No.1 track columns have been removed.

Employees must discard Special Instructions Pages I-35 and I-36 and replace with replacement pages "**I-35 and I-36**" attached to and part of this General Notice.

(C2) Entire Railroad

Timetable Special Instruction 1103-A

General Notice replacement pages for Special Instruction 1103-A

On Page I-46, Special Instruction 1103-A has been revised as follows:

A keying device to interrupt crossing signals has been added at the following location:

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

Employees must discard Special Instructions Pages I-45 and I-46 and replace with Replacement Pages "I-45 and I-46" attached to and part of this General Notice.

(C3) Entire Railroad

Timetable Special Instruction 1103-H

General Notice replacement pages for Special Instruction 1103-H

On Page I-49, Special Instruction 1103-H has been revised as follows:

Under Main Line, the location for Peters Blvd. crossing has been changed to read, "**2nd crossing East of Brentwood**"

11th row information relating to Commack road "Direction" has been changed to **Both**, under "Location" **1st crossing west of JS Interlocking** has been added.

Employees must discard Special Instructions Pages I-49 and I-50 and replace with replacement pages "**I-49 and I-50**" attached to and part of this General Notice.

(C4) Entire Railroad

Timetable Special Instruction 1104-C

General Notice replacement pages for Special Instruction 1104-C

On Page I-53, Special Instruction 1104-C has been revised as follows:

6th row containing information related to southern container under "location" "250" has been changed to read "766"

6th row containing information related to Giaquinto has been removed.

10th and 11th row containing information related to Pilgrim DEF – Pineaire west and east electric lock switches have been removed in their entirety.

Under "Main Line 250 feet east of JS" row, the following row has been added:

Under location column, "**766 feet west of CI Interlocking**" has been added. Under switch column, "**Trailing eastward from team track to main track**" has been added. Under from main column, "**2 min. 15 sec.**" has been added. Under to main column, "**0.**" has been added.

Employees must discard Special Instructions Pages I-53 and I-54 and replace with replacement pages "**I-53 and I-54**" attached to and part of this General Notice

**(C5) Entire Railroad
Timetable Special Instruction 1151-A & 1151-B**

General Notice replacement pages for Special Instruction 1151-A & 1151-B.

On Page I-57, Special Instruction 1151-A has been revised as follows:

Main Line row between Brent and CI has been removed.

On Page I-58, Special Instruction 1151-B has been revised as follows:

JS and Brent and CI and KO have been changed to read, "**JS and KO**".

Employees must discard Special Instructions Pages I-57 and I-58 and replace with replacement pages "**I-57 and I-58**" attached to and part of this General Notice.

**(C6) Entire Railroad
Timetable Special Instruction 1163-E**

On Page I-63, Special Instruction 1163-E has been revised as follows:

SI 1163-E has been deleted in its entirety.

Employees must discard Special Instructions Pages I-63 and I-64 and replace with replacement pages "**I-63 and I-64**" attached to and part of this General Notice.

**(C7) Entire Railroad
Timetable Special Instruction 1167-E**

General Notice replacement pages for Special Instruction 1167-E
On Page I-67, Special Instruction 1167-E has been revised as follows:

"CI North Controlled Siding" has been deleted in its entirety.

Employees must discard Special Instructions Pages I-67 and I-68, and replace with replacement pages "**I-67 and I-68**" attached to and part of this General Notice.

(C8) Entire Railroad

Timetable Special Instruction 1250

General Notice replacement pages for Special Instruction 1250

On Page I-72, Special Instruction 1250 has been revised as follows:

JS to Brent has been changed to read, "**JS to Pond**".

The "Brent to CI" and "CI to Pond" rows have been removed.

In the last Row, "KO2" had been changed to "KO."

Employees must discard Special Instructions Pages I-71 and I-72 and replace with replacement pages "**I-71 and I-72**" attached to and part of this General Notice.

(C9) Entire Railroad

Timetable Special Instruction 1280 to 1296-B

General Notice replacement pages for Special Instruction 1280 to 1296-B

On Page I-74, Special Instruction 1280 to 1296-B has been revised as follows:

"JS – Eastward position light home signal on single track" has been removed

Employees must discard Special Instructions Pages I-73 and I-74 and replace with replacement pages "**I-73 and I-74**" attached to and part of this General Notice.

(C10) Entire Railroad

Timetable Special Instruction 1663

General Notice replacement pages for Special Instruction 1663. On Page I-84, Special Instruction 1663 has been revised as follows:

"Brent, Farm 2 & JS" have been removed. **"*Pilgrim and *Pineaire"** have been added.

Employees must discard Special Instructions Pages I-83 and I-84 and replace with replacement pages "**I-83 and I-84**" attached to and part of this General Notice.

(C11) Entire Railroad

Timetable Special Instruction 1901-B

Renovation of Stewart Manor Platform "B" has been completed.

General Notice replacement pages for Special Instruction 1901-B On Pages I-91 and I-96, Special Instruction 1901-B has been revised as follows:

Under Hempstead Branch, after Stewart Manor Track 2, in Sta. Cap. column, "4" has been changed to "**10**", in 6, 8, and 10 car column, "H-4" has been changed to "*" and in the 12 car column, H-4 has been changed to "**H-10**".

On Pages I-92 and I-97 under **MAIN LINE**, Wyandanch station capacity has been changed to 12 cars, **H-6** has been replaced with an "*" in columns 8, 10 and 12.

Employees must discard Special Instructions Pages I-91, I-92, I-95, I-96, I-97 and I-98 and replace with Replacement Pages "**I-91, I-92, I-95, I-96, I-97 and I-98**" attached to and part of this General Notice.

(C12) Entire Railroad

Timetable Special Instructions 5023-G

General Notice replacement pages for Special Instruction 5023-G On Pages I-133 and I-134, Special Instruction 5023-G has been revised as follows:

Under, "Car Capacities are as follows," below "Track 6-10 Cars," "Track 7-10 Cars" has been added.

Employees must discard Special Instructions Pages I-133 and I-134 and replace with Replacement Pages "**I-133 and I-134**" attached to and part of this General Notice.

(D) Entire Rail Road

Timetable Authority – Appendix NEQ

Employees must remove Appendix NEQ from their timetable and place Appendix M back into their timetable.

(E) Entire Railroad

Operations Manual – Appendix G – Yard Maps

VD Yard Map

New West Lead track VD Yard installed and in service.

New westward trailing point interlocked switch (34 sw) installed from West Lead track VD Yard to Atlantic No.2 track Brook 1 Interlocking installed and in service.

Westbound low home color light signal B1e (3W) located west end of West Lead track and Eastbound low home color light signal located east end of West Lead track (Y3E) signal are in service.

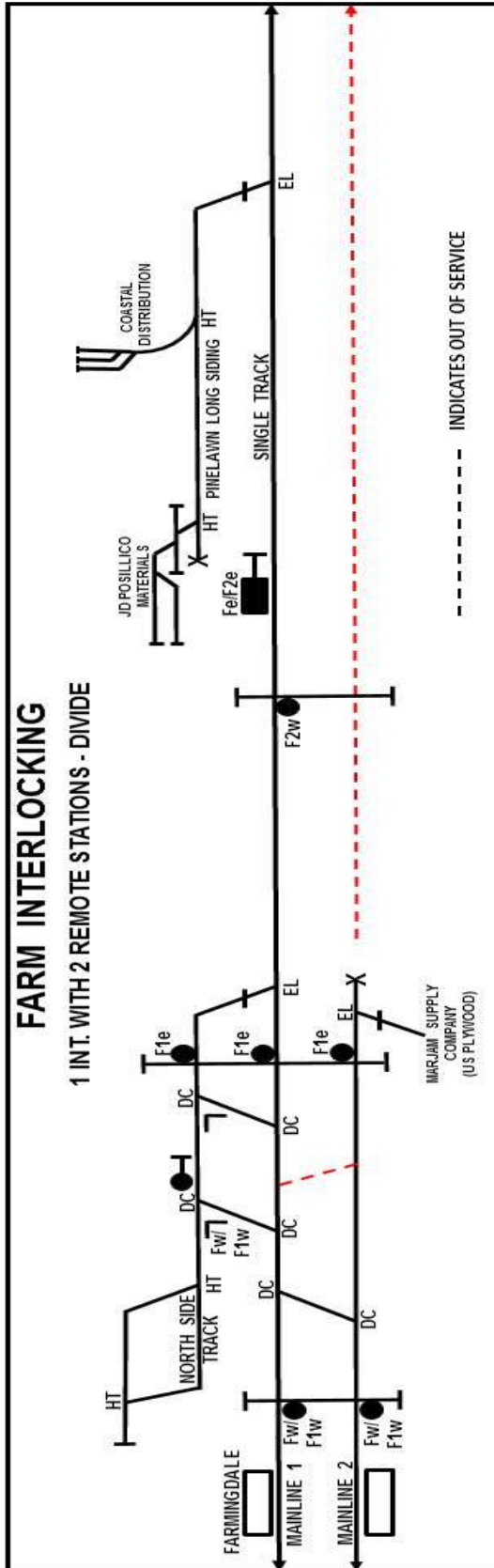
Employees must make the following change in ink:

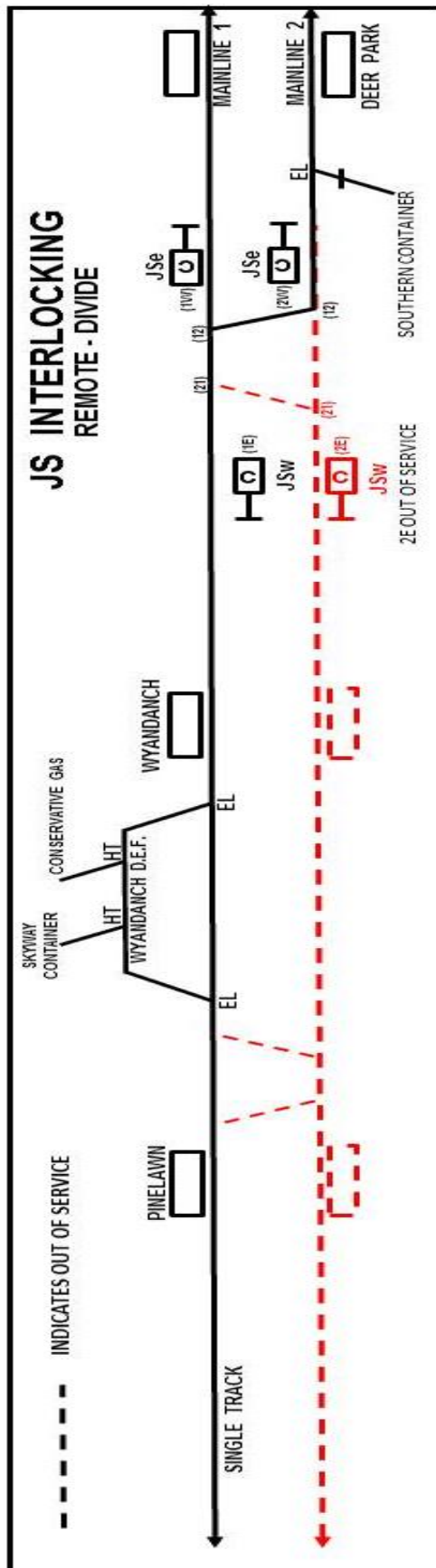
Place an "X" through the VD Yard map and add, "**See General Notice 4-21, Page 14**".

