



Long Island Rail Road

Jamaica, NY
July 16, 2018

General Notice No. 4-13

Effective 3:29 AM
Monday, July 16, 2018

(A) Entire Railroad

Timetable Authority – General Notices

General Notice 4-1 Paragraph (F), delete the last paragraph in its entirety and corresponding map on Page 5.

General Notice 4-9 Paragraph (B), delete “**See Map on Page 7**” and discard Page 7.

General Notice 4-9 Paragraph (C), last paragraph, last sentence, delete “**not yet**” and “**See Map on Page 7**”

General Notice 4-9 Paragraph (D) is annulled.

(B) Entire Railroad

Physical Characteristics – Mainline Branch

New main track (Mainline No. 1 track) located north of Single track, installed and in service between CI and Ocean Interlocking’s.

Current Single track located south of the newly installed Mainline No. 1 track has been renamed Mainline No. 2 track between CI and Ocean Interlockings.

Current Single track located south of Certified North Controlled siding has been renamed Mainline No. 1 track between Ocean and Pond Interlockings.

South side track Pond Interlocking located south of Mainline No. 1 track in service and renamed Mainline No. 2 track.

See Map on Page 4.

(C) Entire Railroad

Physical Characteristics – CI Interlocking

1W signal CI Interlocking (CI Easterly limit) installed and in service located as follows:

1W- First interlocking signal West of Central Islip Passenger station on Mainline No. 1 track.

1W signal is a Reduced Aspect Signal (RAS).

2E signal CI Interlocking not yet in service but may be displayed for testing purposes.

See Map on Page 4.

(D) Entire Railroad

Physical Characteristics – Ocean Interlocking

11E signal Ocean Interlocking (Ocean Westerly limit) Installed and in service located as follows:

11E – First interlocking signal east of Central Islip Passenger station on Mainline No. 1 track.

11E is a Reduced Aspect Signal (RAS).

22W signal Ocean Interlocking (Ocean Easterly limit) Installed and in service located as follows:

General Notice 4-13
(Paragraph (D) Continued)

22W – First interlocking signal West of Pond Interlocking on Mainline No. 2 track.

22W signal is a Reduced Aspect Signal (RAS).

21 switch crossover Ocean Interlocking in service located as follows:

Eastbound trailing point interlocking crossover switch, 1st switch east of 11E signal (Ocean Westerly limit) on Mainline No. 1 track.

Eastbound facing point interlocking crossover switch, 1st switch east of 22E signal (Ocean Westerly limit) on Mainline No. 2 track.

See Map on Page 4.

(E) Entire Railroad

Physical Characteristics – Pond Interlocking

2E signal Pond Interlocking (Pond Westerly limit) installed and in service located as follows:

2E – First interlocking signal east of Ocean Interlocking on Mainline No. 2 track.

2E is a Reduced Aspect Signal (RAS).

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

See Map on Page 4.

(F) Entire Railroad

Timetable Special Instruction 1038-B

General Notice replacement pages for Special Instruction 1038-B On Page I-36, Special Instruction 1038-B has been revised as follows:

Main Line branch, “Brent and Ronkonkoma” has been changed to read, “**Brent and CI**”. Under “Brent and CI”, “**CI and Ronkonkoma**” has been added. In No.2 track and No.1 track columns, “**80**” has been added to Psgr and “**45**” has been added to Frt columns.

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

(G) Entire Railroad

Timetable Special Instruction 1151-A & 1151-B

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

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

The 2nd line of Main Line Branch row in the “And” column, “Pond” has been changed to “**CI**”.

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

General Notice 4-13
(Paragraph (G) Continued)

Main Line Branch, under the JS and Brent row, in the "Between" column, "Pond and KO" has been changed to read, "**CI and KO**".

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

**(H) Entire Railroad
Timetable Special Instruction 1250**

General Notice replacement pages for Special Instruction 1250
On Page I-72, Special Instruction 1250 has been revised as follows:

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

Under "Brent to CI row" in the "Between" column, "**CI**" has been added. In the "And" column, "**Pond**" has been added. In the Track column, "**1-2**" has been added. In 2 column, "**X**" has been added. In 5 column, "*****" has been added. In 7 column, "*****" has been added. In 8 column, "*****" has been added.

