



**General Notice No. 7-54**

**Effective 4:15 AM  
Saturday, March 26, 2022**

**(A) Entire Railroad  
General Notices**

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

**STATION PAGES REVISIONS**

MTK Branch **See Pages 1 & 2, Para. (C)**

CEN Branch **See Page 2, Para. (C)**

Babylon-Babylon Yard Secondary Track **See Page 2, Para. (C)**

**SPECIAL INSTRUCTION REVISIONS**

1803 Originating / Terminating Train Requirements **See Page 2, Para. (D)**

MTK 1075-A Bulletin Board & Standard Clock Locations **See Page 3, Para. (E1)**

MTK 1104-A Storing Trains / Switching Moves - Patchogue **See Page 3, Para. (E2)**

MTK 1151-C Babylon – Babylon Yard Secondary **See Page 3, Para. (E3)**

MTK 1201 Train Movement Authority / Phone Numbers **See Page 3, Para. (E4)**

MTK 1401-B Running Cut-In Section Locations **See Page 3, Para. (E5)**

CEN 1201 Train Movement Authority / Phone Numbers **See Page 3, Para. (F)**

5003-D-1 Babylon Yard Switching Movements **See Page 3, Para. (G1)**

5003-P Babylon Yard **See Page 3, Para. (G2)**

5020-A-7 Montauk Yard Communications **See Page 3, Para. (G3)**

5020 Montauk Yard Map **See Page 3, Para. (G4)**

5028-A-7 Speonk Yard Communications **See Page 4, Para. (G5)**

5028 Speonk Yard Map **See Page 4, Para. (G6)**

**(B) Entire Railroad  
Babylon Tower Relocation**

The Block Operators in Babylon tower have been relocated to the Jamaica Central Control Theater and when contacting via phone or radio will be addressed as Long Island JCC.

**(C) Entire Railroad  
Timetable Station Pages – Montauk & Central Branches,  
Babylon-Babylon Yard Secondary**

General Notice Replacement Pages III, IV, V, VI, VII & VIII.

On Page IV, **MONTAUK BRANCH** Station Pages, have been revised as follows:

- Stations Column- **“WANTAGH R- Babylon”** changed to **“WANTAGH R- JCC”**.
- Stations Column- **“MASSAPEQUA R- Babylon”** changed to **“MASSAPEQUA R- JCC”**.
- Stations Column- **“AMITYVILLE R- Babylon”** changed to **“AMITYVILLE R- JCC”**.
- Interlocking Column- **“X”** changed to **“XR”** in **“BABYLON”** row.

- Interlocking Station Column- “X” deleted in “**BABYLON**” row.
- Stations Column- “**BABYLON**” changed to “**BABYLON R- JCC**”.
- Stations Column- “**Y R- Babylon**” changed to “**Y R- JCC**”.
- Stations Column- “**PD 1 R- Babylon**” changed to “**PD 1 R- JCC**”.
- Stations Column- “**PD 2 R- Babylon**” changed to “**PD 2 R- JCC**”.
- Stations Column- “**PD 3 R- Babylon**” changed to “**PD 3 R- JCC**”.
- Stations Column- “**JJD 1 R- Babylon**” changed to “**JJD 1 R- JCC**”.
- Stations Column- “**JJD 2 R- Babylon**” changed to “**JJD 2 R- JCC**”.
- Stations Column- “**SK 1 R- Babylon**” changed to “**SK 1 R- JCC**”.
- Stations Column- “**SK 2 R- Babylon**” changed to “**SK 2 R- JCC**”.
- Stations Column- “**RPK 1 R- Babylon**” changed to “**RPK 1 R- JCC**”.
- Stations Column- “**RPK 2 R- Babylon**” changed to “**RPK 2 R- JCC**”.
- Stations Column- “**RPK 3 R- Babylon**” changed to “**RPK 3 R- JCC**”.
- Stations Column- “**SH 1 R- Babylon**” changed to “**SH 1 R- JCC**”.
- Stations Column- “**SH 2 R- Babylon**” changed to “**SH 2 R- JCC**”.
- Stations Column- “**SH 3 R- Babylon**” changed to “**SH 3 R- JCC**”.
- Stations Column- “**AMAGANSETT R- Babylon**” changed to “**AMAGANSETT R- JCC**”.
- Stations Column- “**MONTAUK R- Babylon**” changed to “**MONTAUK R- JCC**”.

On Page V, **CENTRAL BRANCH** Station Pages, have been revised as follows:

- Interlocking Column- “X” changed to “**XR**” in “**BABYLON**” row.
- Interlocking Station Column- “X” deleted in “**BABYLON**” row.
- Stations Column- “**BABYLON**” changed to “**BABYLON R- JCC**”.