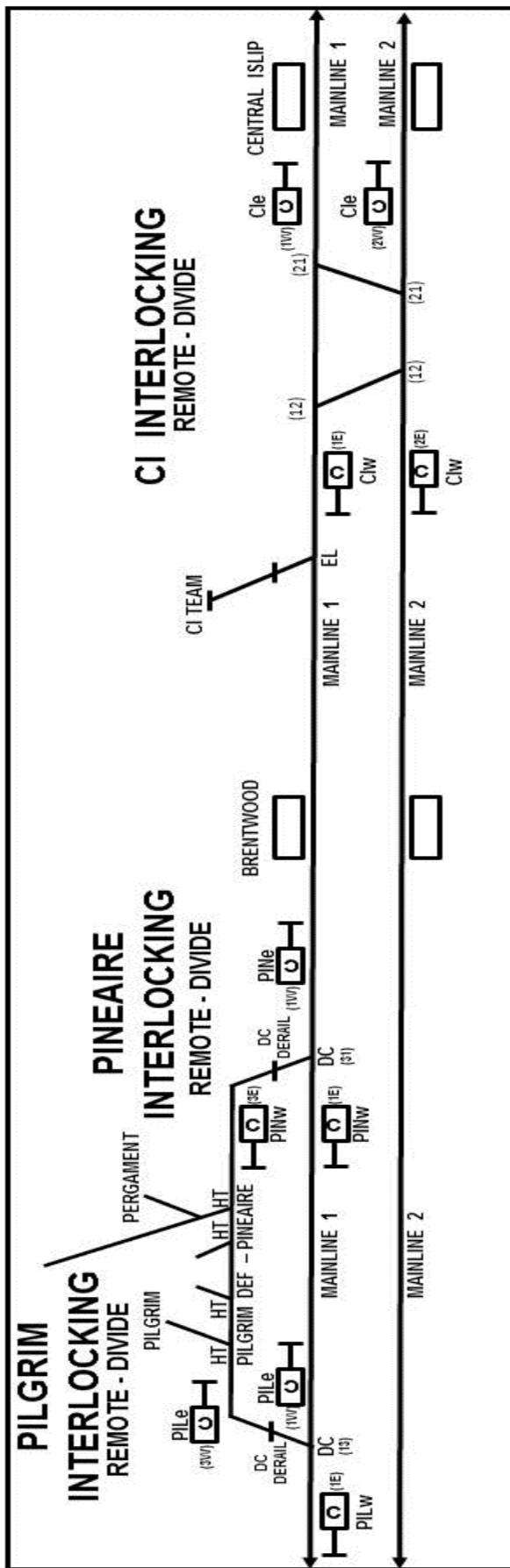
(F) Entire Railroad

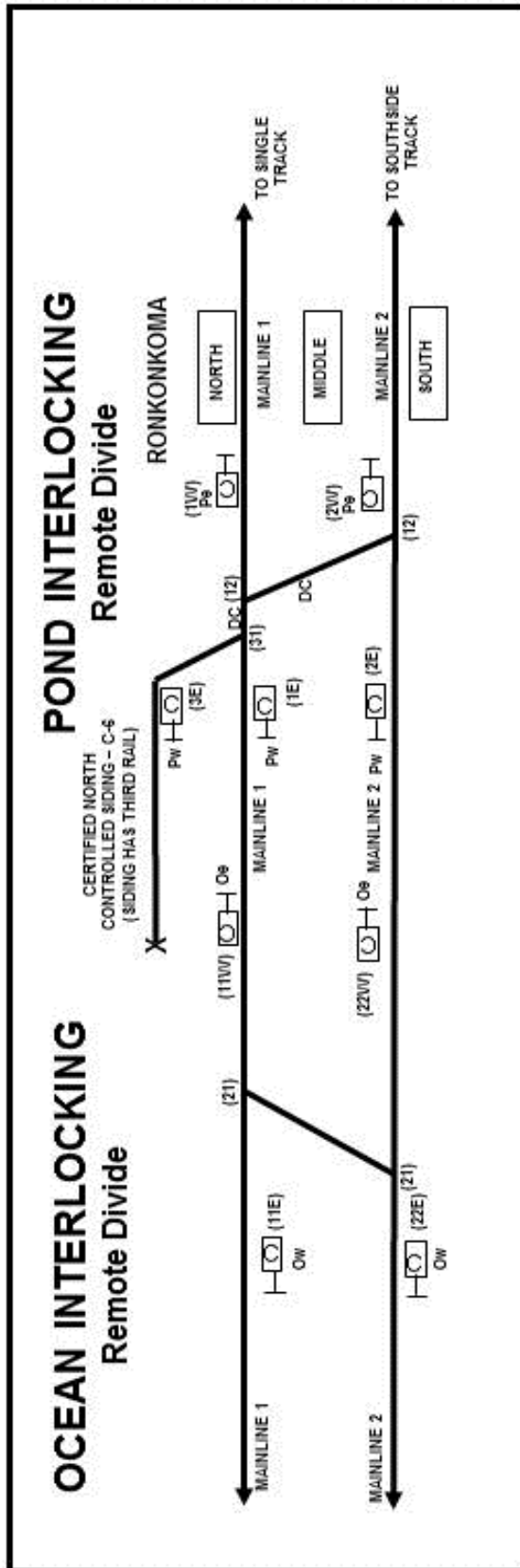
LIRR Roadway Worker Protection Program On-Track Safety Manual and Job Briefing Card

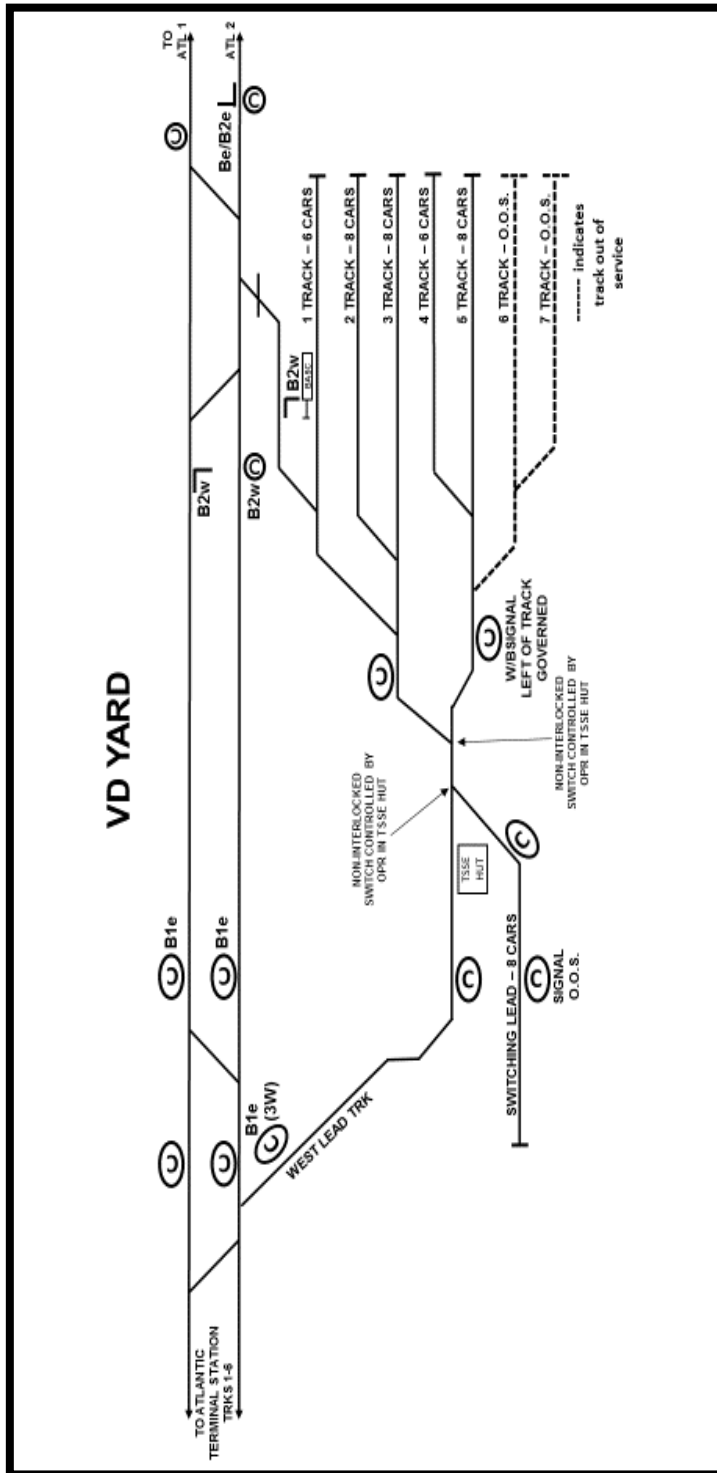
An updated Roadway Worker Protection Program On-Track Safety Manual is in effect and dated July 1, 2018. In conjunction with the revised manual are new Job Briefing Cards, dated 1/1/18. The manual and Job Briefing Card have been mailed to train service employee homes and supersedes all previous versions. Old versions of both must be discarded.











1038-B

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

ALL TRACKS PENN STATION - 15 MILES PER HOUR

	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
Between JO-C-F-And Harold (Amtrak)	....	....	60	20	60	20	60	20	60	20
Between Harold and F Harold Interlocking	45	30	....	....	....	....	Eastward Psgr 30	Westward Frt. 25	Westward Psgr 40	Westward Frt. 25
	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	20								
Harold Interlocking Limits			60	20	60	20	60	20	60	20
ATLANTIC BRANCH										
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	....	....	45	40	45	40	45	40	45	40
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	....	....	....	....
CENTRAL BRANCH										
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	....	....	....	....	....	....	....	....
FAR ROCKAWAY BRANCH										
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	....	....
HEMPSTEAD BRANCH										
Between:										
Br. 4 Queens and Garden*	....	....	....	....	70	45	70	45	....	....
<i>Except:</i>										
First curve east of Floral Park	....	....	....	....	50	40	50	40	....	....
Second curve east of Floral Park	....	....	....	....	60	40	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	....	....	....	....	....	....	....	....

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
LONG BEACH BRANCH										
Between:										
Valley and Lead East on 2; West on 1	60	40	60	40	....	....
Valley and Lead West on 2; East on 1	40	30	40	30	....	....
<i>Except:</i>										
First curve east of Lynbrook and east end of Centre Avenue station platform	45	....	45	....	....	....
Curve east end East Rockaway Station	45	....	45	....	....	....
Curve east of Oceanside	45	....	45	....	....	....
Curve, Island Park	45	....	45	....	....	....
Lead Interlocking	30	15	....	....	....	....	....	....	....	....
MAIN LINE										
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>										
Kew Gardens & Westward limits of Jay Interlocking for Eastward Trains Only	35	....	35	....	35	....	....
Jay and Hall Interlocking limits	10	....	10	....	10	....	10
Signal Bridge 99 & Queens	80	45	80	45	80	45	80	45
<i>Except:</i>										
Reverse curves at west end of Hillside Viaduct	60	40	60	....	70	....	70	....
Queens Interlocking	80	45	80	45	80	45	80	45
Queens and Farm	80	45	80	45	....	....
<i>Except:</i>										
Between West End of Hicksville Station and easterly limits of Divide	40	40	40	40	....	....
Beth Interlocking and First Curve east of Beth	60	40	60	40	....	....
Farm 2 Interlocking	60	40	60	40	....	....
Farm and JS	80	45	....	....	....	....	....	....	....	....
<u>JS and Ronkonkoma</u>	80	45	80	45	....	....
<i>Except:</i>										
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	....	....	....	....	....	....	....	....
MONTAUK BRANCH										
Between:										
Sig. Bridge 98 and Valley (see note1)	80	45	80	45	....	....
<i>Except:</i>										
Curve, Hillside Viaduct	60	40	60	40	....	....
Curve west of St. Albans	60	40	60	40	....	....
Reverse curves east of St. Albans	60	40	....	....
Reverse curves 3595 east of St. Albans	60	40	....	....	....	....
Second curve west of Valley	60	40	60	40	....	....
First curve west of Valley	70	40	70	40	....	....
Valley and Babylon	80	45	80	45	....	....

