



General Notice No. 6 - 13

**Effective 12:01 AM
Monday, July 6, 2020**

(A) Entire Railroad

Current Timetable – New Timetable Appendix A-2

New Timetable Appendix A-2: Ongoing Infrastructure Projects will be placed in effect 12:01am, Monday, July 13, 2020.

Appendix A-2 will be issued on yellow paper stock and will be made available at all terminal locations separate from General Order 602. Employees must obtain Appendix A-2 and insert it into their Timetable on the effective date, after the Bulletin Notice.

Appendix A-2 contains consolidated information from previously issued General Notices regarding passenger stations under repair and physical characteristics information for ongoing projects and/or recently completed infrastructure upgrades throughout LIRR (Zone C), Amtrak (Zone A) & NYAR (Zone D) territories.

Employees must retain Appendix A-2 in their timetable until a subsequent General Order is issued. When a subsequent General Order is issued, employees will receive a new edition of Appendix A-2.

A Rules Review discussing Appendix A-2 in further detail is available at all terminal locations.

(B) Entire Railroad

Positive Train Control

E-15 LOCOMOTIVE ASPECT DISPLAY UNIT UPGRADE

As the Long Island Rail Road continues to move towards full implementation of Positive Train Control (PTC), selected E-15 locomotives will be upgraded with a new Aspect Display Unit (ADU).

The new ADU will only display ATC information and the trains actual speed until all required ACSES equipment is installed.

Aspects displayed on the ADU will be as follows; 35, 25, 25, 15, 15 and 15 (red background). Downward code changes between the first and second 25 codes and between the first and second 15 codes will not require acknowledgement unless the actual speed of the train is above the code displayed.

When operating freight equipment, regardless of which 25 or 15 code is displayed, the engineer will operate at Restricted Speed as per Note 1 in S.I. 1038-A-1.

When operating as a lite locomotive, when a 25 code is displayed the engineer will operate at the speed displayed and regardless of which 15 code is displayed, the engineer will operate at Restricted Speed.

When E-15 locomotives with the new ADU are the leading unit it will enforce a speed no greater than 35 mph.

The ATC departure test on E-15 locomotives with the new ADU will be modified as follows:

1. Independent Brake Valve must be fully applied.
2. Move Reverser handle to the "Forward" position.
4. With Crew Key, energize onboard test device.
5. Press advance button to test each code. Cab signal indicator will display the following aspects on E-15 locomotives with the **new** ADU:
 - 35 mph (no acknowledgement)
 - 25 mph (acknowledgement is necessary)
 - 25 mph (no acknowledgement)
 - 15 mph (acknowledgement is necessary)
 - 15 mph (no acknowledgement)
 - 15 mph (red background) (acknowledgement is necessary)
6. Move Reverser handle to the "Reverse" position and repeat steps 4 and 5.
7. At completion of test, remove Crew Key.
8. Penalty light will not light during testing.

Note 1: The ATC Departure Test has not changed on E-15 locomotives with the standard ADU.

Note 2: On E-15 locomotives only, the signal cannot be displayed when performing an ATC Departure Test.

For more information the Air Brake Angle Volume 5 July 2020 has been published for review. The Air Brake Angle can be obtained at terminals and on the LIRR Intranet home page, under the "LIRR Departments" tab, select "Transportation Services", then select "Transportation Employee Tools" and under the News section, select "The Air Brake Angle".

- (C) Entire Railroad
Timetable Special Instruction 1038-A-1
General Notice Replacement Pages I-25, I-26A & I-26B.**

On Pages I-26A, Special Instruction 1038-A-1 has been revised as follows:

M.A.S. chart has been separated into 2 charts for Passenger Equipment & Freight / Work Equipment.

- (D) Entire Railroad
Timetable Special Instruction 1450
General Notice Replacement Pages I-47 & I-48A**

On Pages I-48A, Special Instruction 1450 has been revised as follows:

"Atlantic Branch – Brook to Dunton" has been changed to read, "**Atlantic Branch – Brook to Dunton except for within the limits of East New York Interlocking**"

**Effective 12:01 AM
Thursday, July 9, 2020**

- (E) **Entire Railroad
Timetable Authority – General Notices**
Employees must make the following change in ink:
General Notice 6-1, Paragraphs (A2) and (B6) are annulled.

- (F) **Entire Railroad
Montauk Branch – St. Albans Passenger Station**
Renovation of the southside of St. Albans Passenger Station platform is complete. Erected barricades have been removed and that portion of the platform has been returned to service.

170 feet of the middle portion on the north side of St. Albans Passenger Station platform is out of service with a construction barricade installed. **Note: Trains platforming on the south side, Montauk No. 2 track will platform normal.**

Eastward trains: 6-12 car markers installed at the east end of the platform. **Eastward** trains on Montauk No. 1 track will platform the head two “2” cars.

Westward trains: 6-12 car markers installed at the west end of the platform. **Westward** trains on Montauk No. 1 track will platform the head two “2” cars.

Due to ongoing construction crew members are reminded to observe strict adherence to Special Instruction **1901 - Station Stop Instructions.**

- (G) **Entire Railroad
Timetable Special Instruction 1901-B**
General Notice Replacement Pages I-57, I-58, I-61 & I-62.