On Page VIII, **BABYLON-BABYLON YARD SECONDARY TRACK** Station Pages, have been revised as follows:

- Interlocking Column- “X” changed to “**XR**” in “**BABYLON**” row.
- Interlocking Station Column- “X” deleted in “**BABYLON**” row.
- Stations Column- “**BABYLON**” changed to “**BABYLON R- JCC**”.

**(D) Entire Railroad**

**Timetable Special Instruction 1803**

General Notice Replacement Pages I-55 & I-56.

On Page I-55, under, “Terminating Trains”, first sentence, “**Babylon**” has been deleted.

- (E1) **Entire Railroad  
Timetable Special Instruction MTK 1075-A**  
General Notice Replacement Pages I-91 & I-92.
- On Page I-92, first row referring to “Babylon Interlocking-Station” has been deleted in its entirety.
- (E2) **Entire Railroad  
Timetable Special Instruction MTK 1104-A**  
General Notice Replacement Pages I-95 & I-96.
- On Page I-96, under “Switching Moves – Patchogue”, “Babylon” revised to read, “**JCC**” in all instances throughout the paragraph.
- (E3) **Entire Railroad  
Timetable Special Instruction MTK 1151-C**  
General Notice Replacement Pages I-97 & I-98.
- On Page I-98, in “Babylon Babylon Yard” row, in “Controlled by” column, “Babylon” revised to read, “**JCC**”.
- (E4) **Entire Railroad  
Timetable Special Instruction MTK 1201**  
General Notice Replacement Pages I-99 & I-100.
- On Page I-99, in “Opr(s)” column, “Babylon” revised to read, “**JCC**” in all instances.
- (E5) **Entire Railroad  
Timetable Special Instruction MTK 1401-B**  
General Notice Replacement Pages I-101 & I-102.
- On Page I-102, under “WESTWARD TRAINS”, third and fourth rows, “Babylon Interlocking Station” revised to read, “**Former Babylon Tower**”.
- (F) **Entire Railroad  
Timetable Special Instruction CEN 1201**  
General Notice Replacement Pages I-163 & I-164.
- On Page I-164, first sentence, “Babylon Block and Int. Station” revised to read, “**Babylon Block Station and Interlocking**”. In “Opr(s)” column, “Babylon” revised to read, “**JCC**”.
- (G1) **Entire Railroad  
Timetable Special Instruction 5003-D-1**  
General Notice Replacement Pages I-195 & I-196.
- On Page I-195, 1<sup>st</sup> sentence, “Babylon Tower” revised to read, “**JCC**”. 2<sup>nd</sup> sentence, “Babylon W” has been deleted.
- (G2) **Entire Railroad  
Timetable Special Instruction 5003-P**  
General Notice Replacement Pages I-195 & I-196.
- On Page I-196, 2<sup>nd</sup> sentence, “Babylon Tower” revised to read, “**JCC**”.
- (G3) **Entire Railroad  
Timetable Special Instruction 5020-A-7**  
General Notice Replacement Pages I-231 & I-232.
- On Page I-232, “Babylon Tower (EAST)” revised to read, “**JCC**”.

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(Continued)

- (G4) Entire Railroad  
Timetable Special Instruction 5020**  
General Notice Replacement Pages I-233 & I-234.  
  
On Page I-233, Montauk Yard Map revised.
- (G5) Entire Railroad  
Timetable Special Instruction 5028-A-7**  
General Notice Replacement Pages I-253 & I-254.  
  
On Page I-254, "Babylon Tower" revised to read, "**JCC**".
- (G6) Entire Railroad  
Timetable Special Instruction 5028**  
General Notice Replacement Pages I-255 & I-256.  
  
On Page I-255, Speonk Yard Map revised.