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

Spiro Papanikolatos
General Superintendent – Transportation

1038-B

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

ALL TRACKS PENN STATION - 15 MILES PER HOUR

	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt
Between JO-C-F-And Harold (Amtrak)	....	....	60	20	60	20	60	20	60	20
Between Harold and F Harold Interlocking	45	30	....	....	....	....	Eastward Psgr 30	Westward Frnt 25	Westward Psgr 40	Westward Frnt 25
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt
RPR Track	40	20								
Harold Interlocking Limits			60	20	60	20	60	20	60	20
ATLANTIC BRANCH										
ALL TRACKS ATLANTIC TERMINAL STATION, INCLUDING BROOK LOCATION 1 - 5 MPH.										
Between										
Brook Location 1 to Westerly limits of East New York Interlocking	....	....	....	....	45	10	45	10	....	....
<i>Except</i>										
First curve east of Brook 2 to reverse curve east of Nostrand Ave.	....	....	....	....	30	10	30	10	....	....
Reverse curve east of Nostrand Ave. to westerly Limits of East New York interlocking	....	....	....	....	45	....	45	....	....	....
East New York Interlocking	....	....	....	....	60	....	60	....	....	....
Easterly limits of East New York Interlocking to Dunton	....	....	....	....	70	25	70	25	....	....
Dunton to Jay	....	....	45	40	45	40	45	40	45	40
Between:										
Hall and Valley	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
First curve east of Hall Tower	....	....	....	....	30	25	30	25	....	....
Second and third curves east of Hall Tower	....	....	....	....	60	40	60	40	....	....
All curves between Locust Manor and Valley Stream	....	....	....	....	60	40	60	40	....	....
Valley Interlocking	....	....	....	....	....	....	....	....	....	....
Curve at Valley Interlocking Station	....	....	....	....	45	45	....	....	....	....
CENTRAL BRANCH										
Between										
Beth and Babylon*	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
Beth Interlocking (See note 5)	55	40	....	....	....	....	....	....	....	....
First curve east of Signal C-338	30	25	....	....	....	....	....	....	....	....
FAR ROCKAWAY BRANCH										
Valley Interlocking										
Curve east end Valley Stream Station	....	....	....	....	15	10	15	10	....	....
Between:										
Valley and End of Block, Far Rockaway East on 2; West on 1	....	....	....	....	40	30	40	30	....	....
Valley and End of Block, Far Rockaway West on 2; East on 1	....	....	....	....	40	30	40	30	....	....
<i>Except:</i>										
Curves west of Hewlett	....	....	....	....	30	25	30	25	....	....
HEMPSTEAD BRANCH										
Between:										
Br. 4 Queens and Garden*	....	....	....	....	70	45	70	45	....	....
<i>Except:</i>										
First curve east of Floral Park	....	....	....	....	50	40	50	40	....	....
Second curve east of Floral Park	....	....	....	....	60	40	60	40	....	....
Garden City Curve	....	....	....	....	50	40	50	40	....	....
Garden and End of Block Hempstead	30	25	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Garden	15	10	....	....	....	....	....	....	....	....

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
LONG BEACH BRANCH										
Between:										
Valley and Lead East on 2; West on 1	....	....	....	....	60	40	60	40	....	....
Valley and Lead West on 2; East on 1	....	....	....	....	40	30	40	30	....	....
<i>Except:</i>										
First curve east of Lynbrook and east end of Centre Avenue station platform	....	....	....	....	45	....	45	....	....	....
Curve east end East Rockaway Station	....	....	....	....	45	....	45	....	....	....
Curve east of Oceanside	....	....	....	....	45	....	45	....	....	....
Curve, Island Park	....	....	....	....	45	....	45	....	....	....
Lead Interlocking	30	15	....	....	....	....	....	....	....	....
MAIN LINE										
Between:										
Harold and Mile Post 4	....	....	60	20	60	20	60	20	60	20
Mile Post 4 and Jay	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Kew Gardens & Westward limits of Jay Interlocking for Eastward Trains Only	....	....	....	35	....	35	....	35	....	....
Jay and Hall Interlocking limits	....	....	....	10	....	10	....	10	....	10
Signal Bridge 99 & Queens	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Reverse curves at west end of Hillside Viaduct	....	....	60	40	60	....	70	....	70	....
Queens Interlocking	....	....	80	45	80	45	80	45	80	45
Queens and Farm	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
Between West End of Hicksville Station and easterly limits of Divide	....	....	....	....	40	40	40	40	....	....
Beth Interlocking and First Curve east of Beth	....	....	....	....	60	40	60	40	....	....
Farm 2 Interlocking	....	....	....	....	60	40	60	40	....	....
Farm and JS	80	45	....	....	....	....	....	....	....	....
JS and Brent	....	....	....	....	80	45	80	45	....	....
Brent and CI	80	45	....	....	....	....	....	....	....	....
CI and Ronkonkoma	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
First curve east of MP 47	60	45	....	....	....	....	....	....	....	....
Ronkonkoma and MR	45	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Westward Home signal at KO and 1st Westward interlocking signal	20	10	....	....	....	....	....	....	....	....
MR and End of Block, GY	40	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Mile Post 73 and Mile Post 74	20	20	....	....	....	....	....	....	....	....
MONTAUK BRANCH										
Between:										
Sig. Bridge 98 and Valley (see note1)	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
Curve, Hillside Viaduct	....	....	....	....	60	40	60	40	....	....
Curve west of St. Albans	....	....	....	....	60	40	60	40	....	....
Reverse curves east of St. Albans	....	....	....	....	....	....	60	40	....	....
Reverse curves 3595 east of St. Albans	....	....	....	....	60	40	....	....	....	....
Second curve west of Valley	....	....	....	....	60	40	60	40	....	....
First curve west of Valley	....	....	....	....	70	40	70	40	....	....
Valley and Babylon	....	....	....	....	80	45	80	45	....	....