On Pages I-58 & I-62, Special Instruction 1901-B has been revised as follows:

“**St. Albans Track 1**”, in Sta. Cap. column, “6” has been changed to read “**2**”, in 6, car column “*” has been changed to read “**H-2**”, in the 8, 10, and 12 car columns, “H-6” has been changed to read “**H-2**”.

Under, “**St. Albans Track 2** in Sta. Cap. column, “2” has been changed to read “6”, in 6, car column “H-2” has been changed to read “*”, in the 8, 10, and 12 car columns, “H-2” has been changed to read “**H-6**”.

**Effective 10:01 AM
Saturday, July 11, 2020**

(H) Entire Railroad

Nassau Tower Relocation

The Block Operator in Nassau tower has been relocated to the Jamaica Central Control Theater and when contacting via phone or radio will be addressed as JCC-Nassau.

(I) Entire Railroad

Timetable Station Pages- Main Line & Oyster Bay Branches

Employees must make the following changes in ink:

On Page III, Main Line Station Pages:

- Interlocking Column - change "X" to "XR" for Nassau
- Interlocking Station Column - Delete "X" for Nassau
- Stations Column - add "R-JCC" after Nassau

On Page VI, Oyster Bay Station Pages:

- Interlocking Column- change "X" to "XR" for Nassau
- Interlocking Station Column- Delete "X" for Nassau
- Stations Column- add "R-From JCC" after Nassau
- Stations Column- change "Locust R-From Nassau" to "Locust R-From JCC"
- Stations Column- change "Oyster Bay R-From Nassau" to "Oyster Bay R-From JCC"

(J) Entire Railroad

Timetable Special Instruction - 1038-B

General Notice Replacement Pages I-29 and I-30.

On Page I-30 Special Instruction 1038-B has been revised as follows:

Oyster Bay Branch, 1st line under "Except", "First curve east of Nassau Block and Interlocking Station" has been changed to read, "First curve east of Nassau Block Station and Interlocking"

(K) Entire Railroad

Timetable Special Instruction - MLN 1104-B

General Notice Replacement Pages I-71 and I-72

On Page I-72 the following has been revised:

2nd row, in "Mainline Location" column, "1469 feet east of Nassau Block and Interlocking Station" has been changed to read, "1469 feet east of Nassau Block Station and Interlocking" and in "Controlled by" column, "Nassau" has been changed to read, "JCC-Nassau"

(L) Entire Railroad

Timetable Special Instruction - MLN 1164-A

General Notice Replacement Pages I-73 and I-74

On Page I-74 Special Instruction MLN 1164-A has been revised as follows:

"Nassau" has been changed to read, "JCC-Nassau"

**(M) Entire Railroad
Timetable Special Instruction - OBY 1164-A**
General Notice Replacement Pages I-137 and I-138

On Page I-137 Special Instruction OBY 1164-A has been revised as follows:

“Nassau” has been changed to read, “**JCC-Nassau**”

**(N) Entire Railroad
Timetable Special Instructions - 5021-A-7, 5021-D-1 & Oyster
Bay Yard Map**
General Notice Replacement Pages I-209 and I-210

On Page I-209 Special Instruction 5021-A-7 has been revised as follows:

“Nassau tower” has been changed to read, “**JCC-Nassau**”

On Page I-209 Special Instruction 5021-D-1 has been revised as follows:

2nd paragraph, 1st sentence, “permission from the Block Operator at Nassau” has been changed to read, “**permission from JCC-Nassau**”

On Page 210, Oyster Bay Yard Map has been revised as follows:

“Westbound Manual Block Signal Controlled by Nassau”, has been changed to read, “**Westbound Manual Block Signal Controlled by JCC-Nassau**”

1004-B Holiday Schedule Dates

Memorial Day	Monday, May 25, 2020
Labor Day	Monday, September 7, 2020
Thanksgiving Day	Thursday, November 26, 2020
Christmas Day	Friday, December 25, 2020
New Year's Day	Friday, January 1, 2021
Presidents Day	Monday, February 15, 2021

1014-L Rule 14L Sounding Requirements

In the application of Rule 14L, - - o - , two long, one short and one long, the following must be complied with for both crossings and roadway workers on or about the tracks.

1. The sounding of this whistle signal approaching grade crossings is a requirement of New York State Law. No other combination of engine horn or whistle sounds fulfills the requirements of the Law.

This signal is a warning to vehicles and pedestrians at Grade Crossings and to workers on or about the track that a train is approaching. Therefore, the preamble to rule 14 must be considered each time the whistle is required.

“The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance the signal must be conveyed.”

The sounding of this signal must begin at the location of the whistle post (both standard and portable) unless otherwise provided.

¹⁰⁰

NOTE: See the following additional special instructions regarding Rule 14L: SI 1103-G and specific branch “1103-G”, SI MLN 1014-L and SI WSY 4008.

1026-A Protection of Utility Employees

A utility employee is a designated train and engine service employee who is temporarily assigned to a train or yard crew to assist the crew in assembling, disassembling, or operating trains.

