



General Notice No. 6 - 70

**Effective 10:01 AM
Saturday, May 8, 2021**

(A) Entire Railroad

Divide Tower Relocation

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

(B) Entire Railroad

Timetable Station Pages- Main Line, Port Jefferson & Central Branches

General Notice Replacement Pages III, IV, V & VI

On Page III the Main Line Station Page:

- Radio Equipped Column – “CH 1” revised to read, “**CH 1&3**” for JCC
- Interlocking Column – “X” revised to read, “**XR**” for Divide
- Interlocking Station Column – “X” has been deleted for Divide
- Stations Column – “**R- From JCC**” added after Divide
- Stations Column – “R- From Divide” revised to read, “**R- From JCC**” for Beth, Farm, PW, Lawn, Danch, JS, Pilgrim, Pineaire, CI, Ocean, Pond & KO. “C- Divide” revised to read, “**C- JCC**” for YA, MR, AH, LD, R, K, SD & GY

On Page V the Port Jefferson Branch Station Page:

- Interlocking Column – “X” revised to read, “**XR**” for Divide
- Interlocking Station Column – “X” has been deleted for Divide
- Stations Column – “**R- From JCC**” added after Divide
- Stations Column – “R- From Divide” revised to read, “**R- From JCC**” for Amott, Hunt 1, 2, & 3, Duke 1 & 2, Fox1 & 2, Post 1 & 2, Stony 1 & 2 & Jeff

On Page V the Central Branch Station Page:

- Stations Column – “R- From Divide” revised to read, “**R- From JCC**” after Beth

(C) Entire Railroad

Timetable Special Instruction MLN 1164-A

General Notice Replacement Pages I-76B & I-76C.

On Page I-76B, “Divide” revised to read, “**JCC-Divide**”

(D) Entire Railroad

Timetable Special Instruction MLN 1663

General Notice Replacement Pages I-79 & I-80.

On Page I-80, Under “Divide” 1st bullet point, “Divide Tower” revised to read, “**former Divide Tower**”

(E) Entire Railroad

Timetable Special Instruction PJN 1164-A

General Notice Replacement Pages I-115 & I-116.

On Page I-115, “Divide” revised to read, “**JCC-Divide**”

(F) Entire Railroad

Timetable Special Instruction PJN 1663

General Notice Replacement Pages I-117 & I-118.

On Page I-117, For Divide, “Divide Tower” revised to read, “**former Divide Tower**”

- (G) **Entire Railroad**
Timetable Special Instruction CEN 1104-B
General Notice Replacement Pages I-151 & I-152.
- On Page I-152, In “Controlled by” column, all references of “Divide” revised to read, “**JCC-Divide**”
- (H) **Entire Railroad**
Timetable Special Instruction CEN 1164-A
General Notice Replacement Pages I-151 & I-152.
- On Page I-152, “Divide” revised to read, “**JCC-Divide**”
- (I) **Entire Railroad**
Timetable Special Instruction 5010-A-7
General Notice Replacement Pages I-181 & I-182.
- On Page I-181, “Divide Tower” revised to read, “**JCC-Divide**”
- (J) **Entire Railroad**
Timetable Special Instruction 5022-A-7
General Notice Replacement Pages I-213 & I-214.
- On Page I-213, “Divide Tower” revised to read, “**JCC-Divide**”
- (K) **Entire Railroad**
Timetable Special Instruction 5022
General Notice Replacement Pages I-215 & I-216.
- On Page I-215, Port Jefferson Yard Map revised to show “**Jeff Interlocking Remote – JCC Divide**” in the heading
- (L) **Entire Railroad**
Timetable Special Instruction 5025-A-7
General Notice Replacement Pages I-221 & I-222.
- On Page I-221, “Divide Tower” revised to read, “**JCC-Divide**”
- (M) **Entire Railroad**
Timetable Special Instruction 5025-D-1
General Notice Replacement Pages I-221 & I-222.
- On Page I-222, 2nd, 3rd & 4th bullet points, “Signal indication from Divide” revised to read, “**Signal indication from JCC-Divide**”
- (N) **Entire Railroad**
Timetable Appendix A-2 – Zone C Infrastructure Upgrades
Divide Interlocking
General Notice Replacement Pages 10, 11A, 11B & 11C.
- On Page 10, under “**East End North Side Track (Atlantic Pipe Track)**”, 1st sentence, “controlled by Divide” revised to read, “**Controlled by JCC-Divide**”.
- On Page 10, under “**Hicksville Secondary Track**”, under “**Authority to Occupy**” “signal indication from Divide” revised to read, “**signal indication from JCC-Divide**” in two locations. “Verbal permission from Divide” revised to read, “**Verbal permission JCC-Divide**”.
- On Page 11B, Divide Interlocking Map revised to show “**Divide Interlocking Remote – JCC Divide**” in the heading.
- (O) **Entire Railroad**
Operations Manual – Rules of The Operating Department
General Notice Replacement Pages 61 & 62.
- On Page 61, In Form L No 1 and No 2 address examples, “VIA DIVIDE” revised to read “**VIA JCC-Divide**”.