Vincent S. Campasano  
General Superintendent – Transportation

|                       |                       |               |                     |                    |                | MAIN LINE BRANCH *              |  |          |       | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|---------------------------------|--|----------|-------|---------------------------------|--------------------------|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS (PSCC TO HAROLD)       |  | Location |       |                                 |                          |
| .....                 | X                     | .....         | .....               | .....              | CH 1           | PSCC .....                      |  | 0.3      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | A R- PSCC .....                 |  | 0.2      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | KN R- PSCC .....                |  | 0.1      | ..... | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | CH 1           | NEW YORK .....                  |  | 0.0      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | C R- PSCC .....                 |  | 0.1      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | JO R- PSCC .....                |  | 0.1      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | F R- PSCC .....                 |  | 3.0      | ..... | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | HAROLD R- PSCC .....            |  | 3.7      | ..... | .....                           |                          |
|                       |                       |               |                     |                    |                | MAIN LINE BRANCH *              |  |          |       | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS (LIC TO GREENPORT)     |  | Location |       |                                 |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LONG ISLAND CITY .....          |  | 0.0      | ..... | .....                           | Section A                |
| XR                    | .....                 | .....         | .....               | X                  | .....          | HUNTERSPOINT AVE .....          |  | 0.6      | ..... | .....                           | Section A                |
| .....                 | .....                 | .....         | .....               | .....              | .....          | HAROLD R- PSCC .....            |  | 1.8      | ..... | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WOODSIDE .....                  |  | 3.1      | ..... | .....                           | Section A                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | WOOD R- Jamaica .....           |  | 3.2      | ..... | .....                           | Section A                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | FOREST HILLS .....              |  | 6.7      | ..... | .....                           | Section A                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | KEW GARDENS .....               |  | 7.7      | ..... | .....                           | Section A                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | JAY R - JCC .....               |  | 9.0      | ..... | .....                           | Section B                |
| .....                 | X                     | .....         | .....               | .....              | CH 1&3         | JCC .....                       |  | 9.3      | ..... | .....                           | Section B                |
| .....                 | .....                 | .....         | .....               | X                  | CH 1&2         | JAMAICA .....                   |  | 9.3      | ..... | .....                           | Section B                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | JOHNSON AVE. R- JCC .....       |  | 9.4      | ..... | .....                           | Section B                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | HALL R - JCC .....              |  | 9.4      | ..... | .....                           | Section B                |
| .....                 | .....                 | .....         | .....               | .....              | .....          | HILLSIDE - Employees only ..... |  | 11.0     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | HOLLIS .....                    |  | 11.5     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | HOLLIS R- JCC .....             |  | 11.6     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | QUEENS VILLAGE .....            |  | 13.2     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | QUEENS R- JCC .....             |  | 13.3     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | FLORAL PARK .....               |  | 14.9     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | NEW HYDE PARK .....             |  | 16.2     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MERILLON AVE .....              |  | 17.3     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | NASSAU 1 R- JCC .....           |  | 17.4     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MINEOLA .....                   |  | 18.5     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | NASSAU 2 R- JCC .....           |  | 18.6     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | NASSAU 3 R- JCC .....           |  | 19.8     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | CARLE PLACE .....               |  | 20.4     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WESTBURY .....                  |  | 21.4     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | HICKSVILLE .....                |  | 24.8     | ..... | .....                           | Section D                |
| XR                    | .....                 | .....         | .....               | .....              | CH 3           | DIVIDE R- JCC .....             |  | 24.9     | ..... | .....                           | Section D                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BETHPAGE .....                  |  | 27.9     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | BETH R- JCC .....               |  | 28.6     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | FARMINGDALE .....               |  | 30.2     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | FARM R- JCC .....               |  | 30.3     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | PW R- JCC .....                 |  | 31.5     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | LAWN R- JCC .....               |  | 32.3     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | PINELAWN .....                  |  | 32.4     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | DANCH R- JCC .....              |  | 34.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WYANDANCH .....                 |  | 34.7     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | JS R- JCC .....                 |  | 37.9     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | DEER PARK .....                 |  | 38.4     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | PILGRIM R- JCC .....            |  | 38.7     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | PINEAIRE R- JCC .....           |  | 39.7     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BRENTWOOD .....                 |  | 41.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | .....              | .....          | CI R- JCC .....                 |  | 42.8     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | CENTRAL ISLIP .....             |  | 43.6     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | OCEAN R- JCC .....              |  | 47.6     | ..... | .....                           | Section C                |
| XR                    | .....                 | .....         | .....               | .....              | .....          | POND R- JCC .....               |  | 47.9     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | RONKONKOMA .....                |  | 48.5     | ..... | .....                           | Section C                |
| XR                    | .....                 | X             | .....               | .....              | RT             | KO R- JCC .....                 |  | 49.4     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MEDFORD .....                   |  | 54.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | RT             | YAPHANK .....                   |  | 58.6     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | YA C-JCC .....                  |  | 58.7     | 22    | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MR C-JCC .....                  |  | 65.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | AH C-JCC .....                  |  | 69.4     | 19    | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | RT             | RIVERHEAD .....                 |  | 73.3     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LD C-JCC .....                  |  | 73.4     | 27    | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | R C-JCC .....                   |  | 78.3     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MATTITUCK .....                 |  | 82.4     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | K C-JCC .....                   |  | 82.4     | 14    | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | SD C-JCC .....                  |  | 90.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | RT             | SOUTHOLD .....                  |  | 90.1     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GY C-JCC .....                  |  | 93.6     | ..... | .....                           | Section C                |
| .....                 | .....                 | .....         | .....               | X                  | RT             | GREENPORT .....                 |  | 94.3     | ..... | .....                           | Section C                |

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**NOTE:** X Indicates in service continuously  
 C Controlled  
 R Indicates Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 RT Indicates Equipped with Radio telephone; see Special Instruction MLN 1164 B for exact location.