When the protection procedures and restrictions outlined in this instruction have been complied with, utility employees may engage in the following activities without Blue Signal Protection:

- Setting or releasing brakes;
 - Coupling or uncoupling air hoses or other electrical or mechanical connections;
 - Preparing equipment for coupling;
 - Setting wheel blocks or wheel chains;
 - Performing air brake tests, including the cutting in or out of air brake components and the positioning of retaining valves;
 - Inspecting, testing, installing, removing or replacing markers or end of train devices.
- Under all other circumstances, a utility employee working on, under or between rolling equipment must have Blue Signal Protection in accordance with Rule 26.

¹⁰¹

UTILITY EMPLOYEE PROTECTION PROCEDURES AND RESTRICTIONS

Before beginning any duties with a crew, the utility employee must obtain permission from the crew's conductor or engineer if no conductor is assigned.

The conductor or engineer if no conductor is assigned must notify each crewmember of the presence and identity of the utility employee before authorizing the utility employee to work as part of the crew. Thereafter, communications must be maintained so that each crewmember understands the duties to be performed and whether those duties will cause any crewmember to go on, under, or between the rolling equipment.

The train or yard crew must be assigned a controlling engine that is under the control of the assigned engineer.

The engineer must be in the cab of the controlling engine. If the engine is stationary, the engineer may be replaced in the cab by another crewmember.

A utility employee may perform service with only one train or yard crew at a time, and no more than three (3) utility employees may be assigned to the same crew.

When the utility employee has finished working with the crew, the utility employee must notify the conductor, or engineer if no conductor is present, who in turn must notify each crewmember that the utility employee is no longer part of the crew.

After each crewmember, has acknowledged that the utility employee is no longer part of the crew, the utility employee **MUST** be notified that he is released from the crew.

1026-B “Do Not Operate” Tags

Crews encountering a red “Do Not Operate” tag on equipment, switches or derails must be governed accordingly. The red “Do Not Operate” tag is being provided as an additional layer of protection for M of E employees performing roadway work on or about yard track(s). When displayed on equipment, tags will be placed on the following locations:

M3: Door Control Circuit Breaker

M7: Circuit Breaker 20 (TSCU & Traction Interlock)

M9: Circuit Breaker 11 (Door Closed and Lock Control)

DE/DM: Generator Field Switch

DE/DM/CC: The automatic brake valve handle will be placed in EMERGENCY and tagged. In Cab Cars, the Generator Field Switch will be tagged.

E10 & E15 Engines: The automatic brake valve handle will be placed in EMERGENCY and tagged.

¹⁰²

Employees encountering a red “Do Not Operate” tag must not move the equipment and must contact the Yardmaster immediately. If there is no Yardmaster on duty, employees must contact the equipment coordinators office at extension 7530. The tag may only be removed by M of E personnel.

1027-A Most Restrictive Aspects

1. All numbered Home signals → Stop Signal.
2. An Automatic Block signal in Automatic Block Territory → Stop and Proceed.
3. A Distant signal in Automatic Block Territory → Stop and Proceed.
4. A Distant signal in Manual Block Territory → Caution.
5. An Interlocking signal → Stop Signal.

1038-A-1 Maximum Authorized Speeds (MAS) – Equipment

PASSENGER EQUIPMENT

Loco. Type	Engine Numbers	PSGR Speed	FRT Speed	Lite Engine Speed Non - ASC	Lite Engine Speed ASC 80 Code	Lite Engine Speed ASC 70 Code	Lite Engine Speed ASC 60 Code	Lite Engine Speed ASC 40/38 Code	Lite Engine Speed ASC 30 Code	Lite Engine Speed ASC 15 Code
M3	9772 – 9946	80	**	**	**	**	**	**	**	**
M7	7001 – 7836	80	**	**	**	**	**	**	**	**
M9	9001 – 9202	80	**	**	**	**	**	**	**	**
DE 30	400 – 423	80 in Electrified Territory / 65 in Diesel Territory	**	40	40	40	40	30	30	RS
DM 30	500 – 522	80 in Electrified Territory / 65 in Diesel Territory	**	40	40	40	40	30	30	RS

GN 6-13 (C)

FREIGHT / WORK EQUIPMENT

Loco. Type	Engine Numbers	PSGR Speed	FRT Speed	Lite Engine Speed Non - ASC	Lite Engine Speed ASC 70 Code	Lite Engine Speed ASC 55 Code	Lite Engine Speed ASC 35 Code	Lite Engine Speed ASC 30 Code	Lite Engine Speed ASC 25 Code	Lite Engine Speed ASC 15 Code
E10	100 – 107	40	40	40	**	**	**	**	**	**
E15	150 – 172	65	45	40	40	30	**	RS	**	RS
E15 ^	150 – 172	65	45	40	**	**	35	**	25	RS
NYAR E20	261, 268, 270, 271	65	45	45	45	30	**	RS	**	RS
NYAR PR20B	300, 301	45	45	45	45	30	**	RS	**	RS

** = NOT APPLICABLE ^ = Modified E-15 ADU RS = RESTRICTED SPEED

1038-A-1 (Continued)

Note 1: Trains whose consist includes freight equipment must proceed at RESTRICTED SPEED unless the Cab Signal Indicator displays an aspect of 70 on an E-15 unmodified ADU or 35 on an E-15 modified ADU with the exception of trains, Diesel or MU used in Alcohol/Adhesion service.

