



General Notice No.4-23

Effective 12:01 AM  
Monday, September 10, 2018

**(A) Entire Railroad**

**Timetable Special Instruction 1901-B**

General Notice replacement pages for Special Instruction 1901-B  
On Pages I-92 and I-96, Special Instruction 1901-B has been revised as follows:

On Pages, I-92 and I-96 under MAIN LINE Kew Gardens and Forest Hills, in Sta. Cap. column, "4" has been changed to "6", in the "6" car column, "H-4" has been changed to "\*" and in the 8, 10, 12 car column, "H-4" has been changed to "H-6".

Employees must discard Special Instruction Pages I-91, I-92, I-95, and I-96 and replace with Replacement Pages "I-91, I-92, I-95, and I-96" attached to and part of this General Notice.

**(B) Entire Railroad**

**Timetable Authority – General Notices**

General Notice 4-21 Paragraph (A1) is annulled  
General Notice 4-21 Paragraph (A2), 12 switch cross over paragraph – delete "(blocked and spiked normal)" and delete the last two paragraphs in their entirety.  
General Notice 4-21 Paragraphs (A3), (A4) and (A5) delete "see map on page 12"  
General Notice 4-21 Paragraph (A6) delete "see map on page 11-13"  
General Notice 4-21 Paragraphs (A9) and (A10) delete "see map on page 13"  
General Notice 4-21 Paragraph (C4) delete "6th row containing information related to Giaquinto has been removed."

**(C) Entire Railroad**

**Timetable Station Pages**

Employees must make the following changes in ink:  
On Page III, Main line Branch, change "FARM 1 R-From Divide" to read "FARM R-From Divide" and change "FARM 2 R-From Divide" to read "PW R-From Divide". In "Interlocking" column for "PW R-From Divide" add, "XR". In "Distance from NY or LIC" column add, "31.5".

Above "PINLAWN", add, "LAWN R- From Divide". In "Interlocking" column add, "XR". In "Distance from NY or LIC" column add, "32.3".

Under "PINELAWN" add, "DANCH R- From Divide". In "Interlocking" column add, "XR". In "Distance from NY or LIC" column add, "34.1".

On Pages 154 through 161 and S86 through S91, "FM2" will be referred to as "FM". Changes will be made in the next General Order.

**(D) Entire Railroad**

**Physical Characteristics – Farm 1 and Farm 2 Interlockings**

Farm 1 Int. renamed Farm Int. and Farm 2 Int. renamed PW Interlocking.  
All signals former Farm 2 Int out of service to be removed. (1E and 1W signals)

New PW Interlocking R-Divide in service and located as follows:

1<sup>st</sup> Interlocking east of Farm Int. on Mainline No. 1 track.

1<sup>st</sup> interlocking west of Lawn Int. on Mainline No. 1 track.

New PW Interlocking consists of 3 Reduced Aspect Signals (RAS) (1E, 3W & 1W)

1E Signal (PW Westerly limit) – 1<sup>st</sup> Interlocking signal east of Farm Int. on Mainline No. 1 track installed and in service

3W Signal (PW Easterly limit) – 1<sup>st</sup> Interlocking signal West of Lawn Int. at West end of Pinelawn long siding installed and in service

1W Signal (PW Easterly limit) – 1<sup>st</sup> Interlocking signal west of Lawn Int. on Mainline No.1 track installed and in service

**See Map on Page 8.**

**(E) Entire Railroad**

**Physical Characteristics – Mainline Branch**

Single Track between Farm Int. and JS Int. will be re-designated Mainline No. 1 track. This Main track will be located north of newly installed Mainline No. 2 track.

Newly installed main track (Mainline No. 2 track) installed and in service between Farm Int. and JS Int. located south of Mainline No. 1 track. **See Maps on Pages 8 & 9.**

**(F) Entire Railroad**

**Physical Characteristics – Lawn Interlocking**

New Lawn Interlocking R-Divide in service and located as follows:

1<sup>st</sup> Interlocking east of PW Int. on Mainline No. 1 track.

1<sup>st</sup> interlocking west of Pinelawn Psgr. station on Mainline No. 1 track.

New Lawn Interlocking consists of 3 Reduced Aspect Signals (RAS) (1E, 3E & 1W) and 1 Dual Control switch (31). A Dual Control derail has been installed on the east end of Pinelawn long siding and must be operated independently from the DC switch.

1E Signal (Lawn Westerly limit) – 1<sup>st</sup> Interlocking signal east of PW Int. on Mainline No. 1 track installed and in service

3E Signal (Lawn Westerly limit) – 1<sup>st</sup> Interlocking signal east of PW Int. at east end of Pinelawn long siding installed and in service

1W Signal (Lawn Easterly limit) – installed on a pole - 1<sup>st</sup> Interlocking signal west of Pinelawn Psgr. station on Mainline No.1 track installed and in service

31 Switch – Eastward trailing point Dual Control switch, 1st switch east of 1E signal (Lawn Westerly limit) on Mainline No. 1 track. Westbound facing point Dual Control switch, 1st switch west of 1W signal (Lawn Easterly limit) on Mainline No. 1 track.

**See Map on Page 8.**

**(G) Entire Railroad**

**Mainline Branch – Pinelawn Passenger Station**

Renovation of the of south side platform at Pinelawn Passenger Station has been completed.

Newly located **westward 6 -12** car marker located at the west end of the platform on both No. 1 and No. 2 tracks.

Newly located **eastward 6,8,10 &12** car markers located east of the east end of the platform on both No. 1 and No. 2 tracks.

All **westward** trains will platform head two “2” cars.

All **eastward** trains will platform rear two “2” cars.

**(H) Entire Railroad**

**Physical Characteristics – Danch Interlocking**

New Danch Interlocking R-Divide in service and located as follows:

1<sup>st</sup> Interlocking east of Pinelawn Psgr. station

1<sup>st</sup> interlocking west of Wyandanch Psgr. station

Danch Int. will consist of 4 Reduced Aspect Signals (RAS) (1E, 1W, 2E & 2W) and 2 Interlocking Crossover switches (12 and 21).

1E Signal (Danch Westerly limit) – 1<sup>st</sup> Interlocking signal east of Pinelawn Psgr. Station on Mainline No. 1 track installed and in service

2E Signal (Danch Westerly limit) – 1<sup>st</sup> Interlocking signal east of Pinelawn Psgr. Station on Mainline No. 2 track installed and in service

1W Signal (Danch Easterly limit) – 1<sup>st</sup> Interlocking signal west of Wyandanch Psgr. station on Mainline No.1 track installed and in service

2W Signal (Danch Easterly limit) – 1<sup>st</sup> Interlocking signal west of Wyandanch Psgr. station on Mainline No.2 track installed and in service

12 Switch Crossover – 1<sup>st</sup> westward trailing point Interlocked crossover switch west of 1W signal (Danch easterly limit) on Mainline No. 1 track installed and in service. 1<sup>st</sup> westward facing point Interlocked crossover switch west of 2W signal (Danch easterly limit) on Mainline No. 2 track installed and in service.

21 Switch Crossover – 1<sup>st</sup> westward facing point Interlocked crossover switch west of 1W signal (Danch easterly limit) on Mainline No. 1 track installed and in service. 1<sup>st</sup> westward trailing point Interlocked crossover switch west of 2W signal (Danch easterly limit) on Mainline No. 2 track installed and in service.

**See Map on Page 9.**

**(I) Entire Railroad**

**Mainline Branch – Wyandanch Passenger Station**

Newly installed south side platform installed and in service.

Newly located **westward 6, 8, 10 & 12** car markers located on the platform on No. 2 track.

Newly located **eastward 6, 8, 10 & 12** car markers located on the platform on No. 2 track.

All **westward** trains will platform twelve “12” cars.

All **eastward** trains will platform twelve “12” cars.

**(J) Entire Railroad**

**Physical Characteristics – JS Interlocking**

2E signal (JS Westerly limit) – 1<sup>st</sup> signal east of Wyandanch Psgr station on Mainline No. 2 track in service.

2E signal is a Reduced Aspect Signal (RAS).

21 switch crossover installed and in service located as: 1<sup>st</sup> westward facing point Interlocked crossover switch west of 1W signal (JS easterly limit) on Mainline No. 1 track installed and in service. 1<sup>st</sup> westward trailing point Interlocked crossover switch west of 2W signal (JS easterly limit) on Mainline No. 2 track installed and in service. **See Map on Page 9.**

**(K) Entire Railroad**

**Physical Characteristics – Giaquinto Track and Electric Lock Switch**

Giaquinto Track installed and in service (east of Wyandanch Psgr. station / west of JS Int.) south of Mainline No. 2 track. Eastbound facing point uncontrolled electric lock switch to the south, with a derail, installed and in service to Giaquinto Track, located 1<sup>st</sup> switch east of Wyandanch Psgr. station on Mainline No. 2 track.

- (L) **Entire Railroad  
Mainline Branch – Kew Gardens Passenger Station**  
Renovation of Kew Gardens Passenger Station platform have been made and now accommodates 6 cars.