GN 4-21
(C1)

1100 Rule 100 in effect as follows:

Branch	Between	And
Lines 1-2-3-4 AMTRAK	JO-C	Harold
Main Line	Harold	End of Block GY
Montauk	JAY	End of Block Montauk
Port Jefferson	Divide	Jeff
West Hempstead	Valley	West Hempstead Int.
Oyster Bay	Nassau	End of Block Oyster Bay
Port Washington	Harold	End of Block Port Washington
Far Rockaway	Valley	End of Block Far Rockaway
Hempstead	Queens	End of Block Hempstead
Long Beach	Valley	Lead
Atlantic	Brook	Valley
Central	Beth	Babylon

1103-A The operation of crossing signals and gates at the following locations may also be interrupted by a device located as shown.

Jackson Ave. Crossing, Syosset.

On the west end of station platforms on No. 1 and No. 2 tracks.

Indian Head Road, Kings Park.

North east side of crossing, on signal hut (for eastward trains).

Pedestrian Crossing, Stony Brook.

On east end of station platform on the Main track and siding (for eastward trains on Main track and siding).

Lawrence Aviation Crossing, Port Jefferson.

On instrument case located on southwest side of crossing.

Route 112 Crossing, Port Jefferson.

On station platform in the vicinity of the stairway to the waiting room. This device when activated by a crewmember will lower the crossing protection for two (2) minutes.

Greeley and Cherry Avenues, Sayville. Are mounted on Signal Huts. The Signal Huts are installed at the west side of the crossing and the devices are labeled No.1 Track and No. 2 Track.

Railroad Avenue, Sayville. On eastward station platform, 200 feet west of Railroad Ave. (for eastward trains on No.2 track).

West Avenue, Patchogue * Interrupt device located on new high level Patchogue Station platform, west end of the station platform (for westward trains).

River Avenue, Patchogue. Interrupt device is mounted on a signal case located on the west side of River Avenue (for westward trains).

Ocean Avenue, Patchogue * Interrupt device located at the east end of Patchogue Station Platform. (for eastward trains only).

William Floyd Parkway, Mastic Shirley #. Keying device located on the west end of Mastic Shirley Station Platform. (for westward trains only).

Phillips Avenue, Speonk * The apparatus to interrupt the warning device and crossing signal is located at the east end of High Level Platform.

Springville Road, Hampton Bays*. On the west end of Hampton Bays station platform.

Ponquogue Road, Hampton Bays*. On the east and west end of High Level platform.

David Whites Lane, Southampton*. On the east end of Southampton station platform.

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.

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(C2)

1103-A (Continued)

Executive Drive, Deer Park. Located 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. Located on east end of Riverhead station platform.

Hillside Avenue, East Williston. Located on east end of station platforms on No. 1 and No. 2 tracks.

The interrupt device on the platform will only be used for turnaround moves in the station. If an eastbound train is delayed in the station and will continue east, the interrupt device at crossing case must be used.

* NOTE: If a proceed aspect is displayed for eastward or westward movements at Patchogue station, eastward movements at Speonk station, eastward or westward movements at Hampton Bays station or eastward movements at Southampton station, and the crossing interrupter device is activated for Ocean Avenue, West Avenue, Phillips Avenue, Springville Road, Ponoquoque Road or David Whites Lane, the signal will change to an aspect of stop until the key is removed from the device and the gates return to the horizontal position.

NOTE: Mastic Shirley Station – westward movements. If the crossing interrupter device is activated for William Floyd Parkway the code will drop and will only pick-up when the key is removed and the gates return to the horizontal position.

1103-C At the following locations the automatic highway crossing signals or crossing gates and signals, are arranged to operate automatically when movements are made on side tracks and yard tracks within the limits of a short track circuit extending east and west of crossings. The limits of the circuits are marked with yellow paint on the web and base of both rails. Cars must not be left standing within track circuit limits:

MAIN LINE

Westbury - School Street	Riverhead - Union Avenue
Pinelawn - New Highway	Riverhead - Ostrander Avenue
Wyandanch - 18th Street	Mattituck - Sound Avenue
Yaphank - South Haven Road (<i>Hubbard Road</i>)	
Calverton - Edwards Avenue	Mattituck - Westphalia Avenue
Riverhead - Marcy Avenue	Mattituck - Love Lane
Riverhead - Sweezey Avenue	Mattituck - Wickham Avenue
Riverhead - Osborne Avenue	Cutchogue - Depot Lane
Riverhead - Griffing Avenue	Southold - Young Avenue
Riverhead - East Avenue	Greenport - 5th Street
Riverhead - Maple Avenue	Greenport - 4th Street

PORT JEFFERSON BRANCH

Huntington - Pulaski Rd.	Greenlawn - Broadway
Port Jefferson - Baylis Avenue	Port Jefferson - Main Street
Port Jefferson - Columbia Street	

MONTAUK BRANCH

Babylon - Higbie Lane	Bay Shore - Third Avenue
Bay Shore - Second Avenue	Bay Shore - First Avenue
Islip - Railroad Avenue	Patchogue - Ryder Avenue
Bellport - Station Road (Bellport Ave.)	
Center Moriches - Railroad Avenue (Manor Blvd.)	
Eastport - Seatuck Road	
Speonk - Phillips Avenue (Depot Rd.)	
Hampton Bays - Ponoquoque Road	
East Hampton - King Street	

1103-E 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	All	Garden City	
Secondary Track			

1103-H (Continued)

MAIN LINE

Track	Direction	Crossing	Location
No. 1	Westward	Covert Ave.*	2 nd Crossing West of New Hyde PK
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
Single	Westward	Little East Neck Rd*	3 rd Crossing West of Wyandanch
Single	Both	Eighteenth Street*	2 nd Crossing East of Pinelawn / 2 nd Crossing West of Wyandanch
Single	Westward	Carl's Straight Path*	2 nd Crossing West of JS
Single	Both	Commack Road*	2 nd Crossing East of Wyandanch 1 st Crossing West of JS
No. 1	Westward	Executive Drive*	East end of Deer Park Station
No. 2	Both	Executive Drive*	East end of Deer Park Station
No. 1-2	Eastward	Fifth Avenue*	2 nd Crossing East of Deer Park
No. 1-2	Westward	Second Street*	3 rd Crossing West of Brentwood
Single	Eastward	Peters Blvd.*	2 nd Crossing East of Brentwood
Single	Westward	Carlton Avenue*	1 st Crossing West of Central Islip
Single	Westward	Pond Road*	1 st Crossing West of Ronkonkoma
Single	Westward	Knickerbocker Ave.	1 st Crossing West of KO Home Signal
Single	Westward	Pond Road	1 st Crossing West of Ronkonkoma
Single	Both	South Haven Road	1 st Crossing East of Yaphank / 1 st Crossing West of MP 59

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(C3)GN 4-21
(C3)**MONTAUK BRANCH**

Track	Direction	Crossing	Location
No.1	Westward	Grant Avenue	2 nd Crossing West of Islip Station
Single	Eastward	Gillette Avenue	5 th Crossing East of "Y" interlocking
Single	Eastward	Rider Avenue	2 nd Crossing East of Patchogue
Single	Westward	River Avenue	2 nd Crossing West of Patchogue
Single	Eastward	David Whites Lane	1 st Crossing East of SH Interlocking
Single	Westward	Phillips Avenue	East end of Speonk Station
Single	Westward	Snake Hollow Road*	1 st Crossing West of Bridgehampton
Single	Eastward	Lumber Lane*	1 st Crossing East of Bridgehampton

PORT JEFFERSON BRANCH

Track	Direction	Crossings	Location
No. 1-2	Westward	Pulaski Rd	1 st Crossing West of Huntington
Single	Eastward	Lake Ave	East end of St. James Station
Single	Westward	Cuba Hill Road	2 nd Crossing West of Greenlawn
Siding	Eastward	Pedestrian	Pedestrian Crossing located East End of Stony Brook Station

WEST HEMPSTEAD BRANCH

Track	Direction	Crossing	Location
Single	Eastward	Franklin Avenue	1 st Crossing East of Westwood Station

1103-J 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.

1103-L-1 KINGS PARK In order to clear the grade crossing for Indian Head Road (Crossing located at the east end of Kings Park Station) all eastbound trains, operating with 4 cars or less, must pull east to the signal after discharging their customers.

1103-O EAST HAMPTON Westbound trains originating at East Hampton must stop immediately before entering Race Lane grade crossing, located at west end of station platform and must not proceed over crossing until gates are in the lowered position.

1103-P MONTAUK BRANCH SAYVILLE

Crossing Predictors Crossing Predictors are designed to predict the speed of an approaching train through the use of a motion sensing device, thereby minimizing the time Automatic Highway Gate Crossing Protection is in the horizontal (lowered) position.

Signs lettered "Begin or End CP" designate the beginning or end of an automatic gate crossing protector circuit equipped with crossing predictors. "CP" circuits for **EASTWARD TRAINS** begin 3760' east of signal S-484 (Distant Signal to "Y") and end at the east side of Lincoln Avenue, Sayville. "CP" circuits for **WESTWARD TRAINS** begin 2175' west of "Y" and end at the west side of Cherry Street, Sayville.

Except for a train governed by an Approach (Rule 285) Aspect or a train making a station stop at Sayville, any train that reduces speed or stops on the Main Track, **within the limits of the "CP" circuit** must approach the next highway crossing **within the limits of the "CP" circuit** prepared to stop and **MUST NOT FOUL** the next highway crossing until the gate crossing protection **IS SEEN** to be in the horizontal (lowered) position. The train must then approach the remaining highway crossings **WITHIN THE LIMITS OF THE "CP" CIRCUIT** prepared to stop unless each highway gate crossing protection **IS SEEN to be in the horizontal (lowered) position.**

AFTER STOPPING at a highway crossing **WITHIN THE LIMITS OF THE "CP" CIRCUIT** where the gate crossing **IS NOT SEEN** to be in the horizontal (lowered) position, the train must proceed **AT RESTRICTED SPEED** over the highway crossing, and the Movement Bureau must be notified.

Crossing predictors have been installed at the following highway crossing locations:

MONTAUK BRANCH

Sayville for Eastward Trains

Cherry Avenue	Second crossing east of signal S-484.
Greeley Avenue	Crossing at west end Sayville Station.
Railroad Avenue	Crossing at east end Sayville Station.
Lincoln Avenue	Second crossing east of Sayville Station.

Sayville for Westward Trains

Lincoln Avenue	First crossing west of "Y".
Railroad Avenue	Crossing at east end Sayville Station.
Greeley Avenue	Crossing at west end Sayville Station.
Cherry Avenue	Second crossing west of Sayville Station.