Note 2: Freight trains or Lite engines with the automatic speed control inoperative must proceed at RESTRICTED SPEED unless the fixed signal displays the following: 409 Territory – Clear, 410 Territory – Absolute Clear, Absolute Medium Clear, Absolute Slow Clear, Absolute Proceed or Flashing Slow Approach.

Note 3: All MU Alcohol equipment or Alcohol/Adhesion freight consists that include cars E401, E591, E775, E901, E902 and E932 will be governed by signal indication and/or cab signal indicator not to exceed an MAS of 40MPH and will comply with the provisions of Special Instruction 1038-E.

Note 4: The MAS of an E10 locomotive is 20MPH when it is a single lite locomotive or the lead locomotive of a train or lite engine consist.

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	35	....	35	....	35	....	....
Interlocking for Eastward Trains Only	10	....	10	....	10	....	10
Jay and Hall Interlocking limits	80	45	80	45	80	45	80
Signal Bridge 99 & Queens	80	45	80	45	80	45	80	45
<i>Except:</i>										
Reverse curves at west end of Hillside	60	40	60	....	70	....	70	....
Viaduct	80	45	80	45	80	45	80	45
Queens Interlocking	80	45	80	45	....	....
Queens and Farm	80	45	70	45	....	....
<i>Except:</i>										
Signal Bridge 4 Nassau Interlocking to the east end of Mineola Station*	80	45	70	45	....	....
Between West End of Hicksville Station and easterly limits of Divide										
Beth Interlocking and First Curve east of Beth	60	40	60	40	....	....
Farm and Ronkonkoma	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 Note 1)	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	....	....

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt
MONTAUK BRANCH (Cont'd)										
<i>Except:</i>										
First curve east of Valley Stream					60	40	60	40		
Curve Lynbrook	....	....	....	....	60	40	60	40	....	....
Babylon Interlocking	....	....	....	....	60	35	60	35	....	....
Babylon and Y	....	....	....	....	65	45	65	45	....	....
<i>Except:</i>										
Second curve west of Oakdale	....	....	....	....	60	40	60	40		
Y and Easterly limits of SK (See Note 2)	65	40	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Mile Post 51	55	....	....	....	....	....	....	....	....	....
2500 feet east of signal S518 and										
MP 55, second MP west of Bellport.	45	30	....	....	....	....	....	....	....	....
Carmans River under grade bridge,										
second under grade bridge east of Bellport, to JJD	60	....	....	....	....	....	....	....	....	....
All curves between the east switch MO siding										
and west switch PT siding	45	....	....	....	....	....	....	....	....	....
Easterly limits SK and EOB Montauk (See Note 2)	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
All curves between Speonk and Westhampton	50	40	....	....	....	....	....	....	....	....
First curve east of MP 75 second MP										
east of Westhampton.	50	40	....	....	....	....	....	....	....	....
First curve east of Hampton Bays	50	40	....	....	....	....	....	....	....	....
Second curve east of Hampton Bays	60	40	....	....	....	....	....	....	....	....
First curve east of Shinnecock Canal Bridge	45	40	....	....	....	....	....	....	....	....
Curve at West End of Southampton Station	45	40	....	....	....	....	....	....	....	....
Second curve east of SH Interlocking	50	40	....	....	....	....	....	....	....	....
Third curve east of SH Interlocking	50	40	....	....	....	....	....	....	....	....
Curve at West End of Bridgehampton Station	40	40	....	....	....	....	....	....	....	....
Third curve west of Montauk to Montauk	40	40	....	....	....	....	....	....	....	....
OYSTER BAY BRANCH										
Between:										
Nassau and Sea Cliff Station	....	....	....	....	60	40	60	40	....	....
<i>Except:</i>										
First curve east of Nassau Block										
Station and Interlocking	....	....	....	....	30	25	30	25	....	....
All curves Roslyn thru Greenvale	....	....	....	....	40	....	40	....	....	....
Greenvale curve	....	....	....	....	40	....	40	....	....	....
First curve west of Sea Cliff	....	....	....	....	45	....	45	....	....	....
Sea Cliff Station and Locust	....	....	....	....	50	40	50	40	....	....
<i>Except</i>										
Reverse curves east and west										
of Glen Street Station	....	....	....	....	30	25	30	25	....	....
Duck Pond Crossing located at west end of										
Glen Cove Station and first curve east thereof.	....	....	....	....	30	25	30	25	....	....
Locust and End of Block, Oyster Bay	40	40	....	....	....	....	....	....	....	....
<i>Except:</i>										
All curves	30	25	....	....	....	....	....	....	....	....

GN 6-13
(J)

1402-B (Continued)

the speedometer dial.

In certain locations, ASC Cab Signal aspects will be displayed in conjunction with permanent speed restrictions. This will not constitute a malfunction when conflicting with fixed signal indications.

In the application of this Special Instruction, a 15 CODE will be indicated by the Cab Signal Indicator adjacent to the number 15 on the speedometer.