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 1** from a point 1400 feet 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.

**GN 6-50
(M)**

MLN 1164-A LIRR Block Tower Phone Numbers

JCC-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 6-70
(C)**

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**GN 6-50
(Q)**

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

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

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

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

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

MLN 1280 to 1296-F-1 KO Wash Track

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

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

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

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

MLN 1280 to 1296-K Flashing Slow Approach Locations

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

MLN 1280 to 1296-N Whistle Posts – Divide Interlocking

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

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

MLN 1401 Reporting ASC Test Results

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

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

DIVIDE INT	West End of North sidetrack.
FARM INT	North sidetrack.
HICKSVILLE	East and West End of Station Platforms.
JAMAICA & VICINITY	Yard D (see Note 3) Track Zero west end south side. West End of Station Platforms, Trks.1 thru 8. East End of Station Platforms, Trks.1 thru 8. Track 9 west end (see Note 1). Track 9 east end (see Note 2). Track 10 Track 11 Johnson Avenue Lead
RONKONKOMA	West End of Station Platforms.

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

MLN 1401-A (Continued)

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

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

MLN 1401-B ASC Running Cut-In Section Locations

WESTWARD TRAINS

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

EASTWARD TRAINS

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

MLN 1401-C ASC Cut-Out Section Locations

EASTWARD TRAINS

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

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

MLN 1606 Emergency Signals – Whistle or Horn in Service Locations

Interlockings: Jay, Hall, Queens, Divide

MLN 1663 Dual Control Switch Locations

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

Queens (East and West Legs of Belmont Wye)

- Divide** (Except for the following locations):
- two double slip switch crossovers, first crossover switches west of former Divide Tower on No. 1 and No. 2 track Port Jefferson Branch
 - 3-11 & 3-31 switch crossovers, first and second crossovers west of Hicksville Station No. 1 & No. 2 tracks
 - Atlantic Pipe, 3rd switch west of Hicksville Station No. 1 track
 - Runaround Track, west switch

Beth

=Farm

PW*, Lawn*, Pilgrim*, Pineaire*

^Ocean, Pond, KO

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

=Farm: Switch 113 located first trailing point crossover switch on No. 1 track west of signal 1W and third facing point crossover switch on No. 1 track east of 1E signal.

^Ocean: Switch 13, westbound trailing point switch from the north (West switch of Certified), 3rd switch west of Ronkonkoma Psgr. station on No. 1 track.

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

MLN 1700 Train Radio Information System – “Info Zones” (Ch. 4)

(Low power radio) with base stations have been installed at **Forest Hills, Queens, Divide and Ronkonkoma.**

NOTE: Refer to SI 1700 in “General Section” for Train Radio Information System instructions.

**GN 6-70
(D)**

**GN 6-35
(J)**

**GN 6-56
(E)**

PJN 1104-C Electric Lock Switch Locations (Uncontrolled)

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

PJN Branch Location	EL Switch	Time Delay	
		From Main	To Main
1 st switch west of Syosset Station (2000 feet west of Syosset)	Trailing westward from Syosset Team Track to PJN No. 1 track	2 min. 15 sec.	0
2 nd switch east of Hunt INT (3700 feet east of Hunt 3 INT)	Trailing eastward from Hunt South Sidetrack Extension to Single Main track	0	0
1 st switch west of Greenlawn (2497 feet west of Greenlawn)	Trailing westward from west switch Greenlawn DEF to Single Main track	0	3 min. 30 sec.
1 st switch east of Greenlawn station (951 feet east of Greenlawn)	Trailing eastward from east switch Greenlawn DEF	30 sec.	4 min.
1 st switch east of Post INT (3060 feet east of MP 49)	Facing eastward to St. James M of W Team from Single Main track	90 sec.	0

PJN 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.

- **Port Jefferson Branch:** Port Jeff Yard (Just east of station and east of Columbia Street)

PJN 1151-A Main Track Designation – Single Track

Single Track Port Jefferson Branch **Between**
Hunt Int. **And** Jeff Int.

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

Port Jefferson Branch Between:	No. 1 Track	No. 2 Track
Divide and Hunt	X	X

X - Indicates No Current of Traffic.

PJN 1160-B Maximum Weight – Movement of Cars

A maximum weight of 286,000 pounds can be handled over Long Island Rail Road, except as follows on the Port Jefferson Branch:

Cars exceeding a maximum weight of 263,000 pounds are prohibited as follows:

- Between Duke Interlocking and the first under grade bridge east of St. James.

Cars exceeding a maximum weight of 210,000 pounds are prohibited as follows:

- Between the first under grade bridge east of St. James and Port Jefferson.

LIRR Work Trains are relieved from complying with SI 1160-B while operating on the Port Jefferson Branch.