New 4-12 car markers located at the west end of the platform on No. 3 and No. 4 tracks.

New 4-12 car markers located at the east end of the platform on No. 3 and No. 4 tracks.

All **westward** trains will platform head six (6) cars.  
All **eastward** trains will platform head six (6) cars.

- (M) **Entire Railroad  
Mainline Branch – Forest Hills Passenger Station**  
Renovation of Forest Hills Passenger Station platform have been made and now accommodates 6 cars.

New 4-12 car markers located at the west end of the platform on No. 3 and No. 4 tracks.

New 4-12 car markers located at the east end of the platform on No. 3 and No. 4 tracks.

All **westward** trains will platform head six (6) cars.  
All **eastward** trains will platform head six (6) cars.

- (N) **Entire Railroad  
Operations Manual- Rules of the Operating Department**  
On page 115, Rule 503, delete the first example of permission for a reverse movement. Employee must replace the example with the following:  
**“No 966 Eng 7158 reverse direction on single track at Malverne and proceed west to Valley, or”**

- (O) **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, “Farm 2 Interlocking” has been deleted, “JS and Ronkonkoma” has been changed to read, “**Farm and Ronkonkoma**”. “Farm and JS and 80 psgr. 45 frt.” in single column have been removed.

Under Farm and Ronkonkoma Except: “**PW Interlocking**” has been added with “**60**” psgr and “**40**” frt on No 1 track.

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.

- (P) **Entire Railroad  
Timetable Special Instruction 1103-A**  
General Notice replacement pages for Special Instruction 1103-A  
On Page I-46, Special Instruction 1103-A has been revised as follows:

A keying device to interrupt crossing signals have been added at the following location:

**“Straight Path, Wyandanch.** Located on west end of station platforms on No. 1 and No. 2 tracks.”

Employees must discard Special Instructions Pages I-45 and I-46 and replace with Replacement Pages “**I-45 and I-46**” attached to and part of this General Notice.

**(Q) 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:

After the 7<sup>th</sup> row for **New Highway** under "Track" **No 1-2** has been added, under "Direction" **Westward** has been added, under "Location" **2<sup>nd</sup> crossing west of Pinelawn** has been added.

8<sup>th</sup> row information relating to Little East Neck Rd "Track" has been changed to **No 1-2**, "Direction" has been changed to **Eastward**, under "Location" has been changed to **1st crossing East of Pinelawn**

9<sup>th</sup> row information relating to Eighteenth street "Track" has been changed to **No 1-2**, "Direction" has been changed to **Westward**, under "Location" **2<sup>nd</sup> crossing East of Pinelawn** has been deleted

10<sup>th</sup> row information relating to Carl's Straight Path "Track" has been changed to **No 1-2**

11<sup>th</sup> row information relating to Commack road "Track" has been changed to **No 1-2**, "Direction" has been changed to **Westward**, under "Location" **2<sup>nd</sup> crossing east of Wyandanch** has 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.

**(R) Entire Railroad**

**Timetable Special Instruction 1104-C**

General Notice replacement pages for Special Instruction 1104-C  
On Page I-53, Special Instruction 1104-C has been revised as follows:

1st and 2nd row, under "Location" "Farm 1" has been changed to read, "**Farm**". In the 2nd row under "Switch" "Farm 1" has been changed to read, "**Farm**" both rows "Time delay From Main" has been changed to read **2 min. 15 sec.**

3rd row containing information related to Long siding has been removed.

4<sup>th</sup> and 5<sup>th</sup> row containing information related to Wyandanch DEF under "Switch" "main track" has been changed to read "**NO. 1 track**" and under "Time delay From Main" has been changed to read **2 min. 15 sec.**

7<sup>th</sup> row containing information relating to southern container "Time delay From Main" has been changed to read **2 min. 15 sec.**

After information relating to the east switch of Wyandanch D.E.F. Giaquinto switch has been added: under "Location" **Mainline 520ft west of MP 37** under "Switch" **Trailing westward from Giaquinto track to No 2 track** under "Time delay From Main" **2min 15 sec** and under "Time Delay To Main" **0** has been added

Employees must discard Special Instructions Pages I-53 and I-54 and replace with Replacement Pages "**I-53 and I-54**" attached to and part of this General Notice.

**(S) Entire Railroad**

**Timetable Special Instruction 1151-A & 1151-B**

General Notice replacement pages for Special Instruction 1151-A & 1151-B

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

"Main Line" row between "Farm and JS" has been removed

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

“Queens and Farm” has been changed to read, “**Queens and KO**”

“JS and KO” row has been removed.

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.

**(T) Entire Railroad**

**Timetable Special Instruction 1163-D**

General Notice replacement pages for Special Instruction 1163-D

On Page I-63, Special Instruction 1163-D has been revised as follows:

“Farm 1” has been changed to read, “**Farm**”.

Employees must discard Special Instructions Pages I-63 and I-64 and replace with Replacement Pages “**I-63 and I-64**” attached to and part of this General Notice.

**(U) Entire Railroad**

**Timetable Special Instruction 1167-E**

General Notice replacement pages for Special Instruction 1167-E

On Page I-67, Special Instruction 1167-E has been revised as follows:

“Farm 1” has been changed to read, “**Farm**”. After “Farm”, “**Pond**” has been added and “**-Certified North Controlled Siding at Pond**” has been moved from below “Ronkonkoma” adjacent to “Pond”.

Employees must discard Special Instructions Pages I-67 and I-68 and replace with Replacement Pages “**I-67 and I-68**” attached to and part of this General Notice.

**(V) 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:

“Queens” and “Farm” has been changed to read, “**Queens**” and “**Pond**”.

The “Farm to JS” row has been removed.

Under “Queens and Pond” *Except Farm to PW 1 East* has been added an “**X**” has been added to rows “Rules 261 – 264” “Rules 400 – 412 ex 409 and 410”, “Rule 409” and “Rule 501-509”.

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.

**(W) Entire Railroad**

**Timetable Special Instruction 1401-A**

General Notice replacement pages for Special Instruction 1401-A

On Page I-78, Special Instruction 1401-A has been revised as follows:

“Farm 1” has been changed to read, “**Farm**”.

Employees must discard Special Instructions Pages I-77 and I-78 and replace with Replacement Pages “**I-77 and I-78**” attached to and part of this General Notice.

**(X) Entire Railroad**

**Timetable Special Instruction 1663**

General Notice replacement pages for Special Instruction 1663  
On Page I-84, Special Instruction 1663 has been revised as follows:

“Farm 1” has been changed to read, “**Farm**” and “**\*Lawn**” has been added

Employees must discard Special Instruction Pages I-83 and I-84 and replace with Replacement Pages “**I-83 and I-84**” attached to and part of this General Notice.