1104-C (Continued)		Time Delay	
Location	Switch	From Main	To Main
Main Line 245 feet east of Bridge 2, Farm 1	Trailing eastward from U.S. Plywood from No. 2 track	1 min.	0
Main Line 1277 feet east of Bridge 2, Farm 1	Facing westward to North siding Farm 1	1 min.	0
Main Line 4080 feet east of Farm 2	Trailing eastward from Long siding to Main track	1 min. 25 sec.	0
Main Line 3066 feet west of Wyandanch	Trailing westward from West switch double end freight track to main	1 min. 40 sec.	0
Main Line 706 feet west of Wyandanch	Facing westward to East switch double end freight track from main track	1 min.	0
Main Line 766 feet east of JS	Trailing eastward from Southern container track to No. 2 track	1 min. 55 sec.	0
Main Line 1250 feet west of CI Interlocking	Trailing eastward from CI Team track to No. 1 track	2 min. 15sec.	0
Main Line 4400 feet east of Ronkonkoma Station	Trailing eastward from south track to Main Track	1 min. 50 sec.	0
Montauk Branch 4100 feet east of Freeport	Trailing eastward from Freeport Freight Yard to No. 2 track	3 min.	3 min.
Montauk Branch 2850 feet east of Babylon Station	Trailing eastward from Glen Hendrickson Track To No. 3 track	3 min. 30 sec.	3 min. 30 sec.
Montauk Branch 662 feet west of St. Albans	Facing westward to Holban Yard No. 1 track	2 min	0
Montauk Branch West end Bellport Station	Facing eastward from Main to east switch Bellport Siding	2 min. 15 sec.	0
Montauk Branch 565 feet east of Station Road Crossing, first crossing east of Bellport Station	Facing westward from Main to west switch Bellport Siding	2 min. 15 sec.	0

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(C4)

GN 4-21
(C4)

GN 4-21
(C4)

1104-C (Continued)		Time Delay	
Location	Switch	From Main	To Main
Montauk Branch 1253 feet east of Chichester Avenue crossing, sixth crossing east of JJD 2	Facing eastward from Main to east switch MO Siding	2 min. 15 sec	0
Montauk Branch 2102 feet east of Railroad Avenue crossing, seventh crossing east of JJD 2	Facing westward from Main to west switch MO Siding	2 min. 15 sec.	0
Montauk Branch 3943 feet east of Locust Avenue crossing, second crossing east of east switch PT Siding	Facing eastward from Main to east switch PT Siding	2 min. 15 sec.	0
Montauk Branch 111 feet east of Moriches Blvd., second crossing west of SK1 Interlocking	Facing westward from Main to west switch PT Siding	2 min. 15 sec.	0
Montauk Branch 5892 feet east of Old Country Rd first crossing east of east of SK2 Int.	Facing eastward from Main to west switch Westhampton siding	2 min. 15 sec	0
Montauk Branch 675 feet west of Old Riverhead Rd first crossing east of Westhampton Station	Facing westward from Main to east switch Westhampton siding	2 min. 15 sec	0
Montauk Branch 2129 feet east of Snake Hallow Rd sixth crossing east of SH 2 Int.	Facing eastward from Main to west switch Bridgehampton siding	2 min. 15 sec	0
Montauk Branch 547 feet west of Lumber Lane first crossing east of Bridgehampton	Facing westward from Main to east switch Bridgehampton siding	2 min. 15 sec	0
Montauk Branch 35 feet west of Lumber Lane first crossing east of Bridgehampton	Facing westward from Main to Bridgehampton North Freight Track	2 min. 15 sec	0
Montauk Branch 1171 feet west of King Street second crossing west of Easthampton Station	Facing eastward from Main to west switch Easthampton siding	2 min. 15 sec	0
Montauk Branch 937 feet west of Race Lane first crossing west of Easthampton Station	Facing westward from Main to east switch Easthampton siding	2 min. 15 sec	0

1104-G (Continued)

Locations where these crossovers are as follows:

- Belmont Yard (2 crossovers)
- Hillside Yard (2- Hillside lead to M Transfer, 1- west of crosswalk from B Transfer to A Transfer, 1-west of crosswalk MOE track to B Transfer, 1-east of crosswalk from B Transfer to 7 Track)
- West Side Yard (MOE tracks 1 & 2)
- Jamaica Storage Yard
- Advance Yard (Between No 2 trk and 4 transfer)
- Receiving Yard (Between No 1 and No 2)
- LIC Yard (Run Around)
- Morris Park (Richmond Hill Lead)
- Port Jeff Yard (Just east of station and east of Columbia Street)
- Garden Mitchel Secondary

1111 - Approaching Passenger Stations with Conductor and Engineer on Leading End

The Conductor or qualified crewmember authorized by the Conductor must be positioned on the head end of the train with the Engineer on trains carrying passengers, non-revenue passenger or work trains when approaching the following passenger stations:

Mainline:	Long Island City Greenport
Montauk Branch:	Montauk
Atlantic Branch:	Atlantic Terminal
Far Rockaway Branch:	Far Rockaway
Long Beach Branch:	Long Beach
Port Washington Branch:	Port Washington
Hempstead Branch:	Hempstead
West Hempstead Branch:	West Hempstead
Belmont Yard:	Belmont Park

1151-A

**MAIN TRACK DESIGNATION
Single Track**

Track	Between	And
Central Branch	Beth	Babylon
Hempstead Branch	Garden	End of Block, Hempstead
Main Line	Farm	JS
Main Line	KO	End of Block, GY
Montauk Branch	Y	End of Block, Montauk
Oyster Bay Branch	Locust	End of Block, Oyster Bay
Port Jefferson Branch	Hunt	Jeff
Port Washington Branch	Neck	End of Block, Port Washington
West Hempstead Branch	Valley	West Hempstead Int.

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(C5)**

1151-B		Two or More Tracks			
Current of traffic is as shown: X - Indicates No Current of Traffic.					
Between:	Line 1	Line 3	Line 2	Line 4	
JO - C - F and Harold	X	X	X	X	
	No. 4	No. 2	No. 1	No. 3	
	Track	Track	Track	Track	
Atlantic Branch					
Between:					
Brook and Dunton		X	X		
Dunton and Jay (SEE NOTE 2)	X	X	X	X	
Hall and Valley		X	X		
Far Rockaway Branch					
Between:					
Valley and End of Block, Far Rockaway		X	X		
Hempstead Branch					
Between:					
Queens and Garden		X	X		
Long Beach Branch					
Between:					
Valley and Lead		X	X		
Main Line					
Between:					
Harold and Jay	X	X	X	X	
Jay and Hall (SEE NOTE 1)					
Hall and Queens	X	X	X	X	
Queens and Farm		X	X		
JS and KO		X	X		
Montauk Branch					
Between:					
Hall and Valley		X	X		
Valley and Babylon		X	X		
Babylon and Y		East'd	West'd		
Oyster Bay Branch					
Between:					
Nassau and Locust		East'd	West'd		
Port Washington Branch					
Between:					
Harold and Neck		X	X		
Port Jefferson Branch					
Between:					
Divide and Hunt		X	X		
NOTE 1: Jay and Hall Tracks 9 thru Zero, no Current of Traffic. NOTE 2: Dunton and Jay no Current of Traffic. Tracks are shown from South to North					
1151-C Secondary Tracks					
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	Note	
Babylon-Babylon Yard	Babylon	Babylon Yard	Babylon	3	
LIRR SECONDARY NO 1 AND NO2	JAY	End LIRR Secondary Sign	JCC-Jay	4 & 5	
Garden-Mitchel Field	Garden	Mitchel	Queens	1,1-A,2&2-A	

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1160-O Securing Work/Freight Trains on Grades-

On a grade, whenever a locomotive is purposely or accidentally detached from a train, or whenever a train is stopped under circumstances in which the efficiency of the air brake may become impaired as a result of an extended period of application, employees must apply a sufficient number of hand brakes to prevent unintentional movement of the equipment.

- A. On a descending grade with slack bunched, apply the hand brakes on the low end of the cut of cars first. To verify the hand brake(s) applied will prevent movement, release all air brakes.
- B. On an ascending grade with slack stretched, apply the hand brakes on the high end of the cut cars first. To verify the hand brake(s) applied will prevent movement, release all air brakes.

Note: When ready to proceed, the hand brakes must remain applied until the air brake system is fully charged and a proper air brake test has been made. The hand brakes will then be released, starting at the highest level of the grade.

1160-Q PATCHOGUE

All trains stored at Patchogue for more than thirty (30) minutes must be placed on the west end of the North Track. Turn-around trains must use the School-House Track when possible.

GENERAL INSTRUCTIONS**Overhead / Close Clearance**

1163 Train and engine service employees are prohibited from going on the roof of any car. Other employees are prohibited from riding or walking on the roof of any moving car.

Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

1163-A NEW YORK TERMINAL AREA - Close clearance exists in various locations. Employees must use care and take precautions necessary to protect against injuries.

1163-B HAROLD INTERLOCKING - In support of Eastside Access construction, fencing installed on the North and South sides of Harold Interlocking between 39th. Street over grade bridge (first over grade bridge east of Harold Tower), and 48th. Street under grade bridge (first under grade bridge east of Signal Bridge 18). Crews are advised to use caution when walking in and around Harold Interlocking as access points will change and areas of close clearance will exist at various locations. Close clearance locations will be indicated with the appropriate signage.

1163-C HICKSVILLE STATION - An employee access gate has been installed adjacent to the east stairwell on the south side of platform "A" (100 feet from the east end of north platform). Crews are not to discharge customers east of this point. Employees are advised of close clearance at this location. 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.

1163-D FARM INTERLOCKING - Close clearance exists at Farm 1 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.

1163-F BRIDGEHAMPTON - The installation of a loading dock located to the north of Bridgehampton North Freight Track, approximately 75 feet west of siding switch servicing Hampton Materials, creates a close clearance condition.

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.

1163-G 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.

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1163-H ADVANCE YARD – Close clearance exists between the east end of 4 Transfer track and 6 track. Close Clearance sign installed.

1163-I LONG ISLAND CITY YARD – The Installation of security fencing on LIC Yard Tracks 4, 6, 7 and 9 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.

1163-J Nassau– Divide - In support of the Mainline 3rd Track Expansion Project, construction fencing being installed south of Mainline 2 between School street grade crossing (first crossing east of Westbury station) and Urban Ave grade crossing (second crossing east of Westbury station). 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.