PJN 1164-A LIRR Block Tower Phone Numbers

JCC-Divide (718) 557-2404 or (800) 533-3519

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

PJN 1167-D Main Tracks Equipped with Third Rail

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

Port Jefferson Branch: Between Divide and 1250 feet east of trailing point electric lock switch from South Sidetrack Extension east of Hunt 3

**GN 6-70
(E)**

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

Port Jefferson Branch: Hunt North Sidetrack
Hunt South Sidetrack Extension

PJN 1217 Electronic Delivery of Written Mandatory Directives – Printer Locations

Port Jefferson Branch: Huntington Trainmen's Room
Port Jefferson Yard Trainmen's Room

PJN 1250 Main Track Rules In Effect

DIVIDE TO HUNT: 1, 2 TRACK

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

HUNT TO JEFF: SINGLE TRACK

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

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

Port Jefferson Branch: **Huntington / Hunt 2**

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

PJN 1280 to 1296-B Signals Located Left of Track Governed

Divide INT. – Westward freestanding position light home signal, Divide Easterly limit on Port Jefferson No. 2 Track

Hunt 1 INT. – Eastward pedestal signal, Hunt Westerly / Hunt 1 Westerly limit on Port Jefferson No. 1 Track

PJN 1280 to 1296-N Whistle Posts – Divide INT

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

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

PJN 1280 to 1296-N-1 Signal Activation Post 2 INT

Before a passing aspect can be displayed at Post 2 for eastward trains, the signal circuit must be activated. This circuit is located 216 feet west of the eastward Home signal on the Main Track and 454 feet west of the eastward Home signal on the controlled siding and is identified by a yellow stripe painted on the web of rail and tie at these locations. Eastward trains making a station stop at Smithtown must activate this circuit after completion of the station stop.

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

HICKSVILLE West and East End of Station Platforms.

HUNTINGTON East end of station tracks 1 & 2.
Huntington West End of Station Platforms.
Westward Home Signal Hunt 3 South Sidetrack Extension.
Test Box located North of Main Track 12 feet West of the
Westward Home Signal Hunt 3 South Sidetrack Extension.

PORT JEFFERSON West End of Station Platform.
West Yard at westward low home signal.

**GN 6-70
(F)**

PJN 1606 Emergency Signals – Whistle or Horn in Service Locations

Interlocking: Divide

PJN 1663 Dual Control Switch Locations

- Divide** (Except two double slip switch crossovers, first crossover switches west of former Divide Tower on No. 1 and No.2 track Port Jefferson branch)
- Hunt 1** (Derail not connected to switch lever and just be thrown independently, west end North Sidetrack)
- Hunt 2 & 3**
- Duke 1 & 2**
- Fox 2**
- Post 1** (Derail not connected to switch lever and must be thrown independently, west end Smithtown siding)
- Post 2**
- Stony 1 & 2**
- Jeff** - West Yard Port Jefferson

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

PJN 1700 Train Radio Information System – “Info Zones” (Ch. 4)

(Low power radio) with base stations have been installed at **Divide and Huntington**.

NOTE: Refer to SI 1700 in “General Section” for Train Radio Information System instructions.

PJN 1801 Lost & Found Drop Box Locations

- **Huntington Trainmen’s Room**
- **Port Jefferson 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.

PJN 1804-A Disabled Customer Access & Service Locations

Hicksville, Syosset, *Cold Spring Harbor, Huntington, Greenlawn, Northport, Kings Park, Smithtown, St.James, Stony Brook & Port Jefferson

*Cold Spring Harbor has partial access: Defined as (Access to platform only; no easy accessible path between platforms)

PJN 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
1609	NY	10	Huntington
1611	NY	10	Huntington
1615	NY	8	Huntington
1617	NY	10	Huntington
1619	ATL	8	Huntington
1621	LIC	8	Huntington
1623	NY	12	Huntington
1625	ATL	8	Huntington
1627	NY	12	Cold Spring Harbor
1629	NY	12	Huntington
1631	NY	10	Huntington

PJN 1901-H Siding – Capacities

<u>SIDING</u>		<u>CROSSING(S)</u> <u>WITHIN THE SIDING</u>	<u>FREIGHT</u> <u>(50 FT CARS)</u>
Hunt – South Sidetrack Extension			71 CARS
Duke*			46 CARS
Kings Park*		1 st Ave. (west end) Indian Head Rd. (east end)	38 CARS
Smithtown*			41 CARS
Stony Brook*		Pedestrian (east end)	31 CARS

*Controlled Siding

PJN 1901-K Manipulation of Equipment Board Locations

- **Huntington:** Trainmen’s Room, North and South Side Station Platform –East End, and South Sidetrack Extension on CAM Platform
- **Port Jefferson:** Trainmen’s Room and Station Platform – East End

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

PJN 1901-M Minimum Number of Cars Open – Port Jefferson Branch

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

MU Equipment – Weekdays

<u>WESTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
5:00 AM – 9:00 PM	All cars open
9:00 PM – 5:00 AM	Minimum 8 cars open
<u>EASTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
5:00 AM – 9:00 PM	All cars open
9:00 PM – 5:00 AM	Minimum 8 cars open