GN 4-13 (F)

GN 4-11 (C)

1104-G (Continued)

Locations where these crossovers are as follows:

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

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

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

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

1151-A

**MAIN TRACK DESIGNATION
Single Track**

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

**GN 4-13
(G)**

**GN 4-9
(G)**

**GN 4-7
(C)**

1151-B		Two or More Tracks			
Current of traffic is as shown: X - Indicates No Current of Traffic.					
Between:	Line 1	Line 3	Line 2	Line 4	
JO - C - F and Harold	X	X	X	X	
	No. 4	No. 2	No. 1	No. 3	
	Track	Track	Track	Track	
Atlantic Branch					
Between:					
Brook and Dunton		X	X		
Dunton and Jay (SEE NOTE 2)	X	X	X	X	
Hall and Valley		X	X		
Far Rockaway Branch					
Between:					
Valley and End of Block, Far Rockaway		X	X		
Hempstead Branch					
Between:					
Queens and Garden		X	X		
Long Beach Branch					
Between:					
Valley and Lead		X	X		
Main Line					
Between:					
Harold and Jay	X	X	X	X	
Jay and Hall (SEE NOTE 1)					
Hall and Queens	X	X	X	X	
Queens and Farm		X	X		
JS and Brent		X	X		
CI and KO		X	X		
Montauk Branch					
Between:					
Hall and Valley		X	X		
Valley and Babylon		X	X		
Babylon and Y		East'd	West'd		
Oyster Bay Branch					
Between:					
Nassau and Locust		East'd	West'd		
Port Washington Branch					
Between:					
Harold and Neck		X	X		
Port Jefferson Branch					
Between:					
Divide and Hunt		X	X		
NOTE 1: Jay and Hall Tracks 9 thru Zero, no Current of Traffic.					
NOTE 2: Dunton and Jay no Current of Traffic. Tracks are shown from South to North					
1151-C Secondary Tracks					
Block operators will keep a record for secondary tracks under their jurisdiction. This record of train movements must include train, engine number, direction, location, and time track is occupied or cleared. The timetable direction for all secondary tracks, from the station first named, is eastward.					
Secondary Tracks of No Assigned Direction Zone C					
Track	Between	And	Controlled By	Note	
Babylon-Babylon Yard	Babylon	Babylon Yard	Babylon		3
LIRR SECONDARY NO 1 AND NO2	JAY	End LIRR Secondary Sign	JCC-Jay		4 & 5
Garden-Mitchel Field	Garden	Mitchel	Queens		1,1-A,2&2-A

GN 4-13
(G)

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

When a speed restriction is provided in a Form L, an effective Speed Restriction Notice, Bulletin Notice or General Notice, a job briefing **MUST** include all applicable information detailing the exact restriction with the defined limits and speed to be adhered to.

Once notification of a pending speed restriction is received by a train crew, the following procedure must be adhered to:

- The engineer must immediately inform the Conductor of the pending speed restriction via one of the communicating signal appliances or the ICS
- The Conductor must acknowledge the communication via one of the communicating signal appliances or the ICS. Thereafter, the conductor must immediately walk to the leading end and remain with the Engineer until the speed restriction is complied with, unless the Engineer is operating a DE/DM locomotive. If the Engineer is operating a DE/DM locomotive, the Conductor must be located in a position to communicate with the Engineer utilizing one of the communicating signal appliances or the ICSS.
- If operating conditions prevent the Conductor from acknowledging the communication and/or they are not able to walk to the leading end or to be positioned in a location to communicate with the Engineer, the Engineer must contact the Movement Bureau via radio channel 2 to receive authorization from the Chief Train Dispatcher to operate up to and through the speed restricted area while complying with the speed restriction, without the Conductor on the leading end.
- If necessary, the Conductor **MUST** take appropriate action, including stopping the train at the proper distance from the location of the speed restriction to permit proper train braking if the Engineer fails to control the movement of the train in accordance with the speed restriction.

NOTE: A verbal speed restriction may only be provided when a train is unable to be stopped at a controlled location and there is imminent danger to the safety of the train or personnel on or about the tracks. When a verbal speed restriction is provided, the Engineer and Conductor must be governed by the procedure outlined in the paragraphs above.

NOTE: When practicable, the Train Dispatcher/Block Operator will confirm the **BOTH** the Engineer and Conductor are aware of the speed restriction

1240 Crossing Activation Failure

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

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

1241 Assist Train or Engine movement with crossing protection

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

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

Special Instructions

I-72

1250 Movement of trains by Block Signal System rules

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

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

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

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

- GN 4-13
(H)
- GN 4-9
(H)
- GN 4-10
(D)

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

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