Except as amplified by this Special Instruction, all existing ASC rules and instructions remain in effect.

1408 Engines Not Equipped with ASC Apparatus

Engines 100, 103, 105, 106 & 107

1410-A ASC Code Change Point Signs

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

CODE CHANGE POINT

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

ADVANCE CODE CHANGE

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

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

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

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

1450 Positive Train Control Revenue Service Demonstration

During RSD, qualified trains with the correct ACSES software will be "cut-in" and sealed by M of E. These seals will consist of the new "ACSES" seal and the new AIU (Aspect Interface Unit) seal. As a reminder, Conductors and Engineers MUST inspect the new seals in addition to inspecting the seals currently outlined in the THEM.

The ACSES/AIU seals are in the following locations:

- M3 B Car, B end, in new on-board computer cabinet across from ATC locker.
- M7: B Car, off cab side in former crew locker
- M9: B Car, off cab side in left electrical locker outside the cab door.
- DE/DM30: Engineer's control compartment, observers side, on top of new on-board computer cabinet.
- C3 Cab Car: F End, Electrical Locker No.1 next to the current ATC seal.

If the ACSES system is cut-in and sealed, the AIU must also be "cut-in" and sealed.

If the ACSES system is cut-in, but the AIU system is NOT sealed prior to departure, the train crew must call the Movement Bureau or Transportation Supervision to have the switch cut-in and sealed. If the AIU cannot be sealed, then the ACSES switch must also be bypassed prior to departure.

When the ACSES system is cut-in, engineers will observe that the new ACSES light will display YELLOW or GREEN after keying into the control stand. Any train that is cut-in and needs to be certified must perform both ATC and ACSES certifications, regardless of whether the train is scheduled to operate on an RSD branch or not. As a reminder, both the ATC and ACSES systems have a 24-hour certification which may expire enroute as per Operating Rules 401 and 451.

1450 (Continued)

ACES-Enabled trains will remain in a degraded mode (Yellow ACSES light, "Dash-Dash" on track speed display and No TSR-data light) unless the branch or segment of branch has PTC turned on for RSD. The branches currently equipped for RSD are:

- Port Washington Branch
- Hempstead Branch
- West Hempstead Branch
- Far Rockaway Branch
- Long Beach Branch
- Oyster Bay Branch
- Central Branch
- Port Jefferson Branch except for within the limits of Hunt Interlocking.
- Montauk Branch Hall to Montauk- except for within the limits of Valley Interlocking, Port Interlocking and Massapequa to Massapequa Park Passenger Stations and PD Interlocking.
- Mainline – Harold to Jay and easterly limits KO Interlocking to EOB GY
- Atlantic Branch – Brook to Dunton except for within the limits of East New York Interlocking

Any train who has their ACSES system cut in AND is operating on the above branches will adhere to Operating Rules 450-465.

Any train not equipped for ACSES (either bypassed at a terminal or bypassed enroute) will have a RED ACSES light. Bypassed trains will NOT be considered an RSD train and will NOT be required to adhere to Operating Rules 450-465.

GN 6-8
(B)

GN 6-12
(C)

GN 6-13
(D)

1450-A ACSES Construction Zones

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

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

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

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

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

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

GN 6-12
(C)

1606 Emergency Signals – Whistle or Horn in Service

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

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

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

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

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

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

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

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

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

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

1901-B (Continued)

Station Platform Capacity & Car Stop Information

EASTBOUND

Station	Sta.Cap.	6	8	10	12
PORT JEFFERSON BRANCH					
Syosset (Note G and Note I)	12	*	*	*	*
Cold Spring Harbor – Track 1	12	*	*	*	*
Cold Spring Harbor – Track 2	8	*	*	R-8	R-8
Huntington	12	*	*	*	*
Greenlawn	12	*	*	*	*
Northport	12	*	*	*	*
Kings Park	12	*	*	*	*
Smithtown	12	*	*	*	*
St. James	12	*	*	*	*
Stony Brook	12	*	*	*	*
Port Jefferson	10	*	*	*	R-10
MONTAUK BRANCH					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6 & 7	2	R-2	R-2	R-2	R-2
Long Island City Trk. 8 (Note L)	2	H-2	H-2	H-2	H-2
St. Albans Track 1	2	H-2	H-2	H-2	H-2
St. Albans Track 2	6	*	H-6	H-6	H-6
Lynbrook	6	*	H-6	H-6	H-6
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh	12	*	*	*	*
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	R-10
Copiague	10	*	*	*	R-10
Lindenhurst	10	*	*	*	R-10
Babylon (Note B)	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	R-4	R-4	R-4	R-4
Speonk	4	H-4	H-4	H-4	H-4
Westhampton	8	*	*	H-8	H-8
Hampton Bays	6	*	H-6	H-6	H-6
Southampton	7	*	H-7	H-7	H-7
Bridgeton (Note H)	6	*	H-6	H-6	H-6
East Hampton	6	*	H-6	H-6	H-6
Amagansett	2	H-2	H-2	H-2	H-2
Montauk	6	*	H-6	H-6	H-6

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

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

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 Gentleman, please be careful when exiting the train, there is a large gap between the train and the platform."