MU Equipment – Weekends and Holidays

<u>WESTBOUND</u>	
<u>During the Hours</u>	<u>ND</u>
9:00 AM – 9:00 PM	<u>Number of Cars Open</u>
9:00 PM – 9:00 AM	All cars open
	Minimum 8 cars open
<u>EASTBOUND</u>	
<u>During the Hours</u>	<u>Number of Cars Open</u>
9:00 AM – 9:00 PM	All cars open
9:00 PM – 9:00 AM	Minimum 8 cars open

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

CENTRAL BRANCH

A		
Automatic Speed Control (ASC) – Running Cut Out Section Locations		CEN 1401-C
Automatic Speed Control (ASC) – Running Cut in Section Locations		CEN 1401-B
B		
Block Towers – LIRR Phone Numbers		CEN 1164-A
E		
Electric Lock Switch Locations – Controlled		CEN 1104-B
Electric Lock Switch Locations – Uncontrolled		CEN 1104-C
M		
Main Track Designation – Single Track		CEN 1151-A
P		
Phone Numbers – LIRR Block Towers		CEN 1164-A
R		
Rules In Effect	CEN 1250, CEN 1100	
T		
Tracks equipped with Third Rail – Main Tracks		CEN 1167-D

CENTRAL BRANCH (CEN)

CEN 1100 Rule 100 Is in Effect – Main Track Location

Central Branch: **Between Beth and Babylon**

CEN 1104-B Electric Lock Switch Locations (Controlled)

CEN Branch Location	EL Switch	Controlled by
1 st switch east of Beth INT on Single track (13195 feet east of Beth)	Facing eastward to AAMCO track from Single Main Track	JCC-Divide
2 nd switch east of Beth INT on Single track (19870 feet east of Beth)	Facing eastward to Wellwood (West Switch) from Single Main track	JCC-Divide
3 rd switch east of Beth INT on Single track (22775 feet east of Beth)	Trailing eastward from Wellwood (East Switch) to Single Main track	JCC-Divide

**GN 6-70
(G)**

CEN 1104-C Electric Lock Switch Locations (Uncontrolled)

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

CEN Branch Location	EL Switch	Time Delay	
		From Main	To Main
1 st EL switch west of Babylon INT on Single track (1872 feet west of Westward Home Signal, Babylon)	Facing westward to Babylon Team from Single Main track	45 sec.	9 min.
2 nd EL switch west of Babylon INT on Single track (6061 feet west of Westward Home Signal, Babylon)	Facing westward to World Recycling track from Single Main track	45 sec.	9 min.

CEN 1151-A Main Track Designation – Single Track

Single Track Central Branch **Between** Beth Int. **And** Babylon Int.

CEN 1164-A LIRR Block Tower Phone Numbers

Babylon (718) 557-2402
JCC-Divide (718) 557-2404 or (800) 533-3519

**GN 6-70
(H)**

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

CEN 1167-D Main Tracks Equipped with Third Rail

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

Central Branch: Between Beth INT and 1100 feet east of Signal Bridge No. 2, Beth INT

CEN 1250 Main Track Rules In Effect

BETH TO BABYLON: SINGLE TRACK

261-264
 501-509 BD
 100

CEN 1401-B ASC Running Cut-In Section Locations

WESTWARD TRAINS

Central Branch	Track	Between	And
	Single	2000 feet east of Westward Home Signal, Beth	Westward Home Signal, Beth

EASTWARD TRAINS

Central Branch	Track	Between	And
	Single	2140 feet west of Eastward Home Signal, Babylon	Eastward Home Signal, Babylon

**GN 6-33
(C7)**

5010 GREENPORT YARD

5010-A-1 Maximum Authorized Speed – Yard

Restricted speed not exceeding 15 MPH.

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

5010-A-2 Tracks / Platforms

Tracks: Pocket, Main, Middle (**North to South**)

Station Platform: between Pocket track and Main track

5010-A-4 Switches

Automatic Safety Switches

Hand Thrown Switch

**GN 6-70
(I)**

5010-A-7 Communications

JCC-Divide can be reached via **Channel 3** or at ext. (2404).

Radio Phones

Radio phones in service and located at Greenport - West of station. All conversations on this radio phone are on Channel No. 3. See SI 1164-B in the "general section" for Radio Phone instructions.

