



General Notice No. 6-38

**Effective 12:01 AM
Monday, November 30, 2020**

**(A) Entire Railroad
General Notices**

When reporting for duty, employees must read the GN(s) in its entirety and make all revisions that will directly impact their job. Employees will be required to make all remaining revisions to their publications as instructed in the GN(s) at their first opportunity, no later than 48 hours from the effective date and time.

NOTE: When reporting for examination, ALL employee publications must be fully up to date and presented for inspection. LIRR Operating Rule C remains unchanged.

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

PHYSICAL CHARACTERISTICS REVISIONS

Zone A - Harold Interlocking **See Page 1, Para (D)**
Atlantic Branch - **See Page 2, Para. (E)**

TIMETABLE SCHEDULE REVISIONS

Nos. 12 & 621 revised **See Page 2, Para. (G)**

SPECIAL INSTRUCTION REVISIONS

1038-B M.A.S., Unless Otherwise Specified, Passenger and Freight Trains **See Page 2, Para. (H)**
1450-A Construction Zones **See Page 2, Para. (I)**
5028-A-2 VD Yard Trks. & 5028 - VD Yard Map **See Pages 2 & 3, Para. (J)**
NYT 1038-B M.A.S., Unless Otherwise Specified, Passenger and Freight Trains **See Pag 3, Para. (K)**

**(B) Entire Railroad
JCC-Queens Temporary Relocation**

The Block Operator in JCC-Queens has been temporarily relocated to Queens Tower. Until further notice, Queens Tower is open for train movement and when contacting via phone or radio will be addressed as "Long Island Queens Tower".

**(C) Entire Railroad – Mainline Branch
North Side Track / Runaround Track – Divide Interlocking**

Employees are reminded that prior to entering the North Side Track and / or the Runaround Track, under any circumstances, the Block Operator at Divide must be notified and proper signal or verbal permission, whichever is applicable, must be obtained prior to entering either track.

**(D) Entire Railroad
Physical Characteristics – Zone A
Harold Interlocking – Westward Passenger Track**

Due to on-going construction within Harold Interlocking to support the East Side Access project, the following switch has been installed on Westward Passenger Track:

2154 Switch (blocked and spiked normal, not yet in service):

Eastward (trailing point):

Second switch east of 15 Bridge on Westward Psgr.

Westward (facing point):

First switch west of 21 Bridge on Westward Psgr.

(E) Entire Railroad

**Physical Characteristics – Atlantic Branch
VD Yard East Lead Track**

VD Yard east lead track is in service. Previously installed eastbound low home signal removed and replaced with new eastbound color light low home signal (3E), Brook 2 Westerly limit.

Eastbound color light low home signal (3E) is in service and is located 20 feet east of the former low home signal at the east end of VD Yard east lead track.

(F) Entire Railroad – Atlantic Branch

**Brook 2 Interlocking / VD Yard
ACSES Construction Zone**

Until further notice, the following is in effect:

Due to transponder updates, an ACSES construction zone has been established on the East Lead of VD Yard including the newly restored Brook 2 Signal 3E.

Employees must comply with SI 1450-A when operating within an ACSES construction zone.

(G) Entire Railroad

Timetable Authority

Employees must make the following change in ink:

On Page 9, Train 12; change the following times to read: WSY “**Q 4:37 AM**”, NYK “**S 4:52 AM**”, HAR “**4:59 AM**”, WDD “**S 5:03 AM**”

On Page 9, Train 12; add the following stops: “**FHL S 5:08 AM**”, “**KGN S 5:10 AM**”.

On Page 169, Train 621; delete times at AMT “**11:04 AM**” and DIV “**11:10 AM**”

(H) Entire Railroad

Timetable Special Instruction 1038-B

General Notice Replacement Pages I-29 & I-30

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

Top of page, in the “Between f and Harold row”, the names of the tracks for “**Eastward Psgr., Westward Frt. & Westward Psgr.**” have been updated to be on the same line to avoid confusion with speeds listed below.

(I) Entire Railroad

Timetable Special Instruction 1450-A

General Notice Replacement Pages I-49 & I-50A

On Page I-50A, Special Instruction 1450-A, Atlantic Branch bullet point, “**VD Yard East Lead Track**” has been added.

