



General Notice No. 4-22

Effective 12:02 AM  
Tuesday, September 4, 2018

**(A) Entire Railroad  
Timetable Authority**

On Page 42, Train 2056; add time at WSY **"Q 3:00 PM"**.

On Page 51, Train 1724 in the notes section; after via No. 1 track Harold to Jay add **"Via No. 1 track Nassau to Hunt"**.

On Pages 112 and 174, Train 449; add time at WSY **"Q 2:41 PM"**.

On Page S80, Train 8700; at JJD under time 2:42 AM add **"(5785)"**

On Page S80, Train 5785; at JJD under time 2:42 AM add **"(8700)"**

On Page S80, Train 8790 change the times as follows.

Trains	8790
BABYLON	S 12:38 AM
BAY SHORE	S 12:44 AM
ISLIP	S 12:49 AM
GREAT RIVER	S 12:52 AM
OAKDALE	S 12:56 AM
SAYVILLE	S 1:01 AM
Y	1:03 AM
PATCHOGUE	S 1:08 AM
BELLPORT	S 1:14 AM
MASTIC-SHIRLEY	S 1:21 AM
JJD	1:23 AM
SPEONK	D 1:38 AM

**(B) Entire Railroad  
Timetable Special Instruction 1103-H**

General Notice replacement pages for Special Instruction 1103-H  
On Page, I-49, Special Instruction 1103-H has been revised as follows:

16th row information relating to Peters Blvd. "Track" has been changed to **No 1-2**, "Direction" has been changed to **Westward** and "location" has changed to **2nd crossing west of Central Islip**.

17th row information relating to Carleton Ave. "Track" has been changed to **No 1-2**

18th and 20th rows with information relating to Pond Rd. have been deleted.

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

Effective 12:01 AM  
Wednesday, September 5, 2018

**(C) Entire Railroad  
Hempstead Branch – Stewart Manor Passenger Station**

Renovation of the Stewart Manor Passenger Station No. 1 track platform A is being performed. 400 feet of the east end of Stewart Manor Station Platform A is out of service with a construction barricade installed.

All **westward** trains will platform head four “4” cars.

All **eastward** trains will platform head four “4” cars.

There is a 6-12 car marker installed approximately 340 east of the west end of the platform.

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

**(D) Entire Railroad  
Timetable Special Instruction 1901-B**

General Notice replacement pages for Special Instruction 1901-B On Page I-89, Special Instruction 1901-B has been revised as follows:

Under **Hempstead Branch, after Stewart Manor Track 1**, in Sta. Cap. column, “10” has been changed to “4”, in 6, 8, and 10 car column, “\*” has been changed to “**H-4**” and in the 12 car column, H-10 has been changed to “**H-4**”.

On Page I-96, Special Instruction 1901-B has been revised as follows:

Under **Hempstead Branch, after Stewart Manor Track 1**, in 6, 8,10 and 12 car column, “R-4” has been changed to “**H-4**”

Employees must discard Special Instructions/Replacement Pages I-95 and I-96 and replace with Replacement Pages “**I-95 and I-96**” attached to and part of this General Notice.

Spiro Papanikolatos  
General Superintendent – Transportation

1103-H (Continued)

**MAIN LINE**

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

GN 4-22  
(C)**MONTAUK BRANCH**

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

**PORT JEFFERSON BRANCH**

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

**WEST HEMPSTEAD BRANCH**

Track	Direction	Crossing	Location
Single	Eastward	Franklin Avenue	1 <sup>st</sup> Crossing East of Westwood Station

**1103-J RIVERHEAD** Westbound trains originating at Riverhead must approach Osborne Avenue and Sweezy Avenue first and second crossings west of Riverhead prepared to stop and must not proceed over crossings until gates are in the lowered position.

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

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

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

**1103-P MONTAUK BRANCH SAYVILLE**

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

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

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

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

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

**MONTAUK BRANCH**

**Sayville for Eastward Trains**

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

**Sayville for Westward Trains**

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

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

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

**Note 2:**

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

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

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

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

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

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

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

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

**Note 3:**

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

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

**Note 4:**

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

**Note 5:**

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

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

**Note 6:**

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

**Note 7:**

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

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

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

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

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

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION  
WESTBOUND

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

GN 4-22  
(B)

GN 4-21  
(G11)

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

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

Note D: See Special Instruction 5017-B-1

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

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