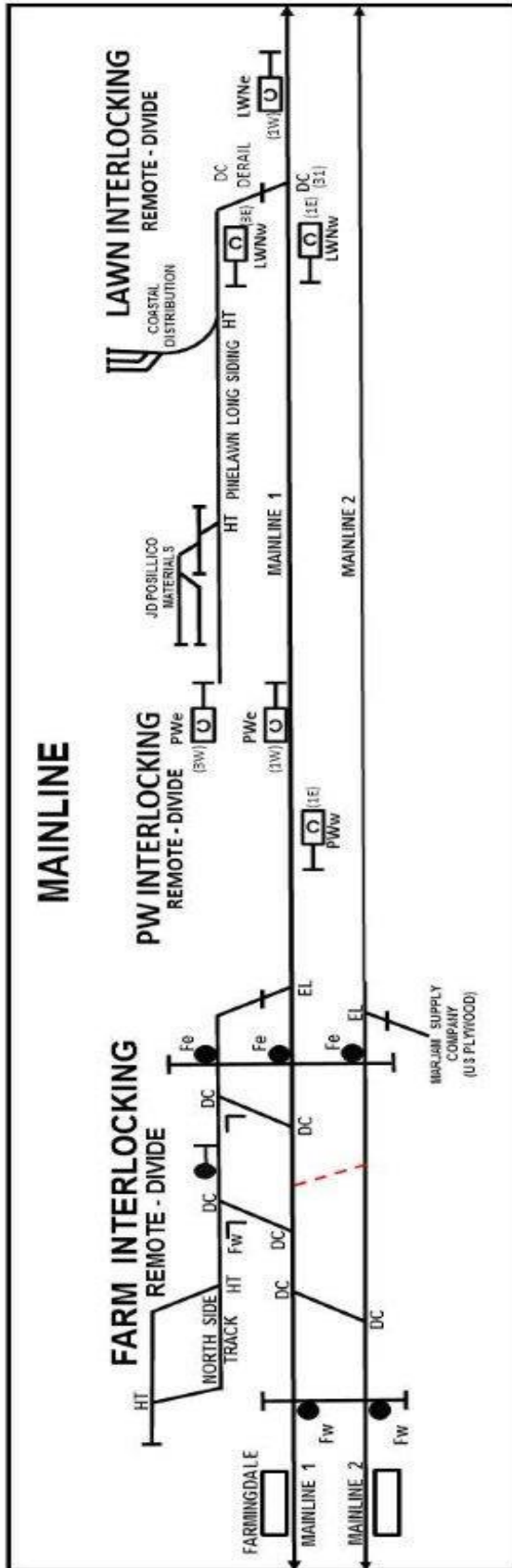
**(Y) Entire Railroad**

**Timetable Special Instruction 1901-B**

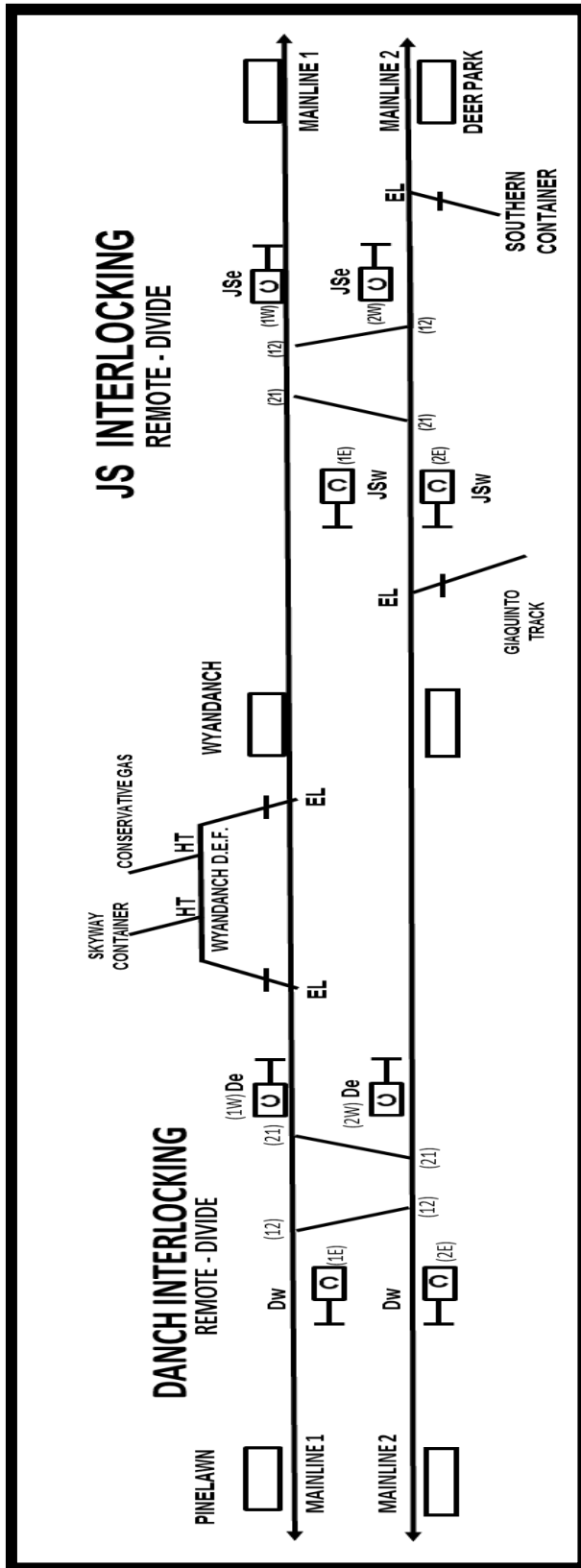
General Notice replacement pages for Special Instruction 1901-B  
On Pages I-92 and I-97, Special Instruction 1901-B has been revised as follows:

On Pages, I-92 and I-97 under MAIN LINE “Note P” next to Pinelawn and at the bottom of the page have been deleted.

Employees must initial changes on Special Instruction Pages I-91 and I-92 and discard Special Instruction I-97, and I-98 and replace with Replacement Pages “**I-97, and I-98**” attached to and part of this General Notice.







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	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
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 Frt. 25	Westward Psgr 40	Westward Frt. 25
	<b>Single Track</b>		<b>No. 4 Track</b>		<b>No. 2 Track</b>		<b>No. 1 Track</b>		<b>No.3 Track</b>	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
RPR Track	40	20								
Harold Interlocking Limits			60	20	60	20	60	20	60	20
<b>ATLANTIC BRANCH</b>										
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	....	....	....	....
<b>CENTRAL BRANCH</b>										
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	....	....	....	....	....	....	....	....
<b>FAR ROCKAWAY BRANCH</b>										
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	....	....
<b>HEMPSTEAD BRANCH</b>										
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
<b>LONG BEACH BRANCH</b>										
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	....	....	....	....	....	....	....	....
<b>MAIN LINE</b>										
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	....	....
<b>Farm and Ronkonkoma</b>	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
<b>PW Interlocking</b>	....	....	....	....	....	....	60	40	....	....
First curve east of MP 47	....	....	....	....	60	45	60	45	....	....
Ronkonkoma and MR	45	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Westward Home signal at KO and 1st Westward interlocking signal	20	10	....	....	....	....	....	....	....	....
MR and End of Block, GY	40	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Mile Post 73 and Mile Post 74	20	20	....	....	....	....	....	....	....	....
<b>MONTAUK BRANCH</b>										
Between:										
Sig. Bridge 98 and Valley ( <b>see note1</b> )	....	....	....	....	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 4-23  
(O)

GN 4-21  
(C1)

**1100 Rule 100 in effect as follows:**

<b>Branch</b>	<b>Between</b>	<b>And</b>
Lines 1-2-3-4 AMTRAK	JO-C	Harold
Main Line	Harold	End of Block GY
Montauk	JAY	End of Block Montauk
Port Jefferson	Divide	Jeff
West Hempstead	Valley	West Hempstead Int.
Oyster Bay	Nassau	End of Block Oyster Bay
Port Washington	Harold	End of Block Port Washington
Far Rockaway	Valley	End of Block Far Rockaway
Hempstead	Queens	End of Block Hempstead
Long Beach	Valley	Lead
Atlantic	Brook	Valley
Central	Beth	Babylon

**1103-A** The operation of crossing signals and gates at the following locations may also be interrupted by a device located as shown.

**Jackson Ave. Crossing, Syosset.**

On the west end of station platforms on No. 1 and No. 2 tracks.

**Indian Head Road, Kings Park.**

North east side of crossing, on signal hut (for eastward trains).

**Pedestrian Crossing, Stony Brook.**

On east end of station platform on the Main track and siding (for eastward trains on Main track and siding).

**Lawrence Aviation Crossing, Port Jefferson.**

On instrument case located on southwest side of crossing.

**Route 112 Crossing, Port Jefferson.**

On station platform in the vicinity of the stairway to the waiting room. This device when activated by a crewmember will lower the crossing protection for two (2) minutes.

**Greeley and Cherry Avenues, Sayville.** Are mounted on Signal Huts. The Signal Huts are installed at the west side of the crossing and the devices are labeled No.1 Track and No. 2 Track.

**Railroad Avenue, Sayville.** On eastward station platform, 200 feet west of Railroad Ave. (for eastward trains on No.2 track).

**West Avenue, Patchogue \*** Interrupt device located on new high level Patchogue Station platform, west end of the station platform (for westward trains).

**River Avenue, Patchogue.** Interrupt device is mounted on a signal case located on the west side of River Avenue (for westward trains).

**Ocean Avenue, Patchogue \*** Interrupt device located at the east end of Patchogue Station Platform. (for eastward trains only).

**William Floyd Parkway, Mastic Shirley #.** Keying device located on the west end of Mastic Shirley Station Platform. (for westward trains only).

**Phillips Avenue, Speonk \*** The apparatus to interrupt the warning device and crossing signal is located at the east end of High Level Platform.

**Springville Road, Hampton Bays\*.** On the west end of Hampton Bays station platform.

**Ponquogue Road, Hampton Bays\*.** On the east and west end of High Level platform.

**David Whites Lane, Southampton\*.** On the east end of Southampton station platform.

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

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

GN 4-23  
(P)GN 4-21  
(C2)**1103-A (Continued)**

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

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

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

**Griffing and Roanoke Avenues, Riverhead.** Located on east end of Riverhead station platform.

**Hillside Avenue, East Williston.** Located on east end of station platforms on No. 1 and No. 2 tracks.

The interrupt device on the platform will only be used for turnaround moves in the station. If an eastbound train is delayed in the station and will continue east, the interrupt device at crossing case must be used.

\* NOTE: If a proceed aspect is displayed for eastward or westward movements at Patchogue station, eastward movements at Speonk station, eastward or westward movements at Hampton Bays station or eastward movements at Southampton station, and the crossing interrupter device is activated for Ocean Avenue, West Avenue, Phillips Avenue, Springville Road, Ponoquoque Road or David Whites Lane, the signal will change to an aspect of stop until the key is removed from the device and the gates return to the horizontal position.