**\*Station Locations shown conform with Mile Post locations on the right of way**  
**\*\*Cars must not be left standing on passing sidings without notifying Train Dispatcher.**

| Interlocking | Interlocking Station | Block Station | Block Limit Station | Passenger Station | Radio Equipped | MONTAUK BRANCH*         |          | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
|--------------|----------------------|---------------|---------------------|-------------------|----------------|-------------------------|----------|---------------------------------|--------------------------|
|              |                      |               |                     |                   |                | STATIONS                | Location |                                 |                          |
| .....        | .....                | .....         | .....               | X                 | CH 1 & 2       | JAMAICA .....           | 9        | .....                           | Section B                |
| XR           | .....                | .....         | .....               | .....             | CH 1           | HALL R - JCC .....      | 9.1      | .....                           | Section B                |
| .....        | .....                | .....         | .....               | X                 | .....          | ST. ALBANS .....        | 11.8     | .....                           | Section B                |
| .....        | .....                | .....         | .....               | X                 | .....          | VALLEY STREAM .....     | 15.7     | .....                           | Section B                |
| X            | X                    | X             | .....               | .....             | CH 1           | VALLEY .....            | 15.8     | .....                           | Section B                |
| .....        | .....                | .....         | .....               | X                 | .....          | LYNBROOK .....          | 17       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | ROCKVILLE CENTRE .....  | 18.7     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | ROCKY R- Valley .....   | 19       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | BALDWIN .....           | 20.5     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | FREEPORT .....          | 22       | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | PORT R- Valley .....    | 22.1     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | MERRICK .....           | 23.5     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | BELLMORE .....          | 24.9     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | WANTAGH .....           | 25.9     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | WANTAGH R- JCC .....    | 26.2     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | SEAFORD .....           | 27       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | MASSAPEQUA .....        | 28       | .....                           | Section C                |
| XR           | .....                | .....         | .....               | X                 | .....          | MASSAPEQUA R- JCC ..... | 28.1     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | MASSAPEQUA PARK .....   | 28.8     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | .....             | .....          | AMITYVILLE R- JCC ..... | 30.2     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | AMITYVILLE .....        | 30.5     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | COPIAGUE .....          | 31.8     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | LINDENHURST .....       | 33.7     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | BABYLON .....           | 35.9     | .....                           | Section C                |
| XR           | .....                | X             | .....               | .....             | CH 1           | BABYLON R- JCC .....    | 36       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | BAY SHORE .....         | 40       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | ISLIP .....             | 42.5     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | GREAT RIVER .....       | 44.6     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | OAKDALE .....           | 46.7     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | SAYVILLE .....          | 49.1     | .....                           | Section C                |
| XR           | .....                | X             | .....               | .....             | .....          | Y R- JCC .....          | 49.9     | .....                           | Section C                |
| XR           | .....                | X             | .....               | .....             | .....          | PD 1 R- JCC .....       | 53.1     | C-10                            | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | PATCHOQUE .....         | 53.2     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | PD 2 R- JCC .....       | 53.3     | C-6                             | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | PD 3 R- JCC .....       | 53.6     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | BELLPORT .....          | 57.9     | 13                              | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | MASTIC SHIRLEY .....    | 61.5     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | RT             | JJD 1 R- JCC .....      | 61.6     | C-16                            | Section C                |
| XR           | .....                | .....         | .....               | .....             | RT             | JJD 2 R- JCC .....      | 61.9     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | SK 1 R- JCC .....       | 70.6     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | .....          | SPEONK .....            | 70.7     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | RT             | SK 2 R- JCC .....       | 71       | C-12                            | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | WESTHAMPTON .....       | 73.8     | 14                              | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | RPK 1 R- JCC .....      | 80.9     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | RT             | RPK 2 R- JCC .....      | 81.2     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | HAMPTON BAYS .....      | 81.2     | C-31                            | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | RPK 3 R- JCC .....      | 81.6     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | SH 1 R- JCC .....       | 88.5     | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | SOUTHAMPTON .....       | 88.6     | C-24                            | Section C                |
| XR           | .....                | .....         | .....               | .....             | RT             | SH 2 R- JCC .....       | 88.7     | .....                           | Section C                |
| XR           | .....                | .....         | .....               | .....             | .....          | SH 3 R- JCC .....       | 89       | .....                           | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | BRIDGEHAMPTON .....     | 93.9     | 9                               | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | EAST HAMPTON .....      | 100.2    | 14                              | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | AMAGANSETT R- JCC ..... | 103.7    | 17                              | Section C                |
| .....        | .....                | .....         | .....               | X                 | RT             | MONTAUK .....           | 114.9    | .....                           | Section C                |
| .....        | .....                | .....         | .....               | .....             | .....          | (R- JCC) .....          | .....    | .....                           | Section C                |