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

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

**GN 6-13
(G)**

1901-B (Continued)

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

STATION	Sta. Cap.	6	8	10	12
MAIN LINE					
Long Island City Trks. 2 & 3	1	H-1	H-1	H-1	H-1
Long Island City Trks. 6 & 7	2	H-2	H-2	H-2	H-2
Long Island City Trk. 8 (Note L)	2	H-2	H-2	H-2	H-2
Hunterspoint Ave.	10	*	*	*	R-10
Woodside	12	*	*	*	*
Forest Hills	6	*	H-6	H-6	H-6
Kew Gardens	6	*	H-6	H-6	H-6
Jamaica Station Trks (see S.I. 1901-B-2)					
Hillside (Note A)	12	*	*	*	*
Hollis	4	H-4	H-4	H-4	H-4
Queens Village	8	*	*	R-8	R-8
Floral Park – Track 1	8	*	*	R-8	R-8
Floral Park – Track 2	10	*	*	*	R-10
New Hyde Park	10	*	*	*	R-10
Merillon Avenue	6	*	H-6	H-6	H-6
Mineola	12	*	*	*	*
Carle Place	6	*	H-6	H-6	H-6
Westbury – Track 1	10	*	*	*	H-10
Westbury – Track 2	12	*	*	*	*
Hicksville (Note B)					
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn (Note P)	2	H-2	H-2	H-2	H-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma (Open Both Sides)	12	*	*	*	*
Medford	1	H-1	H-1	H-1	H-1
Yaphank	1	H-1	H-1	H-1	H-1
Riverhead	1	H-1	H-1	H-1	H-1
Mattituck	1	H-1	H-1	H-1	H-1
Southold	1	H-1	H-1	H-1	H-1
Greenport	1	R-1	R-1	R-1	R-1
OYSTER BAY BRANCH (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 (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	

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

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

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

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

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

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

1901-B (Continued)**Station Platform Capacity & Car Stop Information****WESTBOUND**

STATION	Sta. Cap.	6	8	10	12
PORT JEFFERSON BRANCH					
Syosset (Note G and Note I)	12	*	*	*	*
Cold Spring Harbor – Track 1	12	*	*	*	*
Cold Spring Harbor – Track 2	8	*	*	H-8	H-8
Huntington	12	*	*	*	*
Greenlawn	12	*	*	*	*
Northport	12	*	*	*	*
Kings Park	12	*	*	*	*
Smithtown	12	*	*	*	*
St. James	12	*	*	*	*
Stony Brook	12	*	*	*	*
Port Jefferson	10	*	*	*	H-10
MONTAUK BRANCH					
Long Island City Trks. 2 & 3	1	H-1	H-1	H-1	H-1
Long Island City Trks. 6 & 7	2	H-2	H-2	H-2	H-2
Long Island City Trk. 8 (Note L)	2	H-2	H-2	H-2	H-2
St. Albans Track 1	2	H-2	H-2	H-2	H-2
St. Albans Track 2	6	*	H-6	H-6	H-6
Lynbrook	6	*	H-6	H-6	H-6
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh	12	*	*	*	*
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	H-10
Copiague	10	*	*	*	H-10
Lindenhurst	10	*	*	*	H-10
Babylon (Note B)	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 (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 B: Trains receiving or discharging passengers on No. 2 Station Track are instructed to open both the North and South side doors.

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 Gentleman, please be careful when exiting the train, there is a **large gap** between the train and the platform."

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

**GN 6-13
(G)**

MLN 1093 Yard Limit Board Locations / Specifications

RONKONKOMA – Eastward limits KO and 1000 feet east thereof.
YAPHANK – 1000 feet west of west switch YA and MP 60.
RIVERHEAD – MP71 and 1170 feet east of MP74.

MLN 1100 Rule 100 Is in Effect – Main Track Location

Mainline: **Between Harold and EOB GY**

MLN 1103-A Crossing Interrupt Device Locations

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

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

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

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

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

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

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

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

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

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

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

Cars must not be left standing within track circuit limits:

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

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

MLN 1103-E Crossing Protection – Riverhead

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

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

MLN 1103-G Crossings Exception to Rule 14L Locations

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

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

**GN 6-1
 (A4)**

MLN 1103-H Apparatus to Automatically Interrupt Highway Crossing Protection

If a train originates, is delayed, or makes a station stop in close proximity to these crossings, all movements approaching these crossings must be prepared to stop and must not proceed over the crossing until gates are in the horizontal position or protected by a crewmember and the track and roadway are clear for movement.

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

Mainline:

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

MLN 1104-B Electric Lock Switch Locations (Controlled)

Permission to unlock must be obtained from block-operator:

Mainline Location	EL Switch	Controlled by
1 st switch west of Queens Village <i>(118 feet west of Queens Village)</i>	Facing westward to Queens Village Team from MLN No. 4 track	JCC-Queens
2 nd switch east of Mineola Station <i>(1469 feet east of Nassau Block Station and Interlocking)</i>	Facing eastward to Nassau North Sidetrack from No. 1 track	JCC-Nassau

GN 6-9 (F)

GN 6-13 (K)

MLN 1104-C Electric Lock Switch Locations (Uncontrolled)

NOTE: Refer to SI 1104-C in "General Section" for EL (Uncontrolled) instructions.