# NOTE: Mastic Shirley Station – westward movements. If the crossing interrupter device is activated for William Floyd Parkway the code will drop and will only pick-up when the key is removed and the gates return to the horizontal position.

**1103-C** At the following locations 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:

**MAIN LINE**

Westbury - School Street	Riverhead - Union Avenue
Pinelawn - New Highway	Riverhead - Ostrander Avenue
Wyandanch - 18th Street	Mattituck - Sound Avenue
Yaphank - South Haven Road ( <i>Hubbard Road</i> )	
Calverton - Edwards Avenue	Mattituck - Westphalia Avenue
Riverhead - Marcy Avenue	Mattituck - Love Lane
Riverhead - Sweezey Avenue	Mattituck - Wickham Avenue
Riverhead - Osborne Avenue	Cutchogue - Depot Lane
Riverhead - Griffing Avenue	Southold - Young Avenue
Riverhead - East Avenue	Greenport - 5th Street
Riverhead - Maple Avenue	Greenport - 4th Street

**PORT JEFFERSON BRANCH**

Huntington - Pulaski Rd.	Greenlawn - Broadway
Port Jefferson - Baylis Avenue	Port Jefferson - Main Street
Port Jefferson - Columbia Street	

**MONTAUK BRANCH**

Babylon - Higbie Lane	Bay Shore - Third Avenue
Bay Shore - Second Avenue	Bay Shore - First Avenue
Islip - Railroad Avenue	Patchogue - Ryder Avenue
Bellport - Station Road (Bellport Ave.)	
Center Moriches - Railroad Avenue (Manor Blvd.)	
Eastport - Seatuck Road	
Speonk - Phillips Avenue (Depot Rd.)	
Hampton Bays - Ponoquoque Road	
East Hampton - King Street	

**1103-E** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track		Crossing	Location
Garden - Mitchell Field	All	Garden City	
Secondary Track			

## 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
No. 1-2	Westward	New Highway	2 <sup>nd</sup> crossing West of Pinelawn
No. 1-2	Eastward	Little East Neck Rd*	1 <sup>st</sup> crossing East of Pinelawn
No. 1-2	Westward	Eighteenth Street*	2 <sup>nd</sup> Crossing West of Wyandanch
No. 1-2	Westward	Carl's Straight Path*	2 <sup>nd</sup> Crossing West of JS
No. 1-2	Westward	Commack Road*	1st 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 4-23  
(Q)GN 4-22  
(B)**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  
Greeley Avenue  
Railroad Avenue  
Lincoln Avenue

Second crossing east of signal S-484.  
Crossing at west end Sayville Station.  
Crossing at east end Sayville Station.  
Second crossing east of Sayville Station.

**Sayville for Westward Trains**

Lincoln Avenue  
Railroad Avenue  
Greeley Avenue  
Cherry Avenue

First crossing west of "Y".  
Crossing at east end Sayville Station.  
Crossing at west end Sayville Station.  
Second crossing west of Sayville Station.

1104-C (Continued)		Time Delay		
Location	Switch	From Main	To Main	
GN 4-23 (R)	Main Line 245 feet east of Bridge 2, Farm	Trailing eastward from U.S. Plywood from No. 2 track	2 min. 15 sec.	0
	Main Line 1277 feet east of Bridge 2, Farm	Facing westward to North siding Farm	2 min. 15 sec.	0
	Main Line 3066 feet west of Wyandanch	Trailing westward from West switch double end freight track to No 1 track	2 min. 15 sec.	0
GN 4-23 (R)	Main Line 706 feet west of Wyandanch	Facing westward to East switch double end freight track from No 1 track	2 min. 15 sec.	0
	Mainline 520ft west of MP 37	Trailing westward from Giaquinto track to No 2 track	2 min. 15 sec.	0
GN 4-21 (C4)	Main Line 766 feet east of JS	Trailing eastward from Southern container track to No. 2 track	2 min. 15 sec.	0
GN 4-21 (C4)	Main Line 1250 feet west of CI Interlocking	Trailing eastward from CI Team track to No. 1 track	2 min. 15sec.	0
	Main Line 4400 feet east of Ronkonkoma Station	Trailing eastward from south track to Main Track	1 min. 50 sec.	0
	Montauk Branch 4100 feet east of Freeport	Trailing eastward from Freeport Freight Yard to No. 2 track	3 min.	3 min.
	Montauk Branch 2850 feet east of Babylon Station	Trailing eastward from Glen Hendrickson Track To No. 3 track	3 min. 30 sec.	3 min. 30 sec.
	Montauk Branch 662 feet west of St. Albans	Facing westward to Holban Yard No. 1 track	2 min	0
	Montauk Branch West end Bellport Station	Facing eastward from Main to east switch Bellport Siding	2 min. 15 sec.	0
	Montauk Branch 565 feet east of Station Road Crossing, first crossing east of Bellport Station	Facing westward from Main to west switch Bellport Siding	2 min. 15 sec.	0



1104-C (Continued)		Time Delay	
Location	Switch	From Main	To Main
Montauk Branch 1253 feet east of Chichester Avenue crossing, sixth crossing east of JJD 2	Facing eastward from Main to east switch MO Siding	2 min. 15 sec	0
Montauk Branch 2102 feet east of Railroad Avenue crossing, seventh crossing east of JJD 2	Facing westward from Main to west switch MO Siding	2 min. 15 sec.	0
Montauk Branch 3943 feet east of Locust Avenue crossing, second crossing east of east switch PT Siding	Facing eastward from Main to east switch PT Siding	2 min. 15 sec.	0
Montauk Branch 111 feet east of Moriches Blvd., second crossing west of SK1 Interlocking	Facing westward from Main to west switch PT Siding	2 min. 15 sec.	0
Montauk Branch 5892 feet east of Old Country Rd first crossing east of east of SK2 Int.	Facing eastward from Main to west switch Westhampton siding	2 min. 15 sec	0
Montauk Branch 675 feet west of Old Riverhead Rd first crossing east of Westhampton Station	Facing westward from Main to east switch Westhampton siding	2 min. 15 sec	0
Montauk Branch 2129 feet east of Snake Hallow Rd sixth crossing east of SH 2 Int.	Facing eastward from Main to west switch Bridgehampton siding	2 min. 15 sec	0
Montauk Branch 547 feet west of Lumber Lane first crossing east of Bridgehampton	Facing westward from Main to east switch Bridgehampton siding	2 min. 15 sec	0
Montauk Branch 35 feet west of Lumber Lane first crossing east of Bridgehampton	Facing westward from Main to Bridgehampton North Freight Track	2 min. 15 sec	0
Montauk Branch 1171 feet west of King Street second crossing west of Easthampton Station	Facing eastward from Main to west switch Easthampton siding	2 min. 15 sec	0
Montauk Branch 937 feet west of Race Lane first crossing west of Easthampton Station	Facing westward from Main to east switch Easthampton siding	2 min. 15 sec	0

**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:

<b>Mainline:</b>	Long Island City Greenport
<b>Montauk Branch:</b>	Montauk
<b>Atlantic Branch:</b>	Atlantic Terminal
<b>Far Rockaway Branch:</b>	Far Rockaway
<b>Long Beach Branch:</b>	Long Beach
<b>Port Washington Branch:</b>	Port Washington
<b>Hempstead Branch:</b>	Hempstead
<b>West Hempstead Branch:</b>	West Hempstead
<b>Belmont Yard:</b>	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	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 4-23  
(S)**

**GN 4-21  
(C5)**

<b>1151-B</b>		<b>Two or More Tracks</b>			
Current of traffic is as shown: X - Indicates No Current of Traffic.					
Between:	<b>Line 1</b>	<b>Line 3</b>	<b>Line 2</b>	<b>Line 4</b>	
JO - C - F and Harold	X	X	X	X	
	<b>No. 4</b>	<b>No. 2</b>	<b>No. 1</b>	<b>No. 3</b>	
	Track	Track	Track	Track	
<b>Atlantic Branch</b>					
Between:					
Brook and Dunton		X	X		
Dunton and Jay ( <b>SEE NOTE 2</b> )	X	X	X	X	
Hall and Valley		X	X		
<b>Far Rockaway Branch</b>					
Between:					
Valley and End of Block, Far Rockaway		X	X		
<b>Hempstead Branch</b>					
Between:					
Queens and Garden		X	X		
<b>Long Beach Branch</b>					
Between:					
Valley and Lead		X	X		
<b>Main Line</b>					
Between:					
Harold and Jay	X	X	X	X	
Jay and Hall ( <b>SEE NOTE 1</b> )	X	X	X	X	
Hall and Queens		X	X		
Queens and KO		X	X		
<b>Montauk Branch</b>					
Between:					
Hall and Valley		X	X		
Valley and Babylon		X	X		
Babylon and Y		East'd	West'd		
<b>Oyster Bay Branch</b>					
Between:					
Nassau and Locust		East'd	West'd		
<b>Port Washington Branch</b>					
Between:					
Harold and Neck		X	X		
<b>Port Jefferson Branch</b>					
Between:					
Divide and Hunt		X	X		
<b>NOTE 1:</b> Jay and Hall Tracks 9 thru Zero, no Current of Traffic.					
<b>NOTE 2:</b> Dunton and Jay no Current of Traffic. Tracks are shown from South to North					
<b>1151-C Secondary Tracks</b>					
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.					
<b>Secondary Tracks of No Assigned Direction Zone C</b>					
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 4-23 (S)

GN 4-21 (C5)

**1160-O Securing Work/Freight Trains on Grades-**

On a grade, whenever a locomotive is purposely or accidentally detached from a train, or whenever a train is stopped under circumstances in which the efficiency of the air brake may become impaired as a result of an extended period of application, employees must apply a sufficient number of hand brakes to prevent unintentional movement of the equipment.