**5010-A-8 Electronic Delivery of Written Mandatory Directives –
Location**

Greenport Trainmen's Room

5010-B-3 Crew Responsibilities

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

5010-F-1 Crossing Protection

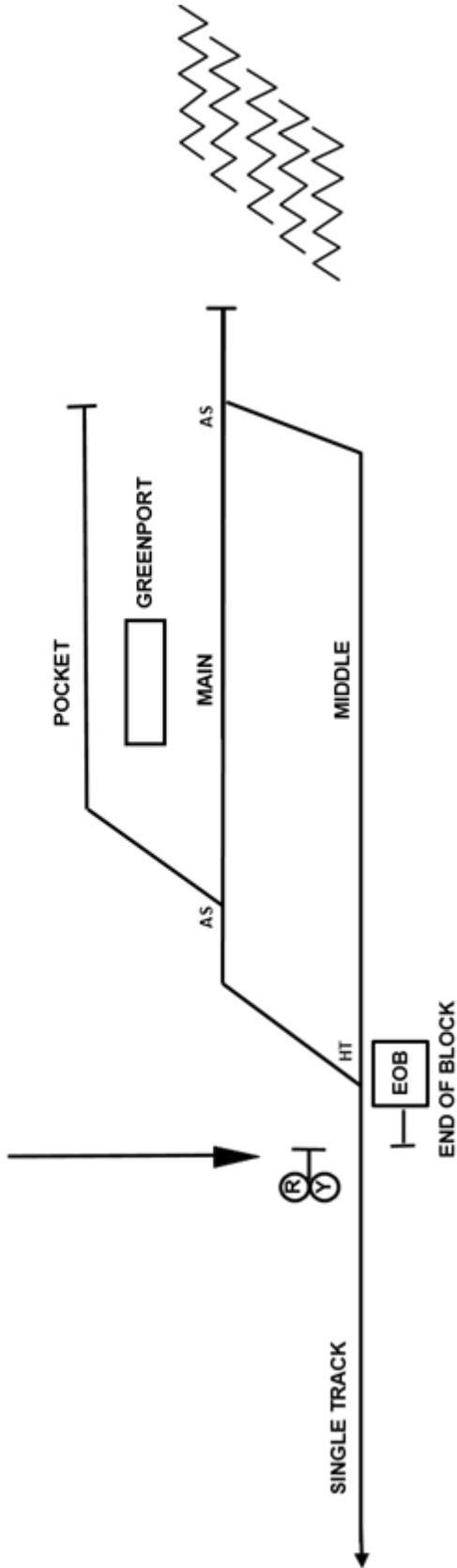
4th, 5th & 6th Street Crossings

Westbound Trains originating at Greenport must approach 4th Street, 5th Street and 6th Street; first, second and third crossings west of Greenport prepared to stop and must not proceed over crossings until gates are in the lowered position.

**GN 6-35
(M)**

GREENPORT YARD

GY BLOCK – LIMIT
WESTBOUND ONLY
NORTH OF THE MAIN
DIRECTLY ACROSS FROM THE
EASTBOUND END OF BLOCK



5022 PORT JEFFERSON YARD**5022-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

Wye Track: Restricted Speed not to exceed 5 MPH

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

5022-A-2 Tracks

Tracks: Tracks 1- 9 (North to South),

Wye Track, American Dream, Lead Tracks 1 - 4, West Tracks 1-5

5022-A-4 Switches

Automatic Safety Switches

5022-A-5 Crossovers

Two – east of Station and east of Columbia Street

Refer to SI 1104-G in the “General Section” for crossover switch instructions.

5022-A-7 Communications

JCC-Divide can be reached via **Channel 3** or at ext. (2404).

5022-A-6 Derails

Hand Thrown Derail – American Dream track

5022-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

Port Jefferson Yard Crew Facility.

5022-A-9 Manipulation of Equipment Board

Port Jefferson Yard Crew Facility

5022-A-10 Lost & Found

Port Jefferson Yard

5022-D-1 Switching Movements

All yard switching movements originating in Port Jefferson East Yard tracks 1 thru 9, must clear ALL automatic safety switches and will stop clear west of the Columbia Street crossing, prior to proceeding east back into the yard.

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.

5022-F-1 Crossing Protection**Columbia Street Crossing**

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

As per SI 1103-C

At Baylis Ave., Columbia Street, and Rte. 112 (Main Street), the automatic highway crossing signals or crossing gates and signals are arranged to operate automatically when movements are made on side tracks and yard tracks within the limits of a short track circuit extending east and west of crossings. The limits of the circuits are marked with yellow paint on the web and base of both rails. Cars must not be left standing within track circuit limits.

**GN 6-70
(J)**

5022 PORT JEFFERSON YARD (Continued)**5022-F-2 Crossing Activation – Port Jefferson Station**

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

5022-G-2 ASC Standing Test Loop (Bi-Directional) Locations

West end of Port Jefferson station platform.