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

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

MLN 1104-G Crossovers on Other Than Main Track Locations

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

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

MLN 1151-A Main Track Designation – Single Track

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

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

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

X - Indicates No Current of Traffic.

MLN 1160-B Maximum Weight – Movement of Cars

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

MLN 1160-I Freight Car Siding Restrictions

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

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

MLN 1163 Close Clearance Locations

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

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

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

NASSAU-DIVIDE – In support of the Mainline 3rd Track Expansion Project, construction fencing being installed south of Mainline 2 from a point 1400 foot east of Carle Place Station to a point 1000 feet east thereof. Crews are advised to use caution when walking in this area. Emergency egress points installed every 60 feet along the fence line. Areas of close clearance will be identified with appropriate signage.

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

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

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

MLN 1164-A LIRR Block Tower Phone Numbers

- Divide** (718) 557-2404 or (800) 533-3519
- JCC-Hall** (718) 557-2408
- JCC-Jay** (718) 557-2409
- JCC-Nassau** (718) 557-2405
- JCC-Queens** (718) 557-2406

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

GN 6-13
(L)

**GN 6-13
(M)**

OBY 1164-A LIRR Block Tower Phone Numbers

JCC - NASSAU (718) 557-2405

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

OBY 1167-D Main Tracks Equipped with Third Rail

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

Oyster Bay Branch: Between Nassau and point 1,500 feet east of East Williston station on OBY No.1 and No.2 tracks.

OBY 1217 Electronic Delivery of Written Mandatory Directives – Printer Locations

Oyster Bay Branch: **Oyster Bay Trainmen’s Room**

OBY 1250 Main Track Rules In Effect

NASSAU TO LOCUST: 1, 2 TRACK

251, 253, 254
501-509
305-373 A.C.T.
100

LOCUST TO EOB OYSTER BAY: SINGLE TRACK

261-264
305-373
100

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

OYSTER BAY West End of Station Platform Tracks 1 & 2
East Williston West End Station Platform A No.1 and No. 2 Tracks

OBY 1401-B ASC Running Cut-In Section Locations

WESTWARD TRAINS

Oyster Bay Branch	Track	Between	And
	No. 1 and No. 2	East end of East Williston Station Platform. (Hillside Avenue)	Signal Bridge 8 Nassau

OBY 1401-C ASC Cut-Out Section Locations

EASTWARD TRAINS

Oyster Bay Branch	Track	Between	And
	No. 1 and No. 2	Signal Bridge 8 Nassau	A point 500 feet east thereof

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

**GN 6-11
(C)**

OBY 1453 ACSES Enforcement Approaching Switches When Operating Against the Current of Traffic (ACT)

When operating against the current of traffic (ACT), ACSES will enforce 15 mph for trains approaching and passing over all hand operated switches. ACSES enforcement will occur regardless of whether the switches are blocked and spiked. This speed enforcement does not relieve trains from complying with the provisions of SI 1104-E, when applicable.

OBY 1663 Dual Control Switch Locations

Nassau, between signal bridges 7 & 8

NOTE: Refer to SI 1663 in “General Section” for Dual Control switch operation instruction and authorities.

OBY 1801 Lost & Found Drop Box Locations

- Oyster Bay Yard.

Items remains in the charge of the employee until it the transfer can take place.

NOTE: Refer to SI 1801 in "General Section" for other instructions.

OBY 1804-A Disabled Customer Access & Service Locations

East Williston

OBY 1901-A-1 Train Consist Size (AM Peak Trains)

Daily except Saturdays, Sundays, and Holidays the following is in effect: All Westbound AM Peak MU Trains on the following list not having their normal consist will display Marker Lights on the West End to indicate short cars. These lights will remain lit until arrival at Jamaica Station. Conductors and engineers must confer prior to departure from initial terminal and if short cars, must light markers on west end of equipment.

AM Peak Train No.	Western Terminal	# of Cars	First Stop
1501	NY	12	East Williston

OBY 1901-K Manipulation of Equipment Board Locations

- Oyster Bay Yard Trainmen's Room
- Oyster Bay Station Platform, just west of Handicap Ramp.

NOTE: Refer to SI 1901-K in "General Section" for Manipulation of Equipment instructions.

OBY 1901-M Minimum Number of Cars Open – Oyster Bay Branch

NOTE: Refer to SI 1901-M in the "General Section" for instructions.

Diesel/Push-Pull Equipment, Weekdays

<u>WESTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
4:00 AM – 10:00 AM	All cars open
10:00 AM – 4:00 AM	Minimum 4 cars open
<u>EASTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
3:00 AM – 10:00 PM	All cars open
10:00 PM – 3:00 AM	Minimum 4 cars open

Diesel/Push-Pull Equipment, Weekends and Holidays

<u>WESTBOUND AND EASTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
At All Times	Minimum 4 cars open

OBY 1901-N C-3 CAR MARKER TYPES

- Installed on the Oyster Bay Branch.

Please refer to SI 1901-N in "General Section" for Car Marker Types information.