(J) Entire Railroad

Timetable Special Instruction 5028-A-2

General Notice Replacement Pages I-229, I-230, I-231 & I-232

On Page I-229, Special Instruction 5028-A-2, has been revised as follows:

In “Tracks East End”, “**East Lead Track**” has been added
In “Tracks West End”, “**West Lead Track**” has been added

On Page I-231, VD Yard Map revised to show the following:

- **VD Yard east lead in service**
- **Newly installed eastbound color light low home, B2W, at east end of east lead track**

- **Brook 2 interlocking switch from the east lead track to Atl. 2 no longer blocked and spiked normal**
- **Automatic safety switch leading from east lead track to 1-yard track no longer blocked and spiked for 1-yard track**

**(K) Entire Railroad
Timetable Special Instruction NYT 1038-B
General Notice Replacement Pages I-245 & I-246**

On Page I-245, Special Instruction NYT 1038-B, has been revised as follows:

Top of page, in the “Between f and Harold row”, the names of the tracks for “**Eastward Psgr., Westward Frt. & Westward Psgr.**” have been updated to be on the same line to avoid confusion with speeds listed below.

**(L) Entire Railroad
Timetable Authority - Bulletin Notice
Employees must make the following change in ink:**

Bulletin Notice 20-48, Paragraph (B) is annulled.

**(M) Entire Railroad
Timetable Appendix A-2 – Harold Interlocking
General Notice Replacement Pages 22 & 23**

Page 22, Harold Interlocking, 2154 switch information has been added.

Page 23, Harold Interlocking Map, has been revised to show 2154 switch, located west of 21 bridge on Westward Psgr.

**Effective 9:59 AM
Monday, November 30, 2020**

**(N) Entire Railroad – Mainline and Oyster Bay Branches
Willis Ave. Crossing**
Willis Ave. Grade Crossing, currently located as the third crossing east of Mineola Passenger Station on both Mainline and Oyster Bay branches, is out of service to be removed and is closed to vehicular traffic.

**Effective 12:01 AM
Tuesday, December 1, 2020**

**(O) Entire Railroad – Long Beach Branch
Lead Interlocking
ACSES Revenue Service Demonstration**
Positive Train Control and ACSES Revenue Service Demonstration is now live in Long Beach Yard and throughout the entirety of Lead Interlocking. ACSES-Controlled trains making switching movements on Wreck Lead Bridge should refer to Special Instruction 5017-P when changing directions within Lead Interlocking and Rule 464, paragraph 2 when making a reverse move beyond a protected signal.

Vincent S. Campasano
Acting General Superintendent – Transportation

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.

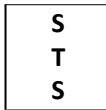
Note 3: All MU Alcohol equipment or Alcohol/Adhesion freight consists that include cars E591, E401, E901, E902, E775 and E932 will be governed by signal indication and/or cab signal indicator not to exceed an MAS of 40MPH and will comply with the provisions of Special Instruction 1038-E.

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-A-2 Speedometer Test Sections (STS)

Speedometer Test Sections (STS) have been installed to enable engineers to test the accuracy of the speedometers on the equipment they are operating. The FRA requires that the speedometers be accurate within + or - (plus or minus) 3 miles per hour of actual speed at speeds between 10 to 30 miles per hour and accurate within + or - 5 miles per hour at speeds above 30 miles per hour. There is no requirement for accuracy at speeds below 10 MPH.

All STS are ONE HALF MILE IN LENGTH and are located where the maximum authorized speed is 30 MPH or greater. They are indicated by rectangular signs with yellow reflective backgrounds and black letters reading:



Signs are installed on the same side of track as mile posts and govern operation in both directions. Speedometers must be checked using the following one-half mile speed table:

Speed (MPH)	Elapsed Time		Speed (MPH)	Elapsed Time		Speed (MPH)	Elapsed Time	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
30	1	00	35	0	52	40	0	45
45	0	40	50	0	36	55	0	33
60	0	30	65	0	28	70	0	26
75	0	24	80	0	23			

Engineers discovering speedometers that exceed the tolerances contained in the first paragraph must report this information to the Movement Bureau immediately then to Maintenance of Equipment Central Control (Ext. 7642) upon arrival at final terminal.

NOTE: Refer to specific branch "1038-A-2" for Speedometer Test Section (STS) locations.