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GN 7-54 (C)

**NOTE:** X Indicates in service continuously  
 C Controlled  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 RT Indicates Equipped with Radio telephone; see Special Instruction MTK 1164 B for exact location.

\* Station Locations shown conform with Mile Post locations on the right of way.

\*\*Cars must not be left standing on passing sidings without notifying Train Dispatcher.

|  |                              |                  |                           |                           |                   | PORT JEFFERSON<br>BRANCH * |  |          |       | Siding<br>Car<br>Capacity<br>85 ft.<br>Cars | Section<br>Dispr.<br>Territory |
|--|------------------------------|------------------|---------------------------|---------------------------|-------------------|----------------------------|--|----------|-------|---|--------------------------------|
| Inter-<br>locking  | Inter-<br>locking<br>Station | Block<br>Station | Block<br>Limit<br>Station | Pass-<br>enger<br>Station | Radio<br>Equipped | STATIONS                   |  | Location |       |   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | CH 3              | DIVIDE R- JCC .....        |  | 24.9     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | SYOSSET .....              |  | 29.1     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | AMOTT R- JCC .....         |  | 30.2     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | COLD SPRING HARBOR .....   |  | 32       | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | HUNT 1 R- JCC .....        |  | 34       | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | HUNT 2 R- JCC .....        |  | 34.5     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | HUNTINGTON .....           |  | 34.9     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | HUNT 3 R- JCC .....        |  | 35       | 41    | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | GREENLAWN .....            |  | 37.6     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | NORTHPORT .....            |  | 39.6     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | DUKE 1 R- JCC .....        |  | 39.7     | C-27  | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | DUKE 2 R- JCC .....        |  | 40.2     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | FOX 1 R- JCC .....         |  | 43.3     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | KINGS PARK .....           |  | 43.4     | C-22  | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | FOX 2 R- JCC .....         |  | 43.6     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | POST 1 R- JCC .....        |  | 46.9     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | SMITHTOWN .....            |  | 47.1     | C-24  | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | POST 2 R- JCC .....        |  | 47.3     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | ST. JAMES .....            |  | 49.9     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | STONY 1 R- JCC .....       |  | 52.9     | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | STONY BROOK .....          |  | 53.1     | C-18  | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | STONY 2 R- JCC .....       |  | 53.3     | ..... | Section D                                   |                                |
| XR   | .....                        | .....            | .....                     | .....                     | .....             | JEFF R- JCC .....          |  | 57       | ..... | Section D                                   |                                |
| .....  | .....                        | .....            | .....                     | X                         | .....             | PORT JEFFERSON .....       |  | 57.4     | ..... | Section D                                   |                                |
| <p><b>NOTE:</b> X Indicates in service continuously<br/>                     C Controlled<br/>                     R Indicates Interlocking Remote Controlled<br/>                     CH Indicates Radio Equipped and Channel</p> <p><b>* Station Locations shown conform with<br/>                     Mile Post locations on the right of way.</b></p> <p><b>Cars must not be left standing on passing sidings<br/>                     without notifying Train Dispatcher.</b></p> |                              |                  |                           |                           |                   |                            |  |          |       |   |                                |