5021 OYSTER BAY YARD

5021-A-1 Maximum Authorized Speed – Yard

Restricted speed not exceeding 10 MPH.

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

5021-A-2 Tracks / Platforms

Tracks: Tracks 1 – 7 (North to South)

Station Platform: South of the Lead Track, between the switches of the Run Around Track

5021-A-4 Switches

Automatic Safety Switches

**GN 6-13
(N)**

5021-A-7 Communications

JCC-Nassau can be reached via **Channel 1** or at ext. 2405.

5021-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

Standard Clock: Oyster Bay Passenger Station

Bulletin Board & Printer: Oyster Bay Trainmen's Room

Note: Oyster Bay Trainmen's Room is located on the north side of Yard Track No 1.

5021-A-9 Manipulation of Equipment Board

Oyster Bay Trainmen's Room

5021-A-10 Lost & Found

Oyster Bay Yard

5021-B-1 Authority – Runaround Switches Requirements

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-1 Switching Movements

All automatic safety switches must be cleared when performing yard switching movements and will stop clear west of the automatic safety switch for No. 1 track, prior to proceeding east back into the yard.

**GN 6-13
(N)**

Prior to making any yard switching movements in Oyster Bay yard, permission from JCC-Nassau must be obtained. The provisions of Rule 153 remain in effect. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

See SI 5000-B-1 thru 5000-M.

5021-F-1 Crossing Protection

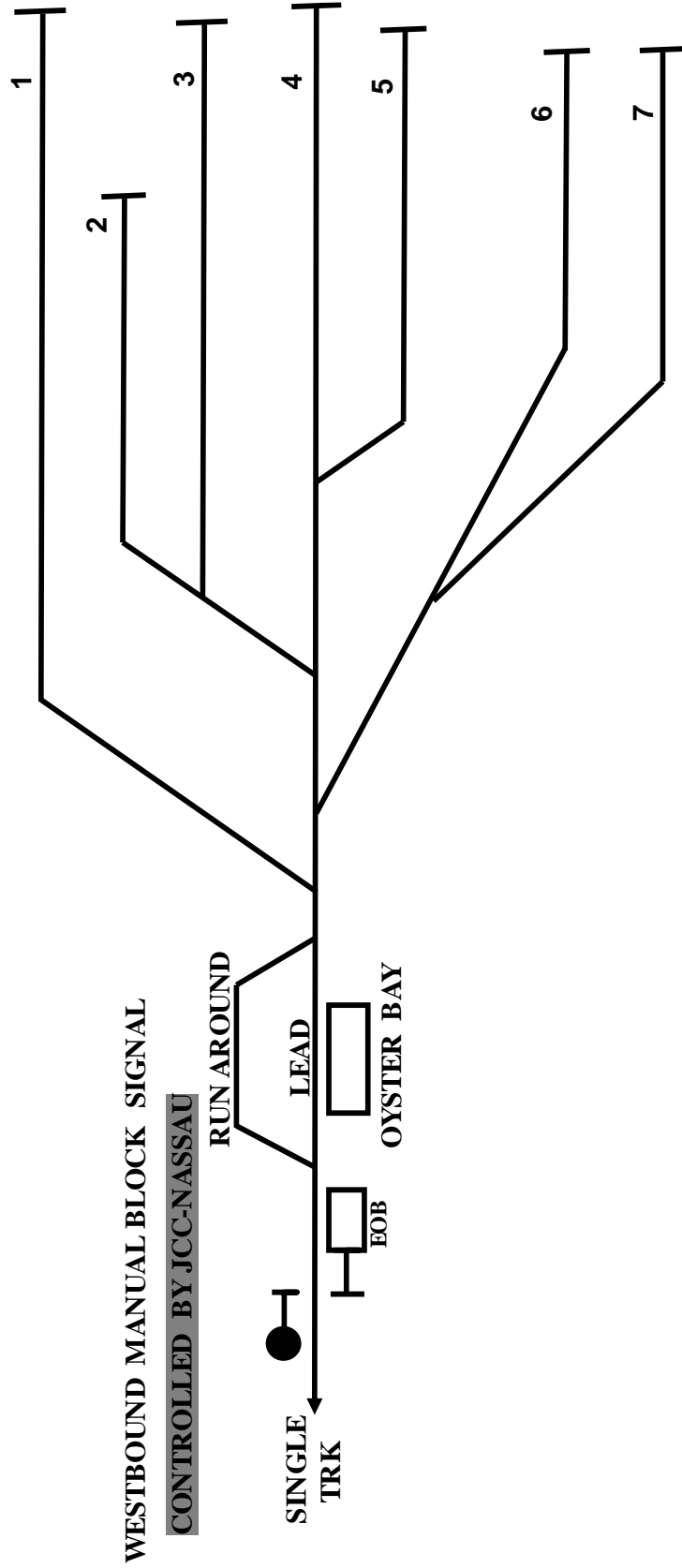
Approaching Larrabee Ave and Bayside Ave Crossings

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

5021-M Close Clearance Conditions Exist

Between east end Track Nos. 1, 3, 4, 5, 6, and 7 due to wayside cleaning platforms.

OYSTER BAY YARD



GN 6-13
(N)