1038-A-3 Speed Table

Time per Mile		Miles per	Time per Mile		Miles per	Time per Mile		Miles per	Time per Mile		Miles per
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	0	60	1	43	35	6	00	10
0	45	80	1	5	55	2	0	30	12	00	5

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

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

Between	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
JO-C-F-And Harold (Amtrak)	....	....	60	10	60	10	60	10	60	10
Between F and Harold	45	10	....	....	Eastward Psgr		Westward Frt.		Westward Psgr	
Harold Interlocking			....	....	30	10	60	10	40	10
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
RPR Track	40	10								
Harold Interlocking Limits			60	10	60	10	60	10	60	10
ATLANTIC BRANCH (See Note 6)										
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	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										
....	....	....	....	....	45	45	....	....	....	....
Curve at Valley Interlocking Station										
....
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	30	30	....	....
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	....	....	....	....	....	....	....	....	....

**GN 6-38
(H)**

**GN 6-36
(B)**

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.

ACSES-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:

- **Main Line: Harold to EOB GY**
- **Montauk Branch: Hall to EOB Montauk**
- **Atlantic Branch: Brook to Dunton, Hall to Valley**
- **Port Jefferson Branch: Divide to Jeff**
- **Port Washington Branch: Harold to EOB Port Washington**
- **Long Beach Branch: Valley to Lead**
- **Far Rockaway Branch: Valley to EOB Far Rockaway**
- **Oyster Bay Branch: Nassau to EOB Oyster Bay**
- **Hempstead Branch: Queens to EOB Hempstead**
- **West Hempstead Branch: Valley to West Hempstead**
- **Central Branch: Beth to Babylon**

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.

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.

GN 6-33
(C2)

1450-A (Continued)

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

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

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

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

ACSES construction zone locations are as follows:

- **Main Line: Between Hall and MP 12; Between Queens and Divide**
- **Montauk Branch: Between Hall and St. Albans; Seaford Passenger Station**
- **Atlantic Branch: VD Yard East Lead Track; Between Hall and Laurelton Passenger Station**
- **Far Rockaway Branch: Between Valley and EOB Far Rockaway**

GN 6-33
(C3)GN 6-36
(J)GN 6-37
(D)GN 6-38
(I)**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.

1663 Dual Control Switches

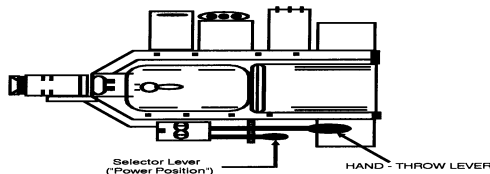
NOTE: Refer to specific branch “1663” for dual control switch locations.

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.

- If the control machine indicates that the dual control switch is lined and locked for the route to be used, with permission from the Train Dispatcher through the Block Operator, the movement may be made over the dual control switch as per Rule 241.
- 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 MVB, after the entire train has cleared the switch, the hand thrown 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.

5028 VD YARD**5028-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 5 MPH.

5028-A-2 Tracks / Car Capacities

Tracks: East End: **East Lead Track**, Tracks 1 – 7 (**North to South**)

West End: **West Lead Track**, Switching Lead track (**North to South**)

Car Capacities:

Tracks 1 through 7: 8 cars

Switching Lead: 6 cars from bumping block to signal Y1E and

8 cars from bumping block to signal Y2E

5028-A-3 Third Rail – DC Electrified Operation

Tracks 1 – 7, East and West Lead Tracks and the Switching Lead track.

5028-A-4 Switches

Automatic Safety Switches: to all VD Yard Layup tracks.

Interlocking Switches (controlled by Block Operator – Brook Tower): for movements to or from the Switching Lead track (1st trailing point switch and 1st facing point switch east of the switching lead)

5028-A-7 Communications

Brook Tower can be reached via **Channel 1** or at ext. (2407).

5028-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

Atlantic Terminal Trainmen's Room

5028-A-9 Manipulation of Equipment Board

Atlantic Terminal Trainmen's Room

5028-A-10 Lost & Found

Atlantic Terminal Station

5028-B-1 Authorities

All westward movements from layup tracks 1, 2 & 3 must obtain permission from the Yardmaster up to the signal. This signal is a color light low home signal (Y1W) located west of the layup tracks that governs westbound moves from layup tracks 1, 2 & 3 to the switching lead.

All westward movements from layup tracks 4, 5, 6, & 7 must obtain permission from the Yardmaster up to the signal. This signal is a color light low home signal (Y2W) located to the left of track governed west of the layup tracks that governs westbound moves from layup tracks 4, 5, 6, & 7 to the switching lead.