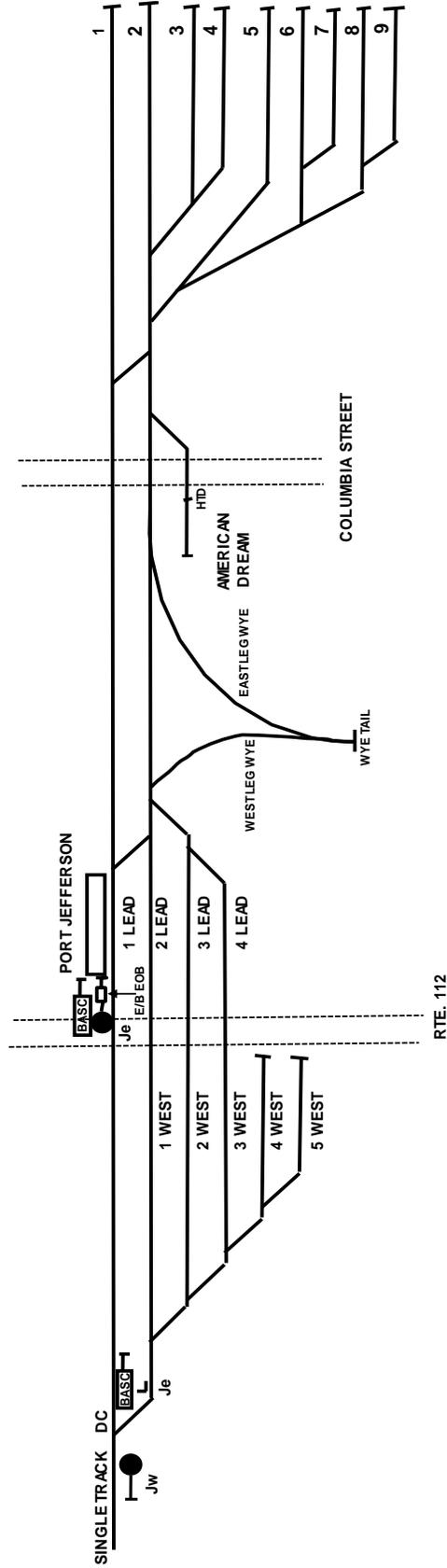
5022-M Close Clearance Conditions Exist

- On the south side of No. 2 Lead track located between the legs of the Wye
 - At the wayside plug in station
 - At the high level EIC cleaning platform.
 - At the westward Automatic Speed Control Test Box located 83 feet east of the westward low home signal west yard Port Jefferson.
-

GN 6-70
(K)

JEFF INTERLOCKING

Remote - JCC - Divide



5023 PORT WASHINGTON YARD**5023-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

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

5023-A-2 Tracks / Platforms / Car Capacities

Tracks: Tracks 1 – 8 (North to South)

Station Platforms: between 2 & 3 and 4 & 5

Car capacities:

Track 1:	10 cars
Track 2 & 3:	12 cars (Station Platform Capacity 10 cars)
Track 4 – 8:	10 cars

5023-A-3 Third Rail – DC Electrified Operation

Tracks 1 – 8 and the Switching Lead.

5023-A-4 Switches

Electric Yard Switches equipped with Yard Switch Indicators for facing point moves.

5023-A-7 Communications

The Section A Train Dispatcher can be reached via Channel 1 or 2 or at ext. (8382).

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

5023-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

Standard Clock: Port Washington Passenger station & Port Washington Trainmen's Room.

Bulletin Board & Printer: Port Washington Trainmen's Room.

5023-A-9 Manipulation of Equipment Board

Port Washington Trainmen's Room

5023-A-10 Lost & Found

Port Washington Station – Outside, behind the Trainmen's Room

5023-B-2 Authorities – Electric Yard Switches

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

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

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

5023-B-3 Crew Responsibilities

As per SI 1103-B, approaching Port Washington passenger station, the Conductor and Engineer must be on the leading end.

5023-B-5 Equipment Restrictions

All E-15, E-20, DE/DM, and C3 equipment coaches are restricted on station track 5.

5025 RONKONKOMA YARD**5025-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

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

**GN 6-51
(H)**

5025-A-2 Tracks

Yard Tracks: South sidetrack, 0 through **22** track – **North to South**

**GN 6-51
(I)**

5025-A-3 Third Rail – DC Electrified Operation

South Sidetrack, 0 through **22** track.

5025-A-4 Switches

Automatic Safety Switches

Except: Hand Thrown Switch: Team Track
Electric Lock Switch: Southside Track*

*Permission to unlock must be obtained from the block-operator: Main Line 4400 feet east of Ronkonkoma Station – Trailing eastward from South Track to Main Track. Time delay: **From** Main 1 min. 50 sec. Time delay: **To** Main 0 sec.

**GN 6-70
(L)**

5025-A-7 Communications**Channel 3 – JCC-Divide – 718-557-2404**

Conductors will contact the block operator for **ORDERS AND/OR MESSAGES** not less than fifteen (15) minutes prior to scheduled departure time from Ronkonkoma Station. Thereafter, trains will be governed by signal indication or instructions from the block operator.

Channel 3 – Ronkonkoma Yard Master – 631-471-8518.

The yardmaster is regularly scheduled for duty Monday – Friday 2:00 PM – 10:00 PM and Sunday – Thursday 10:00 PM – 8:00 AM. When a yardmaster is on duty other than advertised, the yardmaster must contact trains in the station and provide notification of track assignment prior to those trains entering the yard.

Radio Phones

Radio phones are located at the westward home signal KO. All conversations on these radio phones are on Channel No. 3. See SI 1164-B in the “general section” for Radio Phone instructions.