- A. On a descending grade with slack bunched, apply the hand brakes on the low end of the cut of cars first. To verify the hand brake(s) applied will prevent movement, release all air brakes.
- B. On an ascending grade with slack stretched, apply the hand brakes on the high end of the cut cars first. To verify the hand brake(s) applied will prevent movement, release all air brakes.

Note: When ready to proceed, the hand brakes must remain applied until the air brake system is fully charged and a proper air brake test has been made. The hand brakes will then be released, starting at the highest level of the grade.

**1160-Q PATCHOGUE**

All trains stored at Patchogue for more than thirty (30) minutes must be placed on the west end of the North Track. Turn-around trains must use the School-House Track when possible.

**GENERAL INSTRUCTIONS****Overhead / Close Clearance**

**1163** Train and engine service employees are prohibited from going on the roof of any car. Other employees are prohibited from riding or walking on the roof of any moving car.

Close clearance exists at various locations. Employees must use care and take precautions necessary to protect against injuries.

**1163-A NEW YORK TERMINAL AREA** - Close clearance exists in various locations. Employees must use care and take precautions necessary to protect against injuries.

**1163-B HAROLD INTERLOCKING** - In support of Eastside Access construction, fencing installed on the North and South sides of Harold Interlocking between 39<sup>th</sup>. Street over grade bridge (first over grade bridge east of Harold Tower), and 48<sup>th</sup>. Street under grade bridge (first under grade bridge east of Signal Bridge 18). 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.

**1163-C HICKSVILLE STATION** - An employee access gate has been installed adjacent to the east stairwell on the south side of platform "A" (100 feet from the east end of north platform). Crews are not to discharge customers east of this point. Employees are advised of close clearance at this location. 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.

GN 4-23  
(T)

**1163-D 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 4-21  
(C6)

**1163-F BRIDGEHAMPTON** - The installation of a loading dock located to the north of Bridgehampton North Freight Track, approximately 75 feet west of siding switch servicing Hampton Materials, creates a close clearance condition.

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.

**1163-G 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.

**1163-H ADVANCE YARD** – Close clearance exists between the east end of 4 Transfer track and 6 track. Close Clearance sign installed.

**1163-I LONG ISLAND CITY YARD** – The Installation of security fencing on LIC Yard Tracks 4, 6, 7 and 9 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.

**1163-J Nassau– Divide** - In support of the Mainline 3<sup>rd</sup> Track Expansion Project, construction fencing being installed south of Mainline 2 between School street grade crossing (first crossing east of Westbury station) and Urban Ave grade crossing (second crossing east of Westbury station). 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.

**1164-A** When railroad communication fails and it is necessary for train and engine crews to call block stations, they will immediately call on telephone company lines the nearest open block station as follows:

**ZONE A**

<b>AMTRAK Power Director at NY</b>	<b>(212) 630-7684</b>
	<b>(212) 630-7685</b>
<b>Penn Station Central Control</b>	<b>(212) 630-6286</b>
	<b>(212) 630-6288</b>
	<b>(212) 630-6309</b>
<b>Babylon</b>	<b>(718) 557-2402</b>
<b>Babylon (Montauk Branch)</b>	<b>(718) 557-2403 or (800) 332-0141</b>
<b>Brook</b>	<b>(718) 557-2407</b>
<b>Divide</b>	<b>(718) 557-2404 or (800) 533-3519</b>
<b>JCC- Dunton</b>	<b>(718) 557-2411</b>
<b>JCC - Hall</b>	<b>(718) 557-2408</b>
<b>JCC - Jay</b>	<b>(718) 557-2409</b>
<b>Lead</b>	<b>(718) 557-2410</b>
<b>Nassau</b>	<b>(718) 557-2405</b>
<b>Queens</b>	<b>(718) 557-2406</b>
<b>Valley</b>	<b>(718) 557-2401</b>
<b>West Side Storage Yard</b>	<b>(212) 643-5182, 5183, 5186, 5187</b>
<b>Section A Train Dispatcher</b>	<b>(718) 558-8382</b>
<b>NYAR Yardmaster/Trainmaster</b>	<b>(718) 497-3543</b>

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

**1164-B** Radio phones in service and located as follows:

**Montauk Branch**

JJD 1-North Side

JJD 2 - North Side

SK 2-at 2-11E Signal

Westhampton – West of Westhampton Station South of Main

Hampton Bays – West of Hampton Bays Station North of Main

Southampton – East of Southampton Station South of Main

Bridgehampton - West Switch Bridgehampton Siding

East Hampton - East End of Station Building on Platform

Amagansett –East of West Switch Amagansett Siding North of Main

Montauk - 20 feet West of Yard Trailer

**Main Line**

Westward Home Signal KO

First Switch East of MP51(Prima Sidetrack),East Switch South Side

YA - at Block Limit Signal

Riverhead - Station Building inside East End Waiting Room

Southold - West end of Station Platform South Side

Greenport - West of Station

All conversations on these radio phones are on Channel No. 1 (Montauk Branch) or Channel No. 3 (Main Line) and instructions for their use are as follows:

1. After unlocking "T" box, remove the transmitter - receiver from its cradle and listen for any transmission.
2. If you do not hear a transmission, depress button to transmit to Block Station using prescribed radio rules as applicable.
3. After transmitting, release button to receive.
4. Upon completion of communication, replace transmitter- receiver in cradle, close door and **lock up "T" box.**

**1167-E (Continued)**

Johnson Avenue	-All tracks
Yard D	-All tracks
Yard E	-All tracks
Hillside Yard	-All tracks
Hollis	-Lead track
Queens-Belmont Park	-All tracks except Tracks No. 1 & No. 2.
Nassau Interlocking	-South-Side MW track
Divide	-North Sidetrack
Farm	-North Sidetrack
Pond	- Certified North Controlled Siding at Pond
Ronkonkoma	- Wash Track
	-South Sidetrack
	-Yard tracks No. 1 through No. 11 and
	-Zero track

GN 4-23  
(U)GN 4-21  
(C7)**Montauk Branch**

Port	-Lay-up tracks
Babylon	-Lay-up tracks
	-Secondary track

**Port Jefferson Branch**

Hunt	-North Sidetrack
Hunt	-South Sidetrack Extension

**Port Washington Branch**

Shea Yard	-Tracks Nos. 3, 4, 5, and 6
Port Washington	-All tracks

**West Hempstead Branch**

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

**1167-H** Following tracks equipped for DC electrical operation under jurisdiction of AMTRAK Power Director at New York.

MAIN TRACKS - between Harold and C - JO

PENN STATION - NEW YORK

Station tracks 5 through 21 inclusive; 3X through 6X tracks inclusive.

D Yard - No. 6 track

C Yard - Tracks 8C, 9C, and 10C.

Running tracks, Loop Nos. 1 and 2 to a point 1,000 feet east of connection with No. 1 (Line 1) track and No. 3 (Line 3) track at "F". Sub tracks 1, 2, and 3 to a point 1,000 feet east of connection with No. 4 (Line 4) track and No. 2 (Line 2) track at "F".

North Runner Track from 79 switch to 1000 feet east of Hand-Operated switch to Arch Street Lead.

**1167-I** Following tracks are equipped for AC electrical operation. It will be necessary for any employee working on or near the catenary lines in this territory to obtain permission and proper protection from the **Amtrak Power Director, New York.**

**Penn Station**, all station tracks.

Amtrak No. 1 and No. 2, Harold to Gate.

Lines 1, 2, 3 and 4, Harold to C and JO.

Amtrak Secondary (Hi-Line) connection to Sunnyside Yard.

All tracks, Sunnyside Yard.

**F Interlocking:**

Sub 1 and Sub 2.

Loop 1 and Loop 2.

**Between Harold and F**

Line 2 connection.

**Harold Interlocking**

Freight track.

**1167-J Electrified Territory Compliance Instructions** - Conductors, Engineers and Foremen are responsible for knowing that employees under their jurisdiction understand and comply with instructions for electrical operations.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

## Special Instructions

I-68

**1167-K** Conductors will be held responsible for the maintenance of the proper degree of heat where manually controlled.