1164-A When railroad communication fails and it is necessary for train and engine crews to call block stations, they will immediately call on telephone company lines the nearest open block station as follows:

ZONE A

AMTRAK Power Director at NY	(212) 630-7684
	(212) 630-7685
Penn Station Central Control	(212) 630-6286
	(212) 630-6288
	(212) 630-6309
Babylon	(718) 557-2402
Babylon (Montauk Branch)	(718) 557-2403 or (800) 332-0141
Brook	(718) 557-2407
Divide	(718) 557-2404 or (800) 533-3519
JCC- Dunton	(718) 557-2411
JCC - Hall	(718) 557-2408
JCC - Jay	(718) 557-2409
Lead	(718) 557-2410
Nassau	(718) 557-2405
Queens	(718) 557-2406
Valley	(718) 557-2401
West Side Storage Yard	(212) 643-5182, 5183, 5186, 5187
Section A Train Dispatcher	(718) 558-8382
NYAR Yardmaster/Trainmaster	(718) 497-3543

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

1164-B Radio phones in service and located as follows:

Montauk Branch

JJD 1-North Side

JJD 2 - North Side

SK 2-at 2-11E Signal

Westhampton – West of Westhampton Station South of Main

Hampton Bays – West of Hampton Bays Station North of Main

Southampton – East of Southampton Station South of Main

Bridgehampton - West Switch Bridgehampton Siding

East Hampton - East End of Station Building on Platform

Amagansett –East of West Switch Amagansett Siding North of Main

Montauk - 20 feet West of Yard Trailer

Main Line

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

All conversations on these radio phones are on Channel No. 1 (Montauk Branch) or Channel No. 3 (Main Line) and instructions for their use are as follows:

1. After unlocking "T" box, remove the transmitter - receiver from its cradle and listen for any transmission.
2. If you do not hear a transmission, depress button to transmit to Block Station using prescribed radio rules as applicable.
3. After transmitting, release button to receive.
4. Upon completion of communication, replace transmitter- receiver in cradle, close door and **lock up "T" box.**

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(C7)**1167-E (Continued)**

Johnson Avenue	-All tracks
Yard D	-All tracks
Yard E	-All tracks
Hillside Yard	-All tracks
Hollis	-Lead track
Queens-Belmont Park	-All tracks except Tracks No. 1 & No. 2.
Nassau Interlocking	-South-Side MW track
Divide	-North Sidetrack
Farm 1	-North Sidetrack
Ronkonkoma	- Wash Track
	-South Sidetrack
	-Yard tracks No. 1 through No. 11 and
	-Zero track
	- Certified North Controlled Siding at Pond

Montauk Branch

Port	-Lay-up tracks
Babylon	-Lay-up tracks
	-Secondary track

Port Jefferson Branch

Hunt	-North Sidetrack
Hunt	-South Sidetrack Extension

Port Washington Branch

Shea Yard	-Tracks Nos. 3, 4, 5, and 6
Port Washington	-All tracks

West Hempstead Branch

West Hempstead	-All tracks
	Fence track - Only 230 feet of third rail west of Signal 3EB (West Hempstead westerly limits) is equipped for DC electrified operation.

1167-H Following tracks equipped for DC electrical operation under jurisdiction of AMTRAK Power Director at New York.

MAIN TRACKS - between Harold and C - JO

PENN STATION - NEW YORK

Station tracks 5 through 21 inclusive; 3X through 6X tracks inclusive.

D Yard - No. 6 track

C Yard - Tracks 8C, 9C, and 10C.

Running tracks, Loop Nos. 1 and 2 to a point 1,000 feet east of connection with No. 1 (Line 1) track and No. 3 (Line 3) track at "F". Sub tracks 1, 2, and 3 to a point 1,000 feet east of connection with No. 4 (Line 4) track and No. 2 (Line 2) track at "F".

North Runner Track from 79 switch to 1000 feet east of Hand-Operated switch to Arch Street Lead.

1167-I Following tracks are equipped for AC electrical operation. It will be necessary for any employee working on or near the catenary lines in this territory to obtain permission and proper protection from the **Amtrak Power Director, New York.**

Penn Station, all station tracks.

Amtrak No. 1 and No. 2, Harold to Gate.

Lines 1, 2, 3 and 4, Harold to C and JO.

Amtrak Secondary (Hi-Line) connection to Sunnyside Yard.

All tracks, Sunnyside Yard.

F Interlocking:

Sub 1 and Sub 2.

Loop 1 and Loop 2.

Between Harold and F

Line 2 connection.

Harold Interlocking

Freight track.

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.

Special Instructions

I-68

1167-K Conductors will be held responsible for the maintenance of the proper degree of heat where manually controlled.

Conductors will report promptly to the Movement Bureau, as well as to car inspectors at the nearest terminal, all cases of cars in which the heating or cooling apparatus fails to function properly.

1167-L Tampering with safety devices is prohibited. Tampering is defined as willfully disabling a safety device. Safety devices are engine mounted equipment that are used either to assure that the operator of the engine is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of a train or engine.

Safety devices in use on engines, include but are not limited to:

- Any primary or secondary braking component.
- Any portion of the Automatic Speed Control package as defined in Speed Controlled Train such as Cab signal indicator, sealed application valve or switch audible warning device and acknowledging switch.
- Any alerter, alertness device or deadman controls.
- Event recorders.
- Any components that interfere with the use of the horn or engine bell.
- Any portion of the radio or defined communication systems.
- Any interior indicator or warning lights in the operating cab that communicate to the locomotive engineers a local or train-line condition.
- Any pneumatic or electrical component that would put the safe operation of the train in jeopardy.
- Any part of the train or engine's operating controls.

Any employee who operates, or who permits to be operated, a train on which the lead engine is equipped with a disabled safety device is subject to civil penalty and may be subject to disqualification from performing a safety sensitive function.

Any safety device that fails enroute must be promptly reported to the train dispatcher through the block operator.

MOVEMENT OF TRAINS

1201-A LOCATION OF TRAIN DISPATCHERS Jamaica.

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

The Section A Train Dispatcher has operational control of all movements and interlockings on the Port Washington Branch. When complying with the Rules of the Operating Department or Special Instructions of the Timetable on the Port Washington Branch, the Main Line between Harold and Jay, and trains originating or arriving at Long Island City and Hunterspoint Avenue, conductors, engineers and TC drivers **must** contact the Section A Train Dispatcher via radio channel one (1) or telephone at (718) 558-8382.

1201-B Console Operator at Penn Station Central Control in charge of train movements between the Eastward limits of Harold and the Westward limits of "A".

1201-C NYAR Yardmaster/Trainmaster in charge of all movements in Zone D territory as outlined in SI 1075 C.

1217- Electronic Delivery of Form L's

Qualified employees must check the designated printing machine for Form L(s) pertaining to their train. This includes, at minimum, when reporting for duty. When receiving Form L(s) electronically, such form(s) will be received on white paper in lieu of the yellow paper used for hand, radio and telephone delivery.

Employees must check the addresses of the Form L(s) located at the designated printing machine to verify which forms, if any, are for their train. Not all addresses will be the same, and a particular train may have more than one Form L with different addresses.

For example, the following addresses require both Form L's to be in receipt for Train No 2089;

Form L No 1 address;

C&E NO 2089 ENG 7007 AT RONKONKOMA VIA DIVIDE

Form L No 2 address;

C&E ALL WESTWARD TRAINS AT RONKONKOMA VIA DIVIDE

1235–FORM L’s, GENERAL NOTICES, SPEED RESTRICTION NOTICES AND BULLETIN NOTICES FOR SPEED RESTRICTIONS:

When a speed restriction is provided in a Form L, an effective Speed Restriction Notice, Bulletin Notice or General 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 the **BOTH** the Engineer and Conductor are aware of the speed restriction

1240 Crossing Activation Failure

When a Form L Line 2C or Form L Line 5 is issued for a crossing activation failure, the train must come to a complete stop prior to occupying the crossing(s) listed in the train order and must not proceed until a crew member on the ground is protecting the crossing and gives the proper hand signal to proceed.

Once the train fully occupies the crossing, the crew member protecting the crossing may board the equipment and the train can proceed at Maximum Authorized Speed.

1241 Assist Train or Engine movement with crossing protection

An assist train or engine given Rule 241 Authority in any territory to pass a Stop signal and enter a portion of track where a disabled train stands, with or without Form L Line 1B authority must adhere to the following:

Proceed at **RESTRICTED SPEED** stopping clear of all crossing(s) and do not proceed over crossing(s) until receiving the proper hand sign from a crewmember protecting the crossing(s). Once the couple and assist is made, the train must comply with the provisions of Rule 503 B (I) or B(II), where applicable.

Special Instructions

I-72

1250 Movement of trains by Block Signal System rules

X - Indicates rules in effect.
 * - Indicates rules in effect in both directions.

- Column 1 Movement of trains in the same direction by Block Signals. **Rules 251, 253 and 254**
- Column 2 Opposing and following movement of trains by Block Signals. **Rules 261, 262, 263 and 264**
- Column 3 Manual Block Signal System. **Rules 305 to 373**
- Column 4 Manual Block Signal System. **Rules 305 to 373 for movements against the current of traffic**
- Column 5 Automatic Speed Control System. **Rules 400 to 412, inclusive except Rules 409 and 410**
- Column 6 Automatic Speed Control System. **Rule 409**
- Column 7 Automatic Speed Control System. **Rule 410**
- Column 8 Automatic Block Signal System. **Rules 501 to 509, inclusive**
- Column 9 Additional Notes

Between	And	Track	Rules in Effect except within Interlocking Limits								
			1	2	3	4	5	6	7	8	9
			Rules 251 to 254	Rules 261 to 264	Rules 305 to 373	Rules 305 to 373 Against Current of Traffic	Rules 400 to 412 Ex. 409 and 410	Rule 409	Rule 410	Rules 501 to 509	NOTES
AMTRAK JO-C	Harold	LINES 1-2-3-4		X				*	*		*
ATLANTIC BR.											
Brook	ENY	1 West 2 East		X				X X	X X		X X
		1 East 2 West		X X				X X		X X	X X
ENY	Dunton	1-2		X				*		*	*
Dunton	Jay	1-2-3-4		X				*	*		*
Hall	Valley	1-2		X				*		*	*
CENTRAL BR.											
Beth	Babylon	Single		X							*

FAR ROCKAWAY											
Valley	EOB	2 East		X				X		X	
	Far	1 West		X				X		X	
	Rockaway	2 West		X	X						3
		1 East		X	X						3
HEMPSTEAD BR.											
Queens	Garden	1-2		X				*		*	*
Garden	EOB	Single		X				*	*		*
	Hempstead										
LONG BEACH BR.											
Valley	Lead	2 East		X				X		X	X
Valley	Lead	1 West		X				X		X	X
Valley	Lead	2 West		X	X						3
Valley	Lead	1 East		X	X						3
MAIN LINE											
Harold	Jay	1-2		X				*	*		*
Harold	Jay	3-West		X				X	X		X
Harold	Jay	4-East		X				X	X		X
Harold	Jay	3-East		X				X		X	X
Harold	Jay	4-West		X				X		X	X
Jay	Hall	0 to 9 Inc.		X				*	*		*
Hall	Queens	1-2-3-4		X				*		*	*
Queens	Farm	1-2		X				*		*	*
Farm	JS	Single		X				*		*	*
JS	Pond	1-2		X				*		*	*
Pond	KO	1 East		X				X		X	X
		2 East		X				X		X	X
Pond	KO	1 West		X				X	X		X
		2 West		X				X	X		X
KO	EOB GY	Single	X		X						

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(C8)**

Except as affected by Rule 410, Rule 409 is in effect in all Interlockings except: Y and Locust.

NOTE 3 Rules 400 to 412, except 410, in effect between begin ASC sign and home signal at Valley, Far Rockaway and Lead.