5028-B-2 Coordination of Movements

VD Yardmaster must coordinate all movements into and out of VD Yard via East Lead track or West Lead track through the Block Operator Brook tower. The VD Yardmaster must coordinate all movements within VD Yard with the Block Operator Brook tower.

5028-B-3 Train Crew Responsibilities

Crews must report to the yardmaster when clear of the switching lead and in the clear of any yard track before any additional opposing or following movements are authorized.

GN 6-38
(J)

5028 VD YARD (Continued)**5028-D-1 Switching Movements**

All switches must be cleared when performing yard switching movements. After receiving permission from the VD Yard Yardmaster, westward yard switching movements will receive signal indication via the Block Operator Brook tower in order to clear all switches and proceed to the switching lead. From the switching lead, signal indication via the Block Operator Brook tower will be required to proceed back east into the layup tracks. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

5028-D-2 Drill Movements

Due to the grade on the Lead Track, all drill moves within VD Yard or trains leaving VD Yard to go to another facility must not be made with 3 dead cars in a 6 car consist or 4 dead cars in an 8 or 10 car consist.

Permission must be obtained from the General Superintendent- Transportation or his representative to deviate from these instructions.

Minimum of 4-cars for all drills moves: 2-car drill moves prohibited in VD Yard and Atlantic Terminal due to potential 3rd rail gapping issues over double slip switches. Only in an emergency with verbal authorization from Transportation Supervision may the Yardmaster on duty allow a two (2) car drill move.

5028-D-3 Switch Tender on Duty

Switch Tender on duty 8 AM- 6 PM Monday through Friday.

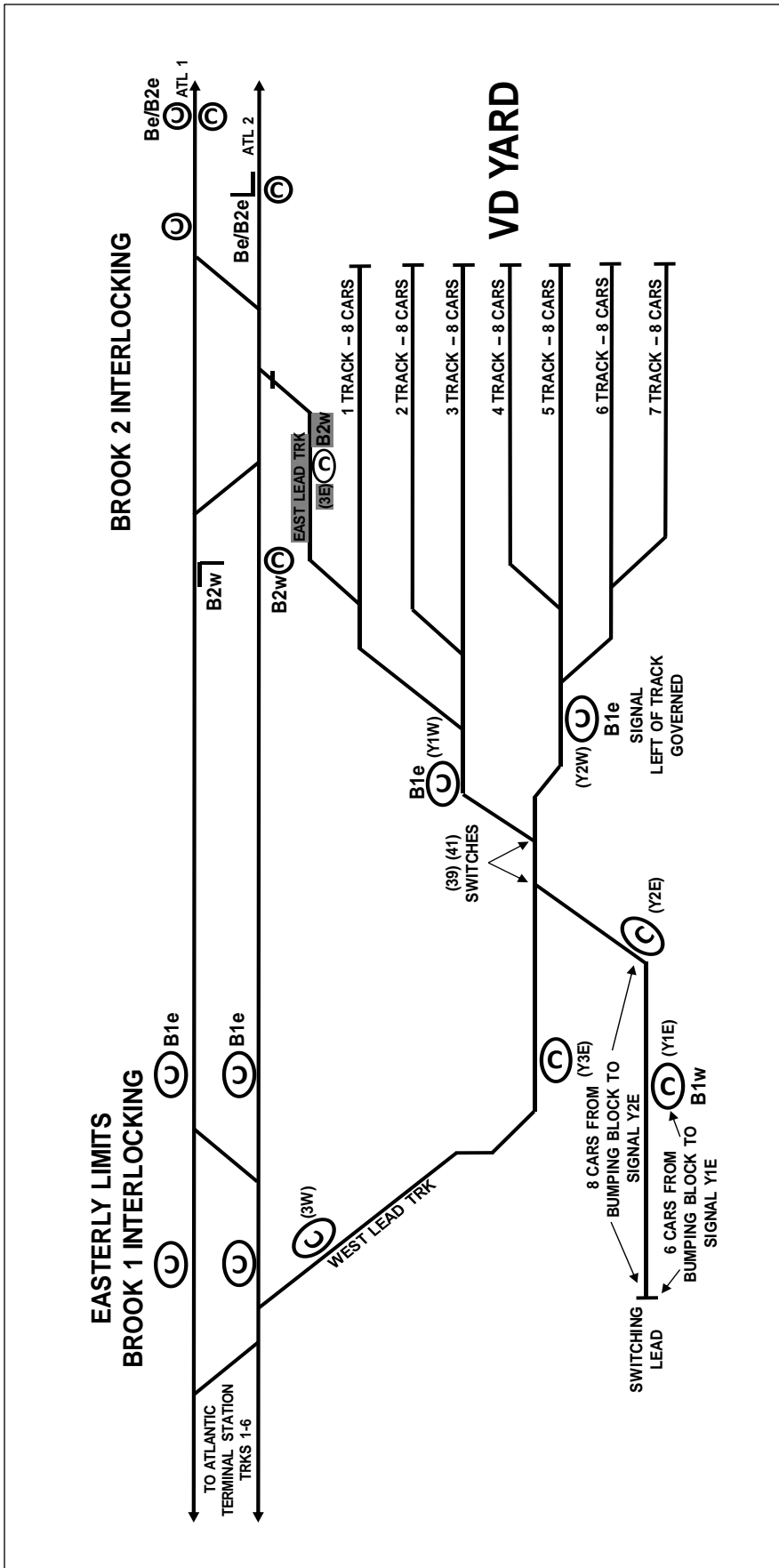
5028-G-3 ASC Running Cut-In Section Location