Conductors will report promptly to the Movement Bureau, as well as to car inspectors at the nearest terminal, all cases of cars in which the heating or cooling apparatus fails to function properly.

**1167-L** Tampering with safety devices is prohibited. Tampering is defined as willfully disabling a safety device. Safety devices are engine mounted equipment that are used either to assure that the operator of the engine is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of a train or engine.

Safety devices in use on engines, include but are not limited to:

- Any primary or secondary braking component.
- Any portion of the Automatic Speed Control package as defined in Speed Controlled Train such as Cab signal indicator, sealed application valve or switch audible warning device and acknowledging switch.
- Any alerter, alertness device or deadman controls.
- Event recorders.
- Any components that interfere with the use of the horn or engine bell.
- Any portion of the radio or defined communication systems.
- Any interior indicator or warning lights in the operating cab that communicate to the locomotive engineers a local or train-line condition.
- Any pneumatic or electrical component that would put the safe operation of the train in jeopardy.
- Any part of the train or engine's operating controls.

Any employee who operates, or who permits to be operated, a train on which the lead engine is equipped with a disabled safety device is subject to civil penalty and may be subject to disqualification from performing a safety sensitive function.

Any safety device that fails enroute must be promptly reported to the train dispatcher through the block operator.

### MOVEMENT OF TRAINS

**1201-A LOCATION OF TRAIN DISPATCHERS** Jamaica.

Train Dispatchers are in charge of all movements on main tracks, secondary tracks and sidings.

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, the Main Line between Harold and Jay, and trains originating or arriving at Long Island City and Hunterspoint Avenue, conductors, engineers and TC drivers **must** contact the Section A Train Dispatcher via radio channel one (1) or telephone at (718) 558-8382.

**1201-B** Console Operator at Penn Station Central Control in charge of train movements between the Eastward limits of Harold and the Westward limits of "A".

**1201-C** NYAR Yardmaster/Trainmaster in charge of all movements in Zone D territory as outlined in SI 1075 C.

### 1217- Electronic Delivery of Form L's

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 DIVIDE**

Form L No 2 address;

**C&E ALL WESTWARD TRAINS AT RONKONKOMA VIA DIVIDE**

### **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 251 253 254	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				*	*		*
<b>ATLANTIC BR.</b>											
Brook	ENY	1 West 2 East		X 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				*		*	*
<b>CENTRAL BR.</b>											
Beth	Babylon	Single		X							*
<b>FAR ROCKAWAY</b>											
Valley	EOB	2 East		X				X		X	X
	Far	1 West		X				X		X	X
	Rockaway	2 West		X	X						3
		1 East		X	X						3
<b>HEMPSTEAD BR.</b>											
Queens	Garden	1-2		X				*		*	*
Garden	EOB	Single		X				*	*		*
	Hempstead										
<b>LONG BEACH BR.</b>											
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
<b>MAIN LINE</b>											
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	Pond	1-2		X				*	*	*	*
<b>Except</b>											
Farm	PW	1 East		X				X	X		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 4-23  
(V)**

**GN 4-21  
(C8)**

**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.

**1280-1296-L Far Rockaway Branch - No. 2 Track, Valley**

At Valley, when a flashing slow approach – is displayed at the east end of Valley Stream Station on either eastward pedestal type home signal on Atlantic No. 1 track (for diverging routes) or the eastward Pedestal home signal on Atlantic No. 2 track will govern the movement of a train with a malfunction of the ASC apparatus between the home signals at Valley and the End of Block sign (Rule 296B) Far Rockaway.

**1280-1296-L1 Far Rockaway Branch - No. 1 Track, Far Rockaway**

At Far Rockaway, when an Absolute - Clear aspect (Rule 281A) is displayed on the westward pedestal type home signal at the entrance to Rule 410 territory it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at Far Rockaway and Valley.

**1280-1296-M Montauk Branch – Single Track, Montauk**

At Montauk, when an Absolute - Clear aspect (Rule 281A) is displayed on the westward freestanding color light type home signal at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at Montauk and the westward home signal at Amagansett.

**1280-1296-M1 Montauk Branch – Single Track (Eastward), Amagansett**

At Amagansett, when an Absolute - Clear aspect (Rule 281A) is displayed on the eastward freestanding color light type home signal at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the eastward home signal at Amagansett and the End of Block sign (Rule 296B) at Montauk.

**1280-1296-M2 Montauk Branch – Single Track (Westward), Amagansett**

At Amagansett, when an Absolute - Clear aspect (Rule 281A) is displayed on the westward freestanding color light type home signal at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the westward home signal at Amagansett and SH 3.

**1280-1296-M3 Montauk Branch – Single Track or Southampton Siding, SH 3**

At SH 3, when an Absolute - Clear aspect (Rule 281A) is displayed on the eastward freestanding color light type home signal on Single Track or when Absolute – Slow Clear aspect (Rule 287A) is displayed on the eastward color light low home type home signal on Southampton Siding at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at SH 3 and the eastward home signal at Amagansett.

**1280-1296-N Main Line & Port Jefferson Branches—Divide Interlocking**

Whistle posts in service within the limits of Divide Interlocking on the Main Line and Port Jefferson Branches are 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.

**1280-1296-N1 POST 2**

Before a proceed 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.

**1280-1296-O Port Washington Branch – Single Track, Neck 3**

At Neck 3, when an Absolute – Clear aspect (Rule 281A) is displayed on the eastward position light home signal at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at Neck 3 and the End of Block sign (Rule 296B) Port Washington.

**1280-1296-O1 Port Washington Branch – Single Track, Port Washington**

At Port Washington, when an Absolute – Clear aspect (Rule 281A) is displayed on the westward pedestal type home signal at the entrance to Rule 410 territory it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at Port Washington and Neck 3.

**1280-1296-P Switching moves in Patchogue**

Trains departing the School House track, Fence track, or West End North track must contact the block operator at Babylon when ready to proceed into Patchogue station, main track, or to another siding. Trains terminating in Patchogue station must contact the block operator at Babylon when ready to proceed from the station to a siding track. The block operator at Babylon must not display the signal prior to hearing from the train crew that they are ready to proceed. If no communication is established by the train crew, the block operator at Babylon must contact the train to ascertain its status.

**AUTOMATIC SPEED CONTROL TEST  
LOCATIONS AND RELATED INSTRUCTIONS**

**1400** It is the joint responsibility of the engineer and conductor to know that the Automatic Speed Control (ASC) is cut in, sealed and certified before departure from an initial terminal. When it is necessary to break the seal and cut out the ASC, it must be reported to the Movement Bureau as provided for in the Rules of the Operating Department.

It is also the responsibility of the engineer and conductor to know that:

1. The audible warning device has not been tampered with to the extent that the normal tone or intensity of the sound emitted by the device has been changed.
2. On locomotives, the bailing wire or seal that holds the cab signal ASC cut - out relay cap in place is intact.

Any discrepancies found with the above items must be reported immediately to the Movement Bureau.

**1401** In complying with the provisions of Rule 401, test results will be recorded by the block operator controlling the location except as follows:

STATION / TERMINAL	RECORDED BY
Babylon Yard	Yardmaster
Hillside Yard	Yardmaster
New York, Penn Station	Stationmaster
Hunterspoint Avenue	Yardmaster, LIC
West Side Yard	Yardmaster

**1401-A STANDING TEST LOOPS (BI-DIRECTIONAL) STATION/ TERMINAL LOCATION**

Amityville	West End of Station Platform Trks. Nos.1& 2.
Amott	Westward Signal Bridge (North side of No. 1 track for No. 1 track; South side of No. 2 track for No. 2 track).
Belmont	Westward Home Signal Queens (West Leg of Wye Track).
Babylon Station	West End of Station Platforms.
Babylon Yard	West End, clearance point of all Yard Tracks.
Divide	West End of North sidetrack.
East Williston Station	West End of Station Platform Trks. Nos.1& 2.
<b>Farm</b>	North sidetrack.
Far Rockaway Station	West End of Station Platforms.
Atlantic Terminal	East End Station Platforms, Tracks 1 thru 6.
Freeport	Westward Signal Bridge for Nos. 1 and 2 Main and Yard tracks. Note: Testing apparatus located on south side on No. 2 track will activate tests for No. 1 and No. 2 tracks.
Hempstead	West End of Station Platforms.
Hicksville	East and West End of Station Platforms.
Holban Yard	Lead track, at first facing point side track switch west of St. Albans on No. 1 track.
Hillside	Lead Track - 250 feet west of west end of M/E main shop building. M/E Bypass Track - 250 feet west of west end M/E main shop building. Hollis Lead - 5 feet west of eastward home signal.
Huntington	East end of station tracks 1 & 2 Huntington West End of Station Platforms. Westward Home Signal Hunt 3 South Side Extension. Test Box located North of Main Track 12 feet West of the Westward Home Signal Hunt3 South Side Extension.
Jamaica & Vicinity	West End of Station Platforms, Trks.1 thru 8. Track Zero west end south side. East End of Station Platforms, Trks.1 thru 8.