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|   |                              |                  |                           |                           |                   | CENTRAL<br>BRANCH * |  |          |       | Siding<br>Car<br>Capacity<br>85 ft.<br>Cars | Section<br>Dispr.<br>Territory |
|---|------------------------------|------------------|---------------------------|---------------------------|-------------------|---------------------|--|----------|-------|---|--------------------------------|
| Inter-<br>locking   | Inter-<br>locking<br>Station | Block<br>Station | Block<br>Limit<br>Station | Pass-<br>enger<br>Station | Radio<br>Equipped | STATIONS            |  | Location |       |   |                                |
| XR  | .....                        | .....            | .....                     | .....                     | .....             | BETH R- JCC .....   |  | 28.6     | ..... | Section C                                   |                                |
| .....   | .....                        | .....            | .....                     | X                         | .....             | BABYLON .....       |  | 36       | ..... | Section C                                   |                                |
| XR  | .....                        | X                | .....                     | .....                     | CH 1              | BABYLON R-JCC ..... |  | 36.6     | ..... | Section C                                   |                                |
| <p><b>NOTE:</b> X Indicates in service continuously<br/>                     R Indicates Interlocking Remote Controlled<br/>                     CH Indicates Radio Equipped and Channel</p> <p><b>* Station Locations shown conform with<br/>                     Mile Post locations on the right of way.</b></p> |                              |                  |                           |                           |                   |                     |  |          |       |   |                                |

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(J)

GN 7-54  
(C)

|                       |                       |               |                     |                    |                | PORT WASHINGTON<br>BRANCH* |          |                                 |                          |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|----------------------------|----------|---------------------------------|--------------------------|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS                   | Location | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
| XR                    | .....                 | .....         | .....               | .....              | .....          | HAROLD R - PSCC.....       | 1.8      | .....                           | Section A                |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WOODSIDE.....              | 3.1      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | WOOD R- Jamaica.....       | 3.2      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | SHEA R- Jamaica.....       | 6.2      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | METS - WILLETS POINT.....  | 6.8      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | FLUSHING MAIN STREET.....  | 7.4      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MURRAY HILL.....           | 8.4      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BROADWAY.....              | 9.1      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | AUBURNDALE.....            | 9.8      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BAYSIDE.....               | 10.8     | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | BAY R - Jamaica.....       | 11       | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | DOUGLSTON.....             | 12       | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LITTLE NECK.....           | 12.7     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GREAT NECK.....            | 13.7     | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | NECK R- Jamaica.....       | 13.9     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MANHASSET.....             | 15.3     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | PLANDOME.....              | 16.3     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | PORT WASHINGTON.....       | 18.1     | .....                           |                          |

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**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.

|                       |                       |               |                     |                    |                | OYSTER BAY<br>BRANCH * |          |                                 |                          |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|------------------------|----------|---------------------------------|--------------------------|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS               | Location | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | NASSAU 2 R - JCC.....  | 18.6     | .....                           | Section D                |
| XR                    | .....                 | X             | .....               | .....              | CH 1           | NASSAU 4 R - JCC.....  | 19.3     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | EAST WILLISTON.....    | 19.8     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ALBERTSON.....         | 20.9     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ROSLYN.....            | 22.2     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GREENVALE.....         | 24.2     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GLEN HEAD.....         | 25.4     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | SEA CLIFF.....         | 26.8     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GLEN STREET.....       | 27.3     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GLEN COVE.....         | 27.9     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LOCUST VALLEY.....     | 29       | .....                           |                          |
| XR                    | .....                 | X             | .....               | .....              | .....          | LOCUST R - JCC.....    | 29.1     | .....                           |                          |
| .....                 | .....                 | X             | .....               | X                  | .....          | OYSTER BAY.....        | 32.9     | .....                           |                          |

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**NOTE:** X Indicates in service continuously  
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 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.

|                       |                       |               |                     |                    |                | ATLANTIC<br>BRANCH *     |          |                                 |                          |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|--------------------------|----------|---------------------------------|--------------------------|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS                 | Location | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ATLANTIC TERMINAL.....   | 0.0      | .....                           | Section B                |
| X                     | X                     | .....         | .....               | .....              | CH 1           | BROOK 1.....             | 0.2      | .....                           |                          |
| X                     | X                     | .....         | .....               | .....              | CH 1           | BROOK 2.....             | 0.6      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | NOSTRAND AVENUE.....     | 1.6      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | EAST NEW YORK.....       | 3.9      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | .....          | EAST NEW YORK.....       | 4        | .....                           |                          |
| .....                 | .....                 | .....         | .....               | .....              | .....          | R - Brook.....           | .....    | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BOLANDS LANDING Emp..... | 8.5      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | DUNTON R - JCC.....      | 8.7      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | JAY R - JCC.....         | 9        | .....                           |                          |
| .....                 | X                     | .....         | .....               | .....              | CH 1           | JCC.....                 | 9.3      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | CH 1&2         | JAMAICA.....             | 9.3      | .....                           |                          |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | HALL R - JCC.....        | 9.4      | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LOCUST MANOR.....        | 12       | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LAURELTON.....           | 13.1     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ROSEDALE.....            | 13.8     | .....                           |                          |
| .....                 | .....                 | .....         | .....               | X                  | .....          | VALLEY STREAM.....       | 15.7     | .....                           |                          |
| X                     | X                     | X             | .....               | .....              | CH 1           | VALLEY.....              | 15.8     | .....                           |                          |

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**NOTE:** X Indicates in service continuously  
 R Indicates Interlocking Remote Controlled  
 CH Indicates Radio Equipped and Channel  
 \* Station Locations shown conform with Mile Post locations on the right of way.