VD Yard Lead Track between eastward home signal Brook location 2 and a point 88 feet east thereof.

5028-M Close Clearance Conditions Exist

At the portal opening to the Lead Track and on the elevated portion of the Lead track.

GN 6-38
(J)



5029 WEST HEMPSTEAD YARD**5029-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

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

5029-A-2 Tracks / Platforms / Car Capacities

Tracks: Pocket and Main (North to South)

Station Platform: between Pocket track and Main track.

Car Capacities: 6 cars

5029-A-3 Third Rail – DC Electrified Operation

Pocket and Main and Long Siding tracks

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

5029-A-7 Communications

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

5029-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

West Hempstead Trainmen's Room.

5029-A-10 Lost & Found

West Hempstead Station

5029-B-3 Crew Responsibilities**As per SI 1103-B**

Approaching West Hempstead passenger station, the Conductor and Engineer must be on the leading end.

5029-D-1 Switching Movements

Prior to making yard switching movements in West Hempstead, permission from the Block Operator at Valley must be obtained. The provisions of Rule 153 remain in effect. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

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

5029-G-2 ASC Standing Test Loop (Bi-Directional) Locations

West end of West Hempstead Station platform.

NYT 100-L-5 Compromise Coupler Locations

Compromise couplers are located in diamond plate metal boxes at the east end portals of Lines 1, 2, 3 and 4; Penn Station east end of station platforms seven through eleven (Tracks 13 to 21).

NYT 100-X Penn Station Inaccessible

If conditions require employees to leave Penn Station or prevent employees from entering Penn Station, they will report to the West Side Yard Trainmen's Room unless otherwise instructed. Upon arriving at the facility, all employees are required to check in with Transportation Supervision at the 401 10th Avenue (between 31st and 33rd streets) entrance and be governed by their instructions.

NYT 1027 Imperfectly Displayed Signals Penn Station

When a color light signal that normally uses two lights per aspect is displaying only one light and it can be positively determined that the aspect is more favorable than STOP SIGNAL, trains may proceed as though a Restricting signal is displayed.

NYT 1038-A-2 Speedometer Checking New York F - C - JO

Speedometer checking: Measured miles white marker posts with the letters "MM" (Measured Mile) are in service for Eastward movements at the following locations:

- No. 1 (Line 1) track – at Signal 1E14 and a point 2420 feet east of Long Island City shaft.
- No. 2 (Line 2) track – 75 feet east of Signal 2E14 and 2550 feet east of the Long Island City shaft.
- No. 3 (Line 3) track – 437 feet east of Signal 3E14 and 300 feet east of the Long Island City shaft.
- No. 4 (Line 4) track – at Signal 4E14 and a point 2700 feet east of Long Island City shaft.

"Measured Miles" is the term used by AMTRAK for "Speedometer Test Sections (STS).