**GN 4-23  
(W)**

**1410 (Continued)**

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

**ADVANCED  
CODE  
CHANGE**

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

**1410-A** A train with a failure of the ASC or track car must not accept any aspect on an interlocking signal where Rules 298A-298F are in effect other than Absolute Proceed except Restricting (Rule 298E) when being routed into a siding track or yard.

**1606** Emergency Signals-Whistle or Horn, in service as follows:

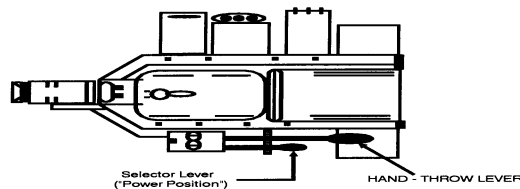
Amityville	Port	Queens	<b>A</b>
Babylon	Hall	Valley	<b>C</b>
Brook	Jay	PD	<b>F</b>
Divide	Lead		<b>JO</b>
Dunton	Wantagh		<b>KN</b>

**1663 DUAL CONTROL SWITCHES** 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. When authorized by the train dispatcher, the Block Operator may authorize movement over the dual control switch as per Rule 241, if the control machine indicates that the dual control switch is lined and locked for the route to be used.

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 Movement Bureau, after the entire train has cleared the switch, the hand throw 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.

**1663 (Continued)**GN 4-23  
(X)GN 4-21  
(C10)**Dual control switches are located at the following locations:**

Amityville	Amott	~Babylon	Beth
*East Leg of the Belmont Wye		West Leg of the Belmont Wye	
>Far Rockaway	Farm	#Divide	Duke 1 & 2
*Lawn	*Hall	Fox 2	Garden
*Neck	*Pilgrim	*Hunt 1	West Hempstead
Hunt 2 & 3	*Pineaire	KO	Lead
%PD 1, 2 & 3	JJD 1 & 2	Pond	*Post 1
Port	Port Jefferson - West Yard		* SH 1, 2 & 3
Post 2	Rocky	* RPK 1, 2 & 3	<SK 1& 2
Wantagh	Shea	Stony 1 & 2	
Valley	Nassau, between Signal Bridges 7 & 8		

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

**~Babylon Note :** Switches 49 and 51 located between signal bridge 4 and 5 and 47 switch, first westward facing point crossover switch west of westward low home signal (No. 55 signal) from Babylon Yard Secondary Track to No. 1 Montauk. 45 switch, first facing point crossover switch west of Bridge 4 on Montauk No. 1 track and the second facing point crossover switch east of Babylon Station on Montauk No. 2 track.

**^Hall Note :** 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.

**#Divide Note:** Except two double slip switch crossovers, first crossover switches west of Divide Tower on No. 1 and No. 2 track Port Jefferson Branch.

**%PD 1, 2 & 3 Note:** Derail located at the west switch North Track is not connected to the switch lever and must be thrown independently.

**<SK 1 & 2 Note:** Except WYE tail track.

**>Far Rockaway Note:** Eastbound moves only.

**1663-A- DUAL CONTROL SWITCHES WITHIN YARDS**

All movements over dual control switches on tracks not protected by a block signal system or by interlocking must be made at RESTRICTED SPEED, unless otherwise specified.

If the control machine does not indicate the dual control switch is lined for the route to be used, the Train Dispatcher or Block Operator will instruct the conductor or engineer to place the switch selector lever to hand operation position and line the switch to the desired position. An engineer, conductor or track car driver encountering a dual control switch not properly lined for the intended movement must stop, contact the Block Operator and inform them of the condition.

**Dual Control Switches are present at the following locations:****Far Rockaway Yard (westward moves only)**

2<sup>nd</sup> facing point switch west of Far Rockaway station tracks 1 & 2.

**Long Beach Yard:**

13 switch – 1<sup>st</sup> trailing point controlled switch west of 0,1,2 & 3 tracks.

41 switch – 1<sup>st</sup> facing point switch east of Lead Interlocking.

56 switch – 1<sup>st</sup> trailing point switch west of Long Beach station tracks 5 & 6.

51 switch – located second eastward facing point controlled switch east of Lead tower.

45 switch – located third eastward facing point controlled switch east of Lead tower.

57 switch – located second trailing point controlled switch west of 5 or 6 station track.

NOTE: All dual control switches in Far Rockaway and Long Beach yards have yard switch indicators for facing point moves.

**1700 Train Radio Information System** (Low Power Radio) with base stations have been installed at the following locations: Divide, Forest Hills, Great Neck, Harold, Huntington, Lindenhurst, Nostrand Ave., Oceanside, Queens, Ronkonkoma, and Valley.

Those areas where train information is to be broadcast will be designated as "INFO ZONES." They will be identified by a black sign with yellow letters stating "BEGIN INFO ZONE" and a yellow sign with black letters stating "END INFO ZONE."

Current information on delays and possible emergency situations will be broadcast from the Movement Bureau (204) on Radio Channel 4 seven days a week, between the hours of 6:00am to 10:00pm, Monday through Friday and 7:00am to 10:00pm Saturday and Sunday.

The information will be a pre-recorded tape, which will continually repeat the message to be delivered. Unless engaged in other necessary radio conversation, it is the responsibility of the engineer of passenger trains to monitor the broadcast on Channel 4 in all "INFO ZONES."

**1901-B**

**STATION PLATFORM CAPACITY & CAR STOP INFORMATION  
EASTBOUND**

Train crews arriving at terminals and/or yards where car markers are not installed or designated for their consist must ensure their equipment is left clear of the fouling point. If unable to clear, a member of the crew must immediately notify the Block Operator, Yard Master, or Movement Bureau and be governed by their instructions.

STATION	Sta. Cap.	6	8	10	12
<b>ATLANTIC BRANCH</b>					
Atlantic Terminal No. 1	10	*	R-6	R-6	
Atlantic Terminal. No. 2	10	*	*	R-8	
Atlantic Terminal. No. 3 & 4 (see note F)	8	R-4	R-4		
Atlantic Terminal No. 5	6	R-4			
Atlantic Terminal No. 6	6	R-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	*	*	H-8	
Bolands Landing	2	H-2	H-2	H-2	
Locust Manor	8	*	*	R-8	R-8
Laurelton	8	*	*	R-8	R-8
Rosedale	10	*	*	*	H-10
Valley Stream	8	*	*	H-8	H-8
<b>FAR ROCKAWAY BRANCH</b>					
Gibson	10	*	*	*	
Hewlett	8	*	*	R-8	
Woodmere	10	*	*	*	
Cedarhurst	10	*	*	*	
Lawrence Track 1	10	*	R-6	R-6	
Lawrence Track 2	10	*	*	*	
Inwood	4	H-4	H-4	H-4	
Far Rockaway Track 1	10	*	*	*	
Far Rockaway Track 2	10	*	*	*	
<b>HEMPSTEAD BRANCH</b>					
Bellerose	8	*	*	H-8	H-8
Floral Park	10	*	*	*	H-10
Stewart Manor Track 1	4	H-4	H-4	H-4	H-4
Stewart Manor Track 2	10	*	*	*	H-10
Nassau Boulevard	10	*	*	*	H-10
Garden City	10	*	*	*	H-10
Country Life Press	10	*	*	*	H-10
Hempstead	8	*	*	H-8	H-8
<b>LONG BEACH BRANCH</b>					
Lynbrook	10	*	*	*	H-10
Centre Avenue	10	*	*	*	R-10
East Rockaway	10	*	*	*	H-10
Oceanside	8	*	*	H-8	H-8
Island Park	10	*	*	*	H-10
Long Beach Trk.. 3	10	*	*	H-8	H-8
Long Beach Trk.. 4	10	*	*	*	H-10
Long Beach Trk. 5 (See Note D)	6	*	H-6	H-6	H-6
Long Beach Trk. 6	8	*	*	H-8	H-8

**GN 4-21  
(C11)**

Codes: H = Head Cars R = Rear Cars \* = All Cars Platformed

**Note D:** See Special Instruction 5017-B-1

**Note F:** Whenever practicable, a crew member should key open the west door of the fifth car on tracks 3, & 4.

**Note G: Nostrand Avenue station construction** is being performed 170 feet of the west end of Nostrand Avenue station platforms on Atlantic No. 1 & No. 2 track is out of service. All eastbound trains stopping at Nostrand Avenue station will platform the head end of the lead unit opposite the 6-10 Unit Marker signs on the east end of the platforms.