5025-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location

Ronkonkoma Yard Welfare Facility

5025-A-9 Manipulation of Equipment

Ronkonkoma Yard Welfare Facility – 1st floor, adjacent to Bulletin Board.

5025-A-10 Lost & Found

Ronkonkoma Yard Welfare Facility

5025-B-3 Engineer / Crew Responsibilities**Crew Responsibilities**

Train crewmembers will line switches, where necessary, before scheduled leaving time. Conductors will be responsible to know that this has been done.

Conductors will report their detention to the Movement Bureau, extension 8204.

5025-B-5 Engine Restrictions

All E-10 and E-15 locomotives are restricted from being left unattended in Ronkonkoma Yard on the following tracks: Southside Track, Team Track, and Yard Tracks 0 – 8.

5025 RONKONKOMA YARD (Continued)

5025-D-1 Switching Movement

- All automatic safety switches must be cleared when performing yard switching movements.
- Westward yard switching moves from southside track & 0-11 tracks will receive signal indication from JCC- Divide to leave the yard and then proceed into Ronkonkoma station via MLN 1 or MLN 2, depending upon the route.
- Westward yard switching moves from 12-22 tracks will receive signal indication from JCC- Divide to leave the yard and then proceed into Ronkonkoma station via MLN 2.
- Signal indication from JCC- Divide will be the authority to proceed back east into the yard and if on duty, permission from the Ronkonkoma Yardmaster must be obtained.

**GN 6-51
(J)**

**GN 6-70
(M)**

5025-E-1 Lay Up Trains

Conductors are responsible to know that their equipment is properly laid up upon arrival at the final destination.

5025-E-2 Lay Up Trains – Unit Marker Signs

Unit marker signs in service on tracks 1 thru 11. These markers are located on the track ties between the running rails. Unit marker will govern crews laying up trains on tracks 1 thru 11 EXCEPT track 7, 10 and 11 (MU trains must pull up to the bumper block) unless otherwise instructed. Employees are advised to use caution when walking within the gauge of the rail on these tracks.

5025-F-1 Crossing Protection – Knickerbocker Avenue

Apparatus is provided to interrupt the operation of highway crossing protection automatically at Knickerbocker Ave., (westward, single track Ronkonkoma). If a train is delayed or makes a station stop before reaching these crossings, it must be operated prepared to stop before passing over crossing unless the automatic protection is operating.

NOTE: In automatic speed control territory Westward, Knickerbocker Ave., the ASC cab indicator will drop to 15 and remain until train reaches a pre-determined circuit and/or gates are in lowered position.

5025-M Close Clearance Conditions Exist

- On the west end of tracks 1 thru 11; due to the Automatic Speed Control Test Boxes. Employees are cautioned not to extend head or limbs outside of cab windows or ride on the outside of a car on these tracks.
- Close clearance exists at the west end of the station platform at the pedestrian overpass. Employees are cautioned not to extend head or limbs outside of cab windows on trains and equipment at this location.

DIVIDE INTERLOCKING**HICKSVILLE NORTH SIDE TRACK:**

The automatic safety switch located on the north side track Hicksville leading to the west end of the runaround track replaced with a NON TRAILABLE hand operated switch.

“NON TRAILABLE HAND OPERATED SWITCH” signs have been installed on the north side track and on the runaround track. These signs will have yellow lettering on a red background.

The hand operated switch located on the north side track Hicksville leading to the east end of the runaround track replaced with a Dual Control (DC) switch (2-43) with a DC derail.

EAST END NORTH SIDE TRACK (ATLANTIC PIPE TRACK)

**GN 6-70
(N)**

Reconfigured with an electric lock switch, controlled by JCC- Divide, with a derail, installed 300 feet east of the westbound freestanding position light signal (2-3W).

Atlantic pipe track is 2107 feet in length, measured from the westbound freestanding position light (2-3W) Divide Int. to the track barricade installed at the east end.

HICKSVILLE SECONDARY TRACK

**GN 6-35
(O)**

Previously designated North Side M of W track is now designated as the Hicksville Secondary track. The Hicksville Secondary Track (of no assigned direction) is not equipped with third rail and is located between 2-3W and 3-3E signals, Divide Interlocking. Trains / track cars will be governed by rules and special instructions for secondary tracks in addition to the following:

Authority to occupy:**Westward from Hicksville station No. 1, 2 or 3 tracks:**

Signal indication from JCC- Divide (3-1W, 3-2W, 3-3W)

Westward from Atlantic Pipe (East end North Side Track):

Verbal permission from JCC- Divide

Eastward from North Side Track:

Signal indication from JCC- Divide (2-3E)

Maximum authorized speed: Restricted Speed

NEW SIGNALS INSTALLED AND IN SERVICE**Signal 3-3E:**

Eastward pedestal signal located at east end of newly designated Hicksville Secondary Track, Divide Interlocking

Signal 2-RE:

Eastward low home signal located at the east end of the run around track, Divide Interlocking