1250 (Continued)

Between	And	Track	Rules in Effect except within Interlocking Limits								
			1	2	3	4	5	6	7	8	9
			Rule 251 to 254	Rules 261 to 264	Rules 305 to 373	Rules 305 to 373 Against Current of Traffic	Rules 400 to 412	Rule 409	Rule 410	Rules 501 to 509	NOTES
MONTAUK BR.											
Hall	Valley	1-2		X			*		*	*	
Valley	Babylon	1-2		X			*		*	*	
Babylon	Y	1-2	X			X					X
Y	PD	Single		X	X						
PD	EOB MTK	Single		X			*		*	*	
OYSTER BAY BR.											
Nassau	Locust	1-2	X			X				X	
Locust	EOB OBY	Single		X	X						
PT. JEFF. BR.											
Divide	Hunt	1-2		X			*		*	*	
Hunt	Jeff	Single		X			*		*	*	
PT. WASH. BR.											
Harold	Wood	1 West		X			X	X		X	
		2 East		X			X	X		X	
Harold	Wood	1 East		X			X		X	X	
		2 West		X			X		X	X	
Wood	Neck	1-2		X			*		*	*	
Neck	EOB PWS	Single		X			*		*	*	
WEST HEMP. BR.											
Valley	West Hempstead	Single		X			*		*	*	

Except as affected by Rule 410, Rule 409 is in effect in all interlockings except: Y and Locust.

NOTE 3 Rules 400 to 412, except 410, in effect between begin ASC sign and home signal at Valley, Far Rockaway and Lead.

1251 Mainline and Hempstead Branches

For location identification purposes, the track designations from north to south within and east of Queens Interlocking are as follows:

The tracks are designated as Mainline 3, 1, 2 and 4 from Signal Bridge 1 up to and including Signal Bridge 4.

The tracks are designated as Mainline 1, Mainline 2, Hempstead 1 and Hempstead 2 east of Signal Bridge 4.

1251-A Atlantic, Long Beach and Far Rockaway Branches- Valley Interlocking

For location identification purposes, the track designations from north to south within and east of Valley Interlocking are as follows:

The tracks are designated as Montauk 1, Montauk 2, Atlantic 1 and Atlantic 2 from Valley's westerly limits up to and including Valley's easterly limits.

The tracks are designated as Montauk 1, Montauk 2, Long Beach 1 and Long Beach 2 east of Valley's easterly limits.

Far Rockaway No. 1 track begins on the track starting at the first eastbound facing point switch east of Valley Stream station on Atlantic No. 1 track running south to the Far Rockaway branch.

Far Rockaway No. 2 track begins on the track starting at the first eastbound facing point switch east of Valley Stream station on Atlantic No. 2 track running south to the Far Rockaway branch.

FIXED SIGNALS**1280 to 1296-A** A, JO, KN, C, F, Q and R Interlockings

When the leading end of a train is stopped **BETWEEN** any interlocking signals, and:

1. There are one or more switches between the train and the next signal or
2. There are no switches between the train and the next signal and that signal displays Stop - signal (Rule 292) the following will apply.

The train must not move until the engineer has observed or has been verbally notified that the first signal to the rear of the leading operating end is in a passing position. When visual observation is not possible verbal permission to proceed at **RESTRICTED SPEED** will be obtained from the Console Operator Penn Station Central Control.

If there are no switches between the train and the next signal and that signal is displaying a proceed aspect or is changed from Stop - signal (Rule 292) to display a proceed aspect, the train will proceed.

If a train stops **AT** a signal displaying Stop - signal (Rule 292) and that signal is changed to display a proceed aspect, the train will then be governed by that proceed aspect.

1280 to 1296-A1 Atlantic Terminal/Brook, Huntington/Hunt 2, Hunterspoint Avenue/Harold, Jamaica/Jay and Hall.

Trains Originating at these locations 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-A2 Initiating a Switching or Shoving Move in Yards

When initiating any part of a switching move or during shoving movements in yards, the Conductor or Engineer must determine who will communicate with the Block Operator during the move. Trains must not be moved when the leading end of the train extends beyond an interlocking signal. This signal must be identified to the Block Operator to determine if it can be displayed for the movement to be made. When numbered, the signal number must be given to the Block Operator to determine location. When not numbered, this signal must be positively identified to the Block Operator by providing track designation, location, and any other necessary information. In either scenario, The Block Operator must be notified that the leading unit extends beyond that signal. After the exchange of communication has been made, the Block Operator will determine if the signal can be displayed for the movement of the train. When possible to be displayed, the employee on the controlling end must observe the signal or be verbally communicated the aspect by another qualified crew member. When the signal cannot be displayed verbal permission from the Block Operator at RESTRICTED SPEED to the next signal will be the authority.

1280 to 1296-B Signals located to left of track which they govern:**Zone A East River Tunnels**

Eastward Automatic Block Signals 2E04, 2E08, 2E14, 2E20, 2E24, 4E04, 4E08, 4E14, 4E18, 4E20 and 4E22. **Westward Automatic Block Signals** 1E21, 1E19, 1E15, 1E09, 1E07, 1E05, R2E21, R2E11, 3E25, 3E21, 3E17, 3E11, 3E07, 3E05, R4E21, 4E19.

Harold Interlocking

Westward Color Light Home Signal on Mainline No. 4 Track, Harold's Easterly Limit 68W.

Main Line**Nassau**

1E Signal - Eastward Position Light Home Signal on No. 1 Track located 10 feet east of Mineola Station platform.

Divide - Eastward position light home signal on No. 1 Track at Divide-1 (1-1E).

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

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

Montauk Branch

RPK- Westward color light low home signal on siding track at RPK-1 (1-2W)

RPK- Westward color light low home signal on siding track at RPK-2 (2-2W)

RPK- Eastward freestanding color light home signal on single track at RPK-2 (2-1E)

RPK- Eastward freestanding color light home signal on single track at RPK-3 (3-1E)

SH- Eastward color light low home signal on siding track at SH-2 (2-2E)

SH- Eastward color light low home signal on siding track at SH-3 (3-2E)

SH- Westward freestanding color light home signal on single track at SH-2 (2-1W)

SH- Westward freestanding color light home signal on single track at SH-1 (1-1W)

Atlantic Branch

Hall- Eastward position light signal on No 1 Track.

VD Yard- Westbound color light low home signal on west end of track 5 (Y2W).

Long Beach Branch, Long Beach Yard – Eastward yard switch indicator to 45 switch.

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(C9)

1410 (Continued)

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.

**ADVANCED
CODE
CHANGE**

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

1410-A A train with a failure of the ASC or track car must not accept any aspect on an interlocking signal where Rules 298A-298F are in effect other than Absolute Proceed except Restricting (Rule 298E) when being routed into a siding track or yard.

1606 Emergency Signals-Whistle or Horn, in service as follows:

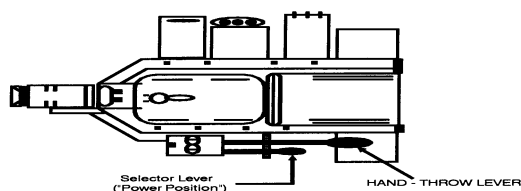
Amityville	Port	Queens	A
Babylon	Hall	Valley	C
Brook	Jay	PD	F
Divide	Lead		JO
Dunton	Wantagh		KN

1663 DUAL CONTROL SWITCHES When a train is stopped by an interlocking or non-interlocked home signal governing movement over a dual control switch, and no conflicting movement is evident, the conductor or engineer must contact the Train Dispatcher or block operator and be governed by his instructions. When authorized by the train dispatcher, the Block Operator may authorize movement over the dual control switch as per Rule 241, if the control machine indicates that the dual control switch is lined and locked for the route to be used.

If the control machine does not indicate that the dual control switch is lined and locked for the route to be used, the block operator will instruct the conductor or engineer to place the switch selector lever in hand position and operate the switch to desired position before movement is authorized as per Rule 241.

When a dual control crossover switch is involved, it must be known that both ends of the crossover are in the desired position before authorizing movement as per Rule 241.

Unless otherwise instructed by the Block Operator or the Movement Bureau, after the entire train has cleared the switch, the hand throw lever must be restored to the normal position. The selector lever must be restored to motor position. Switch lock must be applied and locked.



1. Remove switch lock from the selector and hand throw levers.
 2. Reverse "selector" lever to hand operation position.
 3. Operate lever marked "hand throw lever" until switch points are in the desired position.
 4. Do not move "selector" lever from hand position until the entire train has passed over the switch.
 5. After the entire train has passed over the switch, the hand throw lever must be restored to the normal position.
- The selector lever must be restored to the motor position. Switch lock must be applied and locked.

1663 (Continued)**Dual control switches are located at the following locations:**

Amityville	Amott	~Babylon	Beth
*East Leg of the Belmont Wye	Farm 1	West Leg of the Belmont Wye	Duke 1 & 2
>Far Rockaway	*Hall	#Divide	Garden
*Neck	*Pilgrim	Fox 2	West Hempstead
Hunt 2 & 3	*Pineaire	*Hunt 1	Lead
%PD 1, 2 & 3	JJD 1 & 2	KO	*Post 1
Port	Port Jefferson - West Yard	Pond	* SH 1, 2 & 3
Post 2	Rocky	* RPK 1, 2 & 3	<SK 1 & 2
Wantagh	Shea	Stony 1 & 2	
Valley	Nassau, between Signal Bridges 7 & 8		

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(C10)

*Derails are not connected to switch lever and must be thrown independently.

~Babylon Note : Switches 49 and 51 located between signal bridge 4 and 5 and 47 switch, first westward facing point crossover switch west of westward low home signal (No. 55 signal) from Babylon Yard Secondary Track to No. 1 Montauk. 45 switch, first facing point crossover switch west of Bridge 4 on Montauk No. 1 track and the second facing point crossover switch east of Babylon Station on Montauk No. 2 track.

^Hall Note : 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.

#Divide Note: Except two double slip switch crossovers, first crossover switches west of Divide Tower on No. 1 and No. 2 track Port Jefferson Branch.

%PD 1, 2 & 3 Note: Derail located at the west switch North Track is not connected to the switch lever and must be thrown independently.

<SK 1 & 2 Note: Except WYE tail track.

>Far Rockaway Note: Eastbound moves only.

1663-A- DUAL CONTROL SWITCHES WITHIN YARDS

All movements over dual control switches on tracks not protected by a block signal system or by interlocking must be made at RESTRICTED SPEED, unless otherwise specified.

If the control machine does not indicate the dual control switch is lined for the route to be used, the Train Dispatcher or Block Operator will instruct the conductor or engineer to place the switch selector lever to hand operation position and line the switch to the desired position. An engineer, conductor or track car driver encountering a dual control switch not properly lined for the intended movement must stop, contact the Block Operator and inform them of the condition.

Dual Control Switches are present at the following locations:**Far Rockaway Yard (westward moves only)**

2nd facing point switch west of Far Rockaway station tracks 1 & 2.

Long Beach Yard:

13 switch – 1st trailing point controlled switch west of 0,1,2 & 3 tracks.

41 switch – 1st facing point switch east of Lead Interlocking.

56 switch – 1st trailing point switch west of Long Beach station tracks 5 & 6.

51 switch – located second eastward facing point controlled switch east of Lead tower.

45 switch – located third eastward facing point controlled switch east of Lead tower.

57 switch – located second trailing point controlled switch west of 5 or 6 station track.

NOTE: All dual control switches in Far Rockaway and Long Beach yards have yard switch indicators for facing point moves.

1700 Train Radio Information System (Low Power Radio) with base stations have been installed at the following locations: Divide, Forest Hills, Great Neck, Harold, Huntington, Lindenhurst, Nostrand Ave., Oceanside, Queens, Ronkonkoma, and Valley.

Those areas where train information is to be broadcast will be designated as "INFO ZONES." They will be identified by a black sign with yellow letters stating "BEGIN INFO ZONE" and a yellow sign with black letters stating "END INFO ZONE."