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION  
EASTBOUND

STATION	Sta. Cap.	6	8	10	12
<b>MAIN LINE</b>					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6, 7 and 9.	2	R-2	R-2	R-2	R-2
Hunterspoint Ave.	10	*	*	*	H-10
Woodside	12	*	*	*	*
Forest Hills	6	H-6	H-6	H-6	H-6
Kew Gardens	6	H-6	H-6	H-6	H-6
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	*	*	H-8	H-8
Floral Park - North	8	*	*	R-8	R-8
Floral Park - South	10	*	*	*	R-10
New Hyde Park	10	*	*	*	R-10
Merillon Avenue	10	*	*	*	R-10
Mineola - South	12	*	*	*	*
Mineola - North	12	*	*	*	*
Carle Place	12	*	*	*	*
Westbury	12	*	*	*	*
Hicksville - North	12	*	*	*	*
Hicksville – Middle/South	14	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn	2	R-2	R-2	R-2	R-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma - No./Mid./So.	12	*	*	*	*
Medford	1	H-1	H-1	H-1	H-1
Yaphank	1	H-1	H-1	H-1	H-1
Riverhead	1	H-1	H-1	H-1	H-1
Mattituck	1	H-1	H-1	H-1	H-1
Southold	1	H-1	H-1	H-1	H-1
Greenport	1	H-1	H-1	H-1	H-1
<b>MONTAUK BRANCH</b>					
Long Island City Trks. 2 & 3	1	R-1	R-1	R-1	R-1
Long Island City Trks. 6, 7 and 9.	2	R-2	R-2	R-2	R-2
St. Albans	6	*	H-6	H-6	H-6
Lynbrook	12	*	*	*	*
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh	6	*	H-6	H-6	H-6
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	R-10
Copiague	10	*	*	*	R-10
Lindenhurst	10	*	*	*	R-10
Babylon	12	*	*	*	*
Bay Shore	12	*	*	*	*
Islip	4	H-4	H-4	H-4	H-4
Great River	4	H-4	H-4	H-4	H-4
Oakdale	4	H-4	H-4	H-4	H-4
Sayville	6	*	H-6	H-6	H-6
Patchogue	6	*	H-6	H-6	H-6

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

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

GN 4-23  
(A)

GN 4-23  
(Y)

GN 4-23  
(Y)

**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

STATION	Sta. Cap.	6	8	10	12
<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
Stewart Manor Track 1	4	H-4	H-4	H-4	H-4
Stewart 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	6	*	H-6	H-6	H-6
Kew Gardens	6	*	H-6	H-6	H-6
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  
(D)

GN 4-21  
(C11)

GN 4-23  
(A)

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.

1901-B (Continued)

STATION PLATFORM CAPACITY & CAR STOP INFORMATION  
WESTBOUND

GN 4-23  
(Y)

STATION	Sta. Cap.	6	8	10	12
Floral Park - North	8	*	*	R-8	R-8
Floral Park - South	10	*	*	*	R-10
New Hyde Park	10	*	*	*	H-10
Merillon Avenue	10	*	*	*	H-10
Mineola - South	12	*	*	*	*
Mineola - North	12	*	*	*	*
Carle Place	12	*	*	*	*
Westbury	12	*	*	*	*
Hicksville - North	12	*	*	*	*
Hicksville - Middle/South	14	*	*	*	*
Bethpage	12	*	*	*	*
Farmingdale	12	*	*	*	*
Pinelawn	2	H-2	H-2	H-2	H-2
Wyandanch	12	*	*	*	*
Deer Park	12	*	*	*	*
Brentwood	12	*	*	*	*
Central Islip	12	*	*	*	*
Ronkonkoma - No./Mid./So.	12	*	*	*	*
Medford	1	H-1	H-1	H-1	H-1
Yaphank	1	H-1	H-1	H-1	H-1
Riverhead	1	H-1	H-1	H-1	H-1
Mattituck	1	H-1	H-1	H-1	H-1
Southold	1	H-1	H-1	H-1	H-1
Greenport	1	R-1	R-1	R-1	R-1
<b>MONTAUK BRANCH</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
St. Albans	6	*	H-6	H-6	H-6
Lynbrook	12	*	*	*	*
Rockville Centre	12	*	*	*	*
Baldwin	12	*	*	*	*
Freeport	12	*	*	*	*
Merrick	12	*	*	*	*
Bellmore	14	*	*	*	*
Wantagh (see note W)	6	*	H-6	H-6	H-6
Seaford	12	*	*	*	*
Massapequa	12	*	*	*	*
Massapequa Park	12	*	*	*	*
Amityville	10	*	*	*	H-10
Copague	10	*	*	*	H-10
Lindenhurst	10	*	*	*	H-10
Babylon	12	*	*	*	*
Bay Shore	12	*	*	*	*
Islip	4	H-4	H-4	H-4	H-4
Great River	4	H-4	H-4	H-4	H-4
Oakdale	4	H-4	H-4	H-4	H-4
Sayville	6	*	H-6	H-6	H-6
Patchogue	6	*	H-6	H-6	H-6
Bellport	1	H-1	H-1	H-1	H-1
Mastic-Shirley	4	H-4	H-4	H-4	H-4
Speonk	4	R-4	R-4	R-4	R-4
Westhampton	8	*	*	H-8	H-8
Hampton Bays	5	*	H-5	H-5	H-5
Southampton	6	*	H-6	H-6	H-6
Bridgehampton (see note H)	6	*	H-6	H-6	H-6
East Hampton	6	*	H-6	H-6	H-6
Amagansett	2	R-2	R-2	R-2	R-2
Montauk	6	*	R-6	R-6	R-6

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

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

**Note W: Montauk Branch- Wantagh Passenger:** Renovation of the Wantagh Passenger station platform is being performed 510 feet of the west end of the platform is out of service with a construction barricade installed. Westbound 6- 12 car markers installed 510' west of the east end of the platform on both No.1 and No. 2 tracks. Eastbound 6-12 car markers installed at the east end of the platform on both No.1 and No. 2 tracks. Due to ongoing construction crew members are reminded observe strict adherence to Special Instruction 1901 Station Stop Instructions.

GN 4-23  
(Y)

## STATION PLATFORM CAPACITY &amp; CAR STOP INFORMATION

## Westbound

STATION	Sta. Cap.	6	8	10	12
<b>OYSTER BAY BRANCH (See Note J)</b>					
East Williston	10	*	*	*	R-10
Albertson	4	H-4	H-4	H-4	
Roslyn	4	R-4	R-4	R-4	
Greenvale	4	H-4	H-4	H-4	
Glen Head	4	H-4	H-4	H-4	
Sea Cliff	4	H-4	H-4	H-4	
Glen Street (See Note C)	1	H-1	H-1	H-1	
Glen Cove	4	H-4	H-4	H-4	
Locust Valley	4	R-4	R-4	R-4	
Oyster Bay	4	H-4	H-4	H-4	
<b>Port Jefferson Branch</b>					
Syosset (See note G and I)	12	*	*	*	*
Cold Spring Harbor - South	8	*	*	H-8	H-8
Cold Spring Harbor - North	12	*	*	*	*
Huntington - South	12	*	*	*	*
Huntington - North	12	*	*	*	*
Greenlawn	12	*	*	*	*
Northport	12	*	*	*	*
Kings Park - South/North	12	*	*	*	*
Smithtown - South/North	12	*	*	*	*
St. James	12	*	*	*	*
Stony Brook - South/North	12	*	*	*	*
Port Jefferson	10	*	*	*	H-10
<b>PORT WASHINGTON BRANCH</b>					
Woodside	12	*	*	*	*
Mets – Willets Point	8	*	*	H-8	H-8
Flushing	10	*	*	*	R-10
Murray Hill	4	H-4	H-4	H-4	H-4
Broadway (Track 1)	10	*	*	*	R-10
Broadway (Track 2)	10	*	*	*	R-10
Auburndale	10	*	*	*	R-10
Bayside	10	*	*	*	R-10
Douglaston	10	*	*	*	R-10
Little Neck	10	*	*	*	H-10
Great Neck	10	*	*	*	R-10
Manhasset	10	*	*	*	R-10
Plandome	10	*	*	*	R-10
Port WashingtonNos. 2, 3, 4, 5	10	*	*	*	R-10
<b>WEST HEMPSTEAD BRANCH</b>					
Westwood	4	H-4	H-4		
Malverne	4	H-4	H-4		
Lakeview	4	H-4	H-4		
Hempstead Gardens	4	H-4	H-4		
West Hempstead	6	*	R-6		

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

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

**Note G:** Due to a large gap between the train and platform, extreme caution must be exercised at Syosset Station. When practicable, train crewmembers must step onto the platform to assist with the safe boarding/disembarking of customers the following onboard announcement must be made at Syosset Station. "Ladies and Gentlemen, please be careful when exiting the train, there is a **large** gap between the train and the platform."

**Note I:** Twenty-four Closed Circuit Television Cameras (12 on each platform) and 6 television monitors (3 on each platform) have been installed and are operational on Platforms A and B at Syosset train station. Television monitors have been placed at the second and fourth operating cab locations for eastbound trains and at the second car operating cab locations for westbound trains. Crewmembers should be stationed at these locations when operating doors. The monitors should be utilized to observe platform conditions at door locations before closing doors and departing the station. The monitors are to be utilized in conjunction with applicable rules and special instructions. Any malfunctions and/or defects to the cameras or television monitors should be promptly reported to the Movement Bureau.

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