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|                       |                       |               |                     |                    |                |                    | FAR ROCKAWAY BRANCH* |                                 |                          |  |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|--------------------|----------------------|---------------------------------|--------------------------|--|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS           | Location             | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |  |
| X                     | X                     | X             | .....               | .....              | CH 1           | VALLEY .....       | 15.8                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GIBSON .....       | 16.2                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | HEWLETT .....      | 16.9                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WOODMERE .....     | 17.3                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | CEDARHURST .....   | 18.2                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LAWRENCE .....     | 19                   | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | INWOOD .....       | 19.4                 | .....                           | Section B                |  |
| .....                 | .....                 | X             | .....               | X                  | .....          | FAR ROCKAWAY ..... | 20                   | .....                           | Section B                |  |
|                       |                       |               |                     |                    |                |                    | (R - Valley) .....   |                                 |                          |  |

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

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|                       |                       |               |                     |                    |                |                         | WEST HEMPSTEAD BRANCH* |                                 |                          |  |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|-------------------------|------------------------|---------------------------------|--------------------------|--|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS                | Location               | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |  |
| X                     | X                     | X             | .....               | .....              | CH 1           | VALLEY .....            | 15.8                   | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WESTWOOD .....          | 16.8                   | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | MALVERNE .....          | 17.7                   | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LAKEVIEW .....          | 18.8                   | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | HEMPSTEAD GARDENS ..... | 19.5                   | .....                           | Section B                |  |
| XR                    | .....                 | .....         | .....               | .....              | .....          | WEST HEMPSTEAD .....    | 20                     | .....                           | Section B                |  |
|                       |                       |               |                     |                    |                |                         | (R - Valley) .....     |                                 |                          |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | WEST HEMPSTEAD .....    | 20.1                   | .....                           | Section B                |  |

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

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|                       |                       |               |                     |                    |                |                     | LONG BEACH BRANCH* |                                 |                          |  |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|---------------------|--------------------|---------------------------------|--------------------------|--|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS            | Location           | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |  |
| X                     | X                     | X             | .....               | .....              | CH 1           | VALLEY .....        | 15.8               | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LYNBROOK .....      | 17                 | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | CENTRE AVENUE ..... | 17.9               | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | EAST ROCKAWAY ..... | 18.3               | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | OCEANSIDE .....     | 18.9               | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ISLAND PARK .....   | 21.3               | .....                           | Section B                |  |
| X                     | X                     | .....         | .....               | .....              | CH 1           | LEAD .....          | 21.7               | .....                           | Section B                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | LONG BEACH .....    | 22.2               | .....                           | Section B                |  |

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel

\* Station Locations shown conform with Mile Post locations on the right of way.

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|                       |                       |               |                     |                    |                |                          | HEMPSTEAD BRANCH* |                                 |                          |  |
|-----------------------|-----------------------|---------------|---------------------|--------------------|----------------|--------------------------|-------------------|---------------------------------|--------------------------|--|
| Inter-locking Station | Inter-locking Station | Block Station | Block Limit Station | Pass-enger Station | Radio Equipped | STATIONS                 | Location          | Siding Car Capacity 85 ft. Cars | Section Dispr. Territory |  |
| XR                    | .....                 | .....         | .....               | .....              | CH 1           | QUEENS R- JCC .....      | 13.3              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | ELMONT .....             | 13.7              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | BELLEROSE .....          | 14.3              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | FLORAL PARK .....        | 14.9              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | STEWART MANOR .....      | 16.2              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | NASSAU BOULEVARD .....   | 17.2              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | GARDEN CITY .....        | 18.4              | .....                           | Section D                |  |
| XR                    | .....                 | .....         | .....               | .....              | .....          | GARDEN R- JCC .....      | 18.6              | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | COUNTRY LIFE PRESS ..... | 19                | .....                           | Section D                |  |
| .....                 | .....                 | .....         | .....               | X                  | .....          | HEMPSTEAD .....          | 19.6              | .....                           | Section D                |  |
|                       |                       |               |                     |                    |                |                          | (R- JCC) .....    |                                 |                          |  |

NOTE X Indicates in service continuously  
 CH Indicates Radio Equipped and Channel  
 R Indicates Interlocking Remote Controlled

\* Station Locations shown conform with Mile Post locations on the right of way.