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

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

Between	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
JO-C-F-And Harold (Amtrak)	....	....	60	10	60	10	60	10	60	10
Between F and Harold	45	10	....	....	Eastward Psgr	Westward Frt.	Westward Psgr	Westward Frt.	Westward Psgr	Westward Frt.
Harold Interlocking			....	....	30	10	60	10	40	10
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
RPR Track	40	10								
Harold Interlocking Limits			60	10	60	10	60	10	60	10

GN 6-38 (K)

GN 6-36 (C)

NYT 1038-I Engine Restrictions / Locations

AMTRAK Location	CLASS OF ENGINES			
	E-10	E-15	E-20, DE30	DM30
C-JO and F		X	X	

NYT 1038-S Line 4 – M3 Equipment

Eastward trains operating on Line 4 between C Interlocking and the east portal of the Line 4 tunnel must not exceed 50 MPH. Westward trains operating on Line 4 between the east portal of the Line 4 tunnel and C Interlocking must not exceed 50 MPH.

NYT 1075-A Bulletin Board & Standard Clock Locations

X – indicates in service

Bulletin Board	Standard Clock	Location
	X	New York – Stationmaster's Office
X	X	Long Island Rail Road – New York Trainmen's Room

NYT 1075-D Qualifications Conductors & Engineers

Conductors and engineers, not having made a trip in service or a special trip in such manner as to keep posted on the physical characteristics in Zone A within a period of 12 months must not be used in this territory until they have made one or more trips. In such cases it will be necessary to go over the territory, be examined and qualified by the proper officer. It is each employee's responsibility to maintain their Zone A qualifications and to contact the proper authority if a trip in service hasn't been made in over 12 months.

A trip in service as a train crewmember during the period referred to will be considered as fulfilling these requirements.

NYT 1100 Rule 100 Is in Effect – Main Track Location

AMTRAK LINES 1-2-3-4 – Between JO-C and Harold

NYT 1151-B Main Track Designations

Zone A territory	Line 1	Line 2	Line 3	Line 4
Between: JO-C-F and Harold	X	X	X	X

X - Indicates No Current of Traffic.

NYT 1156-A Securing Unattended Equipment Penn Station

All crew members are responsible for properly securing unattended equipment. If a crew leaves equipment standing and unattended, ONE hand/parking brake must be applied on the East engine of that unattended equipment. Crews will be relieved from this requirement ONLY when authorized by the General Superintendent Transportation or his representative. Relief will be granted when it has been determined that the train will be in the charge of a qualified person, i.e. any crew member, relieving crew member or a supervisor.

NYT 1160-D Engr Operating Other than Leading End Between A – KN – JO – C (Penn Station Area)

Engineer must operate from the leading control station of leading car in direction of movement when conditions permit. If the engineer operates from other than the leading end of the lead unit, Transportation supervision must be notified. When necessary to make a reverse movement, a qualified conductor must be stationed on the leading end in the direction of the movement to observe conditions ahead. The conductor must be prepared to operate the communicating signal and emergency brake valve should conditions require. Before movement is made, crew members must establish a means of communication. The train may proceed only after a proper understanding has been reached between both the Conductor and Engineer as to how the train will be operated, governed by signal indication not exceeding 15 miles per hour.

NYT 1163-A Close Clearance Locations

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

HAROLD INTERLOCKING – In support of East Side 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 undergrade bridge (first undergrade bridge east of Signal Bridge 20) 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.

NYT 1164-A L.I.R.R./ AMTRAK Contact Phone Numbers

AMTRAK Power Director at NY	(212) 630-7684
	(212) 630-7685
Penn Station Central Control	(212) 630-6286
	(212) 630-6288
	(212) 630-6309
Section A Train Dispatcher	(718) 558-8382

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

**SECTION 3: ZONE A TERRITORY INFRASTRUCTURE
UPGRADES**

HAROLD INTERLOCKING

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

5155 SWITCH:

Westward (facing point):

First switch west of Signal Bridge 20 on Long Island Freight Track.

1143W SWITCH:

Eastward (facing point):

First switch east of Signal Bridge 21 on Mainline No.1 track.

Westward (trailing point):

Second switch west of Signal Bridge 23 on Mainline No.1 track.

3145 SWITCH:

Eastward (facing point):

Third switch east of 35 Bridge on Westward Psgr.

Westward (trailing point):

Second switch west of 15 Bridge on Westward Psgr.

3234 SWITCH:

Eastward (facing point):

First switch east of 35 Bridge on Line 2 (MLN 3)

Westward (trailing point):

Third switch west of 15 Bridge on Line 2 (MLN 3)

2154 SWITCH:

Eastward (trailing point):

Second switch east of 15 Bridge on Westward Psgr.

Westward (facing point):

First switch west of 21 Bridge on Westward Psgr.

GN 6-38
(M)