Current information on delays and possible emergency situations will be broadcast from the Movement Bureau (204) on Radio Channel 4 seven days a week, between the hours of 6:00am to 10:00pm, Monday through Friday and 7:00am to 10:00pm Saturday and Sunday.

The information will be a pre-recorded tape, which will continually repeat the message to be delivered. Unless engaged in other necessary radio conversation, it is the responsibility of the engineer of passenger trains to monitor the broadcast on Channel 4 in all "INFO ZONES."

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
ATLANTIC BRANCH					
Atlantic Terminal No. 1	10	*	R-6	R-6	
Atlantic Terminal. No. 2	10	*	*	R-8	
Atlantic Terminal. No. 3 & 4 (see note F)	8	R-4	R-4		
Atlantic Terminal No. 5	6	R-4			
Atlantic Terminal No. 6	6	R-4			
Nostrand Avenue (see note G)	4	H-4	H-4	H-4	
East New York No. 1 track	8	*	*	H-8	
East New York No. 2 track	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	8	*	*	H-8	H-8
FAR ROCKAWAY BRANCH					
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 Track 1	10	*	*	*	
Far Rockaway Track 2	10	*	*	*	
HEMPSTEAD BRANCH					
Bellerose	8	*	*	H-8	H-8
Floral Park	10	*	*	*	H-10
Steward Manor Track 1	4	H-4	H-4	H-4	H-4
Steward Manor Track 2	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
LONG BEACH BRANCH					
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 (See Note D)	6	*	H-6	H-6	H-6
Long Beach Trk. 6	8	*	*	H-8	H-8

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(C11)**

Codes: H – Head Cars R – Rear Cars * - All Cars Platformed

Note D: See Special Instruction 5017-B-1

Note F: Whenever practicable, a crew member should key open the west door of the fifth car on tracks 3, & 4.

Note G: Nostrand Avenue station construction is being performed 170 feet of the west end of Nostrand Avenue station platforms on Atlantic No. 1 & No. 2 track is out of service. All eastbound trains stopping at Nostrand Avenue station will platform the head end of the lead unit opposite the 6-10 Unit Marker signs on the east end of the platforms.

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION
EASTBOUND

STATION	Sta. Cap.	6	8	10	12
MAIN LINE					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6, 7 and 9.	2	R-2	R-2	R-2	R-2
Hunterspoint Ave.	10	*	*	*	H-10
Woodside	12	*	*	*	*
Forest Hills	4	H-4	H-4	H-4	H-4
Kew Gardens	4	H-4	H-4	H-4	H-4
Jamaica Station Trks. (see S.I. 1901 – B1)					
Hillside (See Note A)	12	*	*	*	*
Hollis	4	H-4	H-4	H-4	H-4
Queens Village	8	*	*	H-8	H-8
Floral Park - North	8	*	*	R-8	R-8
Floral Park - South	10	*	*	*	R-10
New Hyde Park	10	*	*	*	R-10
Merillon Avenue	10	*	*	*	R-10
Mineola - South	12	*	*	*	*
Mineola - North	12	*	*	*	*
Carle Place	12	*	*	*	*
Westbury	12	*	*	*	*
Hicksville - North	12	*	*	*	*
Hicksville – Middle/South	14	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn (see note "P")	2	R-2	R-2	R-2	R-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma - No./Mid./So.	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
MONTAUK BRANCH					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6, 7 and 9.	2	R-2	R-2	R-2	R-2
St. Albans	6	*	H-6	H-6	H-6
Lynbrook	12	*	*	*	*
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh	6	*	H-6	H-6	H-6
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	R-10
Copiague	10	*	*	*	R-10
Lindenhurst	10	*	*	*	R-10
Babylon	12	*	*	*	*
Bay Shore	12	*	*	*	*
Islip	4	H-4	H-4	H-4	H-4
Great River	4	H-4	H-4	H-4	H-4
Oakdale	4	H-4	H-4	H-4	H-4
Sayville	6	*	H-6	H-6	H-6
Patchogue	6	*	H-6	H-6	H-6

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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 P: South side platform Pinelawn passenger station out of service, north side platform Pinelawn passenger station in service. For Diesel trains only: When necessary to make a stop at Pinelawn for both eastbound and westbound diesel trains, Engineers will stop with the head end of the lead unit opposite the end of the station platform so that the head car will accommodate passengers at Pinelawn.

1901-B (Continued)**Note 1:**

Trains consisting of 12 MU's without a pull-up (430W Signal) must protect the two east cars due to an obstruction at the east end of the station platform.

Note 2:

Track 17- Westbound from Line 3 or 4 – Trains will stop at the proper unit car marker indicating Lines 3-4 and the number of cars in accordance with the train consist.

Note: Trains stopping at the 12-car marker must zone off the west pair of cars.

Track 17- Westbound from Line 1 or 2 –Trains will stop at the proper unit car marker indicating Lines 1-2 and the number of cars in accordance with the train consist. Placement of trains at this marker will clear Signal 608E on the east end.

Note: Trains stopping at the 8-car marker must zone off the west pair of cars.

Note: Trains stopping at the 10-car marker must zone off the four west cars. This marker is located west of the west end of the platform on a column to the left of the track governed.

Note: Trains stopping at the 12-marker must zone off the six west cars. This marker is located west of the west end of the platform on a column.

Eastbound to Line 3 or 4 - 10 and 12 car trains will stop at the 10-12 car marker. Twelve car trains must zone off west pair for boarding. Eight car trains will stop at 8 car marker. Six car trains will stop at 6 car marker.

Eastbound to Line 1 or 2. - All trains must stop at Signal 608E. Head six cars platform for boarding; all other cars must be zoned off.

Note 3:

Track 21 - Westbound trains with 12 car consists without a pull-up (436W signal) must contact PSCC for instructions.

Track 20 - Eastbound trains with 12 car consists will stop at the 12 car marker and zone off the west pair. The crew door of the second west car should be keyed open for loading.

Note 4:

Track 16 - Lines 1 and 2 to track 16 will be platformed as follows except between the hours of 7:00 AM and 9:45 and 4:00 PM and 6:45 PM when trains will stop at regular car marker signs: 10 or 12 MU'S stop at 12 car marker. 6 or 8 MU'S stop at 10 car marker.

Note 5:

Track 18 – Westbound from Lines 3 and 4- DM consists of 10 coaches and 2 engines will stop at the 12 car marker. DM consists of 12 coaches and 2 engines will stop at the 14 DM car marker located to the right of the track. Engineer will position car marker to the middle of the window.

Track 19 – Westbound from Lines 3 and 4- DM consists of 10 coaches and 2 engines will stop at the 12 car marker. DM consists of 12 coaches and 2 engines will stop at the 14 DM car marker located to the left of the track, 80 feet west of platform 10. The engineer must stop the train with car marker directly alongside the centerline of the side window of the operating compartment.

Note 6:

Track 21 – Westbound from Lines 3 or 4, DM consists of 10 coaches and 2 engines will stop at the 12 Unit marker. DM consists of 12 coaches and 2 engines will stop at 14 Unit marker. The engineer must position the train with the car marker directly alongside the centerline of the side window of the operating compartment.

Note 7:

Track 11, 13 – Platform capacity on track 11 and 13 will be reduced to 10 cars due to ongoing station construction.

Track 11-Westbound – Trains will stop at the proper unit marker. The Westbound 12 car marker is located to the left side of the track. Twelve car trains must zone off west pair.

Eastbound – Trains will stop at 6-12 car marker. Twelve car trains must zone off west pair for boarding.

Track 13- Westbound- Trains will stop at the proper unit marker. The Westbound 12 car marker on Track 13 has not been moved and is located just west of the newly installed construction barricade. Twelve car trains must zone off west pair.

Eastbound- Trains will stop at 6-12 car marker. Twelve car trains must zone off west pair for boarding.

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION
WESTBOUND

STATION	Sta. Cap.	6	8	10	12
ATLANTIC BRANCH					
Atlantic Terminal No. 1	10	*	H-6	H-6	
Atlantic Terminal No. 2	10	*	*	H-8	
Atlantic Terminal No. 3 & 4 (see note F)	8	H-4	H-4		
Atlantic Terminal No. 5	6	H-4			
Atlantic Terminal No. 6	6	H-4			
Nostrand Avenue (see note G)	4	H-4	H-4	H-4	
East New York No. 1 track	8	*	*	H-8	
East New York No. 2 track	8	*	*	R-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
FAR ROCKAWAY BRANCH					
Gibson	10	*	*	*	
Hewlett - No. 1 track	10	*	*	*	
Hewlett - No. 2 track	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 Track 1	10	*	*	*	
Far Rockaway Track 2	10	*	*	*	
HEMPSTEAD BRANCH					
Bellerose	8	*	*	R-8	R-8
Floral Park	10	*	*	*	R-10
Steward Manor Track 1	4	R-4	R-4	R-4	R-4
Steward Manor Track 2	10	*	*	*	H-10
Nassau Boulevard	10	*	*	*	R-10
Garden City	10	*	*	*	R-10
Country Life Press	10	*	*	*	R-10
Hempstead	8	*	*	R-8	R-8
LONG BEACH BRANCH					
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 (See Note D)	6	*	R-6	R-6	R-6
Long Beach Trk. 6	8	*	*	R-8	R-8
MAIN LINE					
Long Island City Trks. 2&3	1	H-1	H-1	H-1	H-1
Long Island City Trks. 6, 7 and 9	2	H-2	H-2	H-2	H-2
Hunterspoint Ave.	10	*	*	*	R-10
Woodside	12	*	*	*	*
Forest Hills	4	H-4	H-4	H-4	H-4
Kew Gardens	4	H-4	H-4	H-4	H-4
Jamaica Station Trks (see S.I. 1901-B1)					
Hillside (See Note A)	12	*	*	*	*
Hollis	4	H-4	H-4	H-4	H-4
Queens Village	8	*	*	R-8	R-8

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(C11)

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 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 D: See Special Instruction 5017-B-1

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

Note G: Nostrand Ave. station construction is being performed 170 feet west end of Nostrand Ave. station platforms on Atlantic No.1 & No.2 track is out of service. All westbound trains must stop at the newly installed 6-10 Unit marker located at the west end of Nostrand Ave. station both platforms with 6, 8 and 10 markers have been installed newly installed 6-10 Unit Marker located at the west end of Nostrand Ave. station on both platforms with 6, 8, and 10 markers have been installed.