REVISED SIGNALS / SWITCHES INSTALLED AND IN SERVICE**Signal 2-3E:**

Eastward low home signal (2-3E), replaced with an eastbound pedestal signal, located east end North Side Track, Divide Interlocking (newly installed pedestal signal is 433 feet west of the former low home signal)

Signal 2-3W:

Westward low home signal (2-3W), replaced with a westward free-standing position light signal located west end newly designated Hicksville Secondary Track, Divide Interlocking (newly installed position light signal is 122 feet west of the former low home signal)

**GN 6-70
(N)**

DIVIDE INTERLOCKING**REVISED SIGNALS / SWITCHES INSTALLED AND IN SERVICE (Cont'd)****2-43 Switch:**

Eastward trailing point hand operated switch, from the east end of the run around track, Divide Interlocking, replaced with a Dual Control (DC) switch, with a Dual Control derail.

**GN 6-35
(O)**

3-31 Crossover:

Eastward facing point interlocking crossover switch (3-31W) from Hicksville Secondary Track to eastward trailing point interlocking crossover switch (3-31E) on No. 1 track, Divide Interlocking, is now in service.

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When necessary, additional Form L copies may be made by other than the original receiving Block Operator. The date of issue, complete time, effective time and the name of the original receiving Block Operator will not be changed. The initials of the Block Operator that recopies the Form L (photo-copying machine or handwrites) must be shown next to the name of the original Block Operator.

208. If an error is discovered in a Form L after the complete time has been given, the Form L must be annulled or cancelled.

209a. At locations specified in the special instructions, qualified employees must check the designated printing machine for Form L(s) pertaining to their train. This includes, at minimum, when reporting for duty. When receiving Form L(s) electronically, such form(s) will be received on white paper in lieu of the yellow paper used for hand, radio and telephone delivery.

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

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

Form L No 1 address;

C&E NO 2089 ENG 7007 AT RONKONKOMA VIA JCC- DIVIDE

Form L No 2 address;

C&E ALL WESTWARD TRAINS AT RONKONKOMA VIA JCC-DIVIDE

When electronically delivered Form L(s) are required for a train and are in possession of a qualified employee, they will be made effective through the Train Dispatcher/Block Operator during orders and messages. The amount of Form L(s) and their numbers must be verified. The Train Dispatcher/Block Operator will state, "I have _____ Form L's for your train, Form L numbers _____." The employee receiving this information will mark the appropriate portion indicating the amount of Form L(s) and their numbers. The Form L(s) will then be repeated by the employee as required by the rules. When repeating the address, employees only have to repeat the address that applies to their train.

After the Form L(s) have been repeated correctly, the Train Dispatcher/Block Operator will issue a separate "Effective" time for each Form L repeated and give their last name. The employee receiving the "Effective" time and last name of the Train Dispatcher/Block Operator will write that information on each Form L received in the designated location making the Form L(s) effective. Additions to Form L(s) must not be made, unless otherwise provided, and if necessary, additional Form L(s) must be provided.

GN 6-70
(O)

At the conclusion of orders and messages upon which Form L(s) were delivered electronically, the qualified employee who received the Form L(s) must deliver a copy to all others addressed. Each employee addressed, upon receiving Form L(s), must contact the Train Dispatcher/Block Operator without causing delay to the train, prior to proceeding, to confirm it was received and understood.

The Train Dispatcher/Block Operator will show on his office copy of the Form L(s), the name of the person who received the Form L(s) electronically as well as the name and time it was confirmed received by any additional employees addressed. When applicable, if any employee addressed in the Form L(s) fails to contact the Block Operator, the Block Operator must notify the Train Dispatcher and then use all means necessary to confirm it was received and understood by all employees addressed.

When orders are delivered electronically, all crew members on board must be made aware of the existence and content of the order. If at any time the electronic delivery system fails or is not function as intended, the controlling tower must be notified. In such times and if necessary, Form L(s) will be delivered by radio or telephone during orders and messages.

When contacting the controlling tower for orders and messages, an employee in possession of an electronically delivered Form L(s) that is no longer in effect will be informed by the Block Operator that the Form L(s) in their possession is no longer effective. Trains receiving this information must not proceed without verbal permission from the Train Dispatcher through the Block Operator. The permission must include the Train Dispatcher's last name.

Employees in possession of Form L(s) that have been cancelled will be governed as provided by Rule 210 in the Rules of the Operating Department.

NOTE: For each Form L required for delivery, 2 copies will be sent to the printer. Each train must only take 2 copies of each Form L for their train. Additional copies in the printer may be for other train crews.

209b. When effecting delivery of a Form L by telephone or radio, the Train Dispatcher/Block Operator must give, to the employee addressed, the complete Form L, including his own last name.

The employee receiving the Form L must repeat the Form L in its entirety at once. After the Form L has been repeated in its entirety, the Train Dispatcher/Block Operator will give the "Made Complete" time. After receiving the "Made Complete" time, the employee will repeat it to the Train Dispatcher/Block Operator who will then issue an effective time. The employee receiving the Form L must record their name and the time the form was made effective in the space provided, thereby making the Form L in