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION
WESTBOUND

GN 4-21
(C11)

STATION	Sta. Cap.	6	8	10	12
Floral Park - North	8	*	*	R-8	R-8
Floral Park - South	10	*	*	*	R-10
New Hyde Park	10	*	*	*	H-10
Merillon Avenue	10	*	*	*	H-10
Mineola - South	12	*	*	*	*
Mineola - North	12	*	*	*	*
Carle Place	12	*	*	*	*
Westbury	12	*	*	*	*
Hicksville - North	12	*	*	*	*
Hicksville - Middle/South	14	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn (see note "P")	2	H-2	H-2	H-2	H-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma - No./Mid./So.	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
MONTAUK BRANCH					
Long Island City Trks. 2&3	1	H-1	H-1	H-1	H-1
Long Island City Trks. 6, 7 and 9.	2	H-2	H-2	H-2	H-2
St. Albans	6	*	H-6	H-6	H-6
Lynbrook	12	*	*	*	*
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh (see note W)	6	*	H-6	H-6	H-6
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	H-10
Copiapue	10	*	*	*	H-10
Lindenhurst	10	*	*	*	H-10
Babylon	12	*	*	*	*
Bay Shore	12	*	*	*	*
Islip	4	H-4	H-4	H-4	H-4
Great River	4	H-4	H-4	H-4	H-4
Oakdale	4	H-4	H-4	H-4	H-4
Sayville	6	*	H-6	H-6	H-6
Patchogue	6	*	H-6	H-6	H-6
Bellport	1	H-1	H-1	H-1	H-1
Mastic-Shirley	4	H-4	H-4	H-4	H-4
Speonk	4	R-4	R-4	R-4	R-4
Westhampton	8	*	*	H-8	H-8
Hampton Bays	5	*	H-5	H-5	H-5
Southampton	6	*	H-6	H-6	H-6
Bridgehampton (see note H)	6	*	H-6	H-6	H-6
East Hampton	6	*	H-6	H-6	H-6
Amagansett	2	R-2	R-2	R-2	R-2
Montauk	6	*	R-6	R-6	R-6

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

Note H: Due to a large gap between the train and the platform, extreme caution must be exercised at Bridgehampton Station, A crew member must be positioned at the L1 (west door) of the first car to assist customers boarding and disembarking.

Note P: South side platform Pinelawn station out of service, north side platform Pinelawn passenger station in service For Diesel trains only: When necessary to make a stop at Pinelawn for both eastbound and westbound diesel trains, Engineers will stop with 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 W: Montauk Branch- Wantagh Passenger: Renovation of the Wantagh Passenger station platform is being performed 510 feet of the west end of the platform is out of service with a construction barricade installed. Westbound 6- 12 car markers installed 510' west of the east end of the platform on both No.1 and No. 2 tracks. Eastbound 6-12 car markers installed at the east end of the platform on both No.1 and No. 2 tracks. Due to ongoing construction crew members are reminded observe strict adherence to Special Instruction 1901 Station Stop Instructions.

STATION PLATFORM CAPACITY & CAR STOP INFORMATION

Westbound

STATION	Sta. Cap.	6	8	10	12
OYSTER BAY BRANCH (See Note J)					
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 (See 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	
Port Jefferson Branch					
Syosset (See note G and I)	12	*	*	*	*
Cold Spring Harbor - South	8	*	*	H-8	H-8
Cold Spring Harbor - North	12	*	*	*	*
Huntington - South	12	*	*	*	*
Huntington - North	12	*	*	*	*
Greenlawn	12	*	*	*	*
Northport	12	*	*	*	*
Kings Park - South/North	12	*	*	*	*
Smithtown - South/North	12	*	*	*	*
St. James	12	*	*	*	*
Stony Brook - South/North	12	*	*	*	*
Port Jefferson	10	*	*	*	H-10
PORT WASHINGTON BRANCH					
Woodside	12	*	*	*	*
Mets – Willets Point	8	*	*	H-8	H-8
Flushing	10	*	*	*	R-10
Murray Hill	4	H-4	H-4	H-4	H-4
Broadway (Track 1)	10	*	*	*	R-10
Broadway (Track 2)	10	*	*	*	R-10
Auburndale	10	*	*	*	R-10
Bayside	10	*	*	*	R-10
Douglaston	10	*	*	*	R-10
Little Neck	10	*	*	*	H-10
Great Neck	10	*	*	*	R-10
Manhasset	10	*	*	*	R-10
Plandome	10	*	*	*	R-10
Port WashingtonNos. 2, 3, 4, 5	10	*	*	*	R-10
WEST HEMPSTEAD BRANCH					
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		

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

Note C: Due to 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 G: Due to a large gap between the train and platform, extreme caution must be exercised at Syosset Station. When practicable, train crewmembers must step onto the platform to assist with the safe boarding/disembarking of customers the following onboard announcement must be made at Syosset Station. "Ladies and Gentlemen, please be careful when exiting the train, there is a large gap between the train and the platform."

Note I: Twenty-four Closed Circuit Television Cameras (12 on each platform) and 6 television monitors (3 on each platform) have been installed and are operational on Platforms A and B at Syosset train station. Television monitors have been placed at the second and fourth operating cab locations for eastbound trains and at the second car operating cab locations for westbound trains. Crewmembers should be stationed at these locations when operating doors. The monitors should be utilized to observe platform conditions at door locations before closing doors and departing the station. The monitors are to be utilized in conjunction with applicable rules and special instructions. Any malfunctions and/or defects to the cameras or television monitors should be promptly reported to the Movement Bureau.

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.

5021**OYSTER BAY YARD**

5021-A Yard speed: Restricted speed not exceeding 10 MPH.

5021-A-1 Larrabee Ave. and Bayside Ave. crossings. Eastbound and westbound trains operating in Oyster Bay Yard must approach all crossings prepared to stop and must not proceed until gates are in the lowered position.

5021-B Yard switching movements are described as any movement that requires moving from a station track to another station or yard track, or from yard track to yard or station track. Prior to making yard-switching movements in Oyster Bay Yard, permission from the operator at the controlling tower must be obtained. For arriving trains, signal indication (i.e. block signal or end of block sign) is the authority to enter the yard. For departing trains, once the provisions of all other rules have been met, the requirements listed in Special Instruction 5000 are the authority to leave the yard. All other rules remain in effect and must be adhered to. The provisions of Rule 153 remain in effect.

5021-B-1 Close clearance exists between east end Track Nos. 1, 3, 4, 5, 6, and 7 due to wayside cleaning platforms. Crews are advised to use extreme caution when walking about Oyster Bay Yard.

5021-B-2 The switches for the runaround are lined normal for the lead track in Oyster Bay and are locked with a Transportation Department Switch Lock. Switches for the runaround must remain locked except when necessary to make yard switching movements on and off the runaround. Switches for the runaround must be lined and locked normal after being used.

5021-D The Bulletin Boards in Oyster Bay where General Orders of this railroad are posted and delivered and Standard Clocks are located in the Passenger Station and T & E Locker Room.

5021-F Standing test loop (Bi-Directional) Oyster Bay. Located East Williston, west end station platform on No. 1 and No. 2 Tracks

5021-J Nassau Tower can be reached via channel 1 or at ext. 2405.

Note: Welfare facility is located on the North Side of #1 yard track.

5021-N All yard switching movements originating in Oyster Bay Yard tracks 1 thru 7 must clear ALL automatic safety switches and will stop clear west of the automatic safety switch for No. 1 track, prior to proceeding east back into the yard. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

5022**PORT JEFFERSON YARD**

5022-A Yard speed: Restricted speed not exceeding 10 MPH.

5022-B At Baylis Ave., Columbia Street, and Main Street (Port Jefferson), the automatic highway crossing signals or crossing gates and signals are arranged to operate automatically when movements are made on side tracks and yard tracks within the limits of a short track circuit extending east and west of crossings. The limits of the circuits are marked with yellow paint on the web and base of both rails. Cars must not be left standing within track circuit limits.

5022-B-1 Westward trains on 1 Lead must have a crewmember activate the crossing protection located at west end of station platform for Rt. 112. Westward trains delayed for a period of two (2) minutes in the station without passing the westward home signal may proceed and stop immediately before entering Rt. 112 grade crossing and must not proceed over crossing until gates are functioning as intended. When crossing protection is functioning as intended, the train may proceed at maximum authorized speed governed by automatic speed control cab indication. Trains operating on yard tracks 2 West/ 3 Lead and 3 West/ 4 Lead must stop clear of RT. 112 and not proceed over the crossing until protected by a crewmember. The crossing must still be protected by a crewmember if the gates are functioning as intended.

5022-B-3 Close clearance conditions exist on the south side of No. 2 Lead track located between the legs of the Wye, at the wayside plug in station as well as the high level EIC cleaning platform. Close clearance also exists at the westward Automatic Speed Control Test Box located 83 feet east of the westward low home signal west yard Port Jefferson. Employees are cautioned not to extend their head or limbs outside of equipment operating on these tracks.

5022-B-4 Trains approaching the Columbia Street crossing must be the prepared to stop before passing over crossing unless the gates are known to be in the lowered position.

Port Jefferson Yard (Continued)

5022-D The Bulletin Board in Port Jefferson where General Orders of this railroad will be posted and delivered and Standard Clock, are located in the Crew Facility.

5022-F Standing test loop (Bi-Directional) Port Jefferson located west end of station platform.

5022-J Divide Tower can be reached via channel 3 or at ext. (2404).

5022-N All yard switching movements originating in Port Jefferson East Yard tracks 1 thru 9, must clear ALL automatic safety switches and will stop clear west of the Columbia Street crossing, prior to proceeding east back into the yard. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

5023 PORT WASHINGTON YARD

5023-A Yard speed: Restricted speed not to exceed 10 MPH.

5023-B Bumper block installed 1065 feet west of the fouling point of the west crossover on the switching lead. The switching lead will accommodate 12 cars.

5023-B-1 When necessary to operate the YM-2000 Electric Yard Switch between No.2 and No. 3 station tracks, engineers must stop a sufficient distance from the switch to assure full view of employee operating switch.

5023-B-2 All DE, DM, and C3 equipment coaches are restricted on station track 5.

5023-B-3 Due to construction material being stored in Port Washington Yard, employees are advised to use extreme care when walking on or about tracks.

5023-B-4 The Section A Train Dispatcher has operational control of all movements and interlockings on the Port Washington Branch. When complying with the Rules of the Operating Department or Special Instructions of the Timetable on the Port Washington Branch and the Main Line between Harold and Jay, conductors, engineers and TC drivers MUST contact the Section A Train Dispatcher via radio channel one (1).

5023-B-5 All electric yard switches in Port Washington Yard are remotely controlled by the Section A Train Dispatcher located in Jamaica. The Section A Train Dispatcher must be contacted for permission prior to making any yard movement or entering the yard and notified when movement has been completed. The Section A Train Dispatcher must be contacted to align electric yard switches before trailing point movements may be made.

5023-B-6 In the event the Train Dispatcher Section A is unable to remotely control the electric yard switch, train crews will be governed by the following: The switch may be operated by a push button control (one marked normal, one marked reverse) located in a secure, weather tight enclosure mounted to the top of the yard switch indicator. The yard switch indicator has a number affixed to it, which corresponds to the switch that it controls. Crewmembers aligning switch must insure that the cover is closed and locked before facing point moves are made through the switch. In the event of a power outage, a hand crank can be used by signal personnel to operate the switch manually.

5023-C The following tracks, other than main tracks, are equipped for DC electrified operation: Port Washington ALL tracks.

5023-D The Bulletin Boards where General Orders of this railroad are posted and delivered and the Standard Clocks are located in the Passenger Station and T & E Locker Room.

5023-F Standing test loop (Bi-Directional) Port Washington located west end of station platform.

5023-F-1 Automatic Speed Control running cut-in section Port Washington Branch, located between Lead track, 850 feet east of westward home signal Port Washington, and westward home signal, Port Washington.

- 5023-G Car Capacities are as follows:**
- Track 1 - 10 cars
 - Track 2 - 12 cars (Station Capacity 10 cars)
 - Track 3 - 12 cars (Station Capacity 10 cars)
 - Track 4 - 10 cars (Station Capacity 10 cars)
 - Track 5 - 10 cars (Station Capacity 10 cars)
 - Track 6 - 10 cars
 - Track 7 - 10 cars
 - Track 8 - 10 cars

5023-J The Section A Train Dispatcher can be reached via channel 1 or 2 or at ext (8382).

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(C12)