### SECONDARY TRACK STATIONS AND BELMONT YARD

| Inter-locking                              | Inter-locking Station | Block Station                            | Block Limit Station | Radio Equipped | Location               | Siding Car Capacity<br>85 ft.<br>Cars | Section Dispr. Territory |
|--|-----------------------|--|---------------------|----------------|------------------------|---------------------------------------|--------------------------|
| <b>GARDEN-MITCHEL FIELD</b>                |                       |  |                     |                |                        |                                       |                          |
| <b>SECONDARY TRACK</b>                     |                       |  |                     |                |                        |                                       |                          |
| XR   | .....                 | .....                                    | .....               | .....          | GARDEN (R - JCC) ..... | 18.6                                  | Section D                |
| .....                                      | .....                 | .....                                    | .....               | .....          | MITCHEL FIELD .....    | 20.6                                  | Section D                |
| <b>BABYLON<br/>BABYLON YARD</b>            |                       |  |                     |                |                        |                                       |                          |
| <b>SECONDARY TRACK</b>                     |                       |  |                     |                |                        |                                       |                          |
| XR   | .....                 | X  | .....               | CH 1           | BABYLON R- JCC .....   | 36                                    | Section C                |
| .....                                      | .....                 | .....                                    | .....               | CH 4           | BABYLON YARD .....     | 36.5                                  | Section C                |
| <b>SECONDARY TRACK "C"</b>                 |                       |  |                     |                |                        |                                       |                          |
|  |                       |  |                     |                |                        | Location                              |                          |
| L.I. CITY                                  |                       |  |                     |                |                        | 0.0                                   | Section A                |
| BEGIN "C" SECONDARY TRACK                  |                       |  |                     |                |                        | 0.1                                   | Section A                |
| DUTCH KILLS BRIDGE                         |                       |  |                     |                |                        | 0.7                                   | Section A                |
| END "C" SECONDARY TRACK BLISS              |                       |  |                     |                |                        | 1.2                                   | Section A                |
| <b>LIRR SECONDARY NO 1 AND NO 2 TRACKS</b> |                       |  |                     |                |                        |                                       |                          |
|  |                       |  |                     |                |                        | Location                              |                          |
| BEGIN LIRR SECONDARY TRACK                 |                       |  |                     |                |                        | 7.39                                  | Section A                |
| JAY R JCC                                  |                       |  |                     |                |                        | 8.7                                   | Section B                |
| <b>NYAR SECONDARY NO 1 AND NO 2</b>        |                       |  |                     |                |                        |                                       |                          |
|  |                       |  |                     |                |                        | Location                              |                          |
| BEGIN "NYAR" SECONDARY TRACK BLISS         |                       |  |                     |                |                        | 1.2                                   | Section A                |
| END "NYAR" SECONDARY TRACK SIGN            |                       |  |                     |                |                        | 7.39                                  | Section A                |
| <b>BELMONT YARD</b>                        |                       |  |                     |                |                        |                                       |                          |
| <b>BELMONT PARK</b>                        |                       |  |                     |                |                        |                                       |                          |
|  |                       |  |                     |                |                        | Location                              |                          |
| QUEENS R- JCC                              |                       |  |                     |                |                        | 13.3                                  | Section D                |
| BELMONT PARK                               |                       |  |                     |                |                        | 13.4                                  | Section D                |
| NOTE                                       | X                     | Indicates in service continuously        |                     |                |                        |                                       |                          |
|  | CH                    | Indicates Radio Equipped and Channel     |                     |                |                        |                                       |                          |
|  | R                     | Indicates Interlocking Remote Controlled |                     |                |                        |                                       |                          |

GN 7-54  
(C)GN 7-52  
(J)

**1803 Originating / Terminating Train Requirements**

**Orders and/or Messages:**

At all locations except as noted below, conductors will contact the block operator for orders and/or messages not less than five (5) minutes prior to scheduled leaving time from the originating station. Train crewmembers will line switches, where necessary, before scheduled leaving time. Conductors will be responsible to know that this has been done.

**Exceptions:** Jamaica, Brooklyn, Penn Station, West Side Yard, Midday Yard, Grand Central Terminal, Hillside, Babylon Yard, Long Island City Passenger Yard and Hunterspoint Avenue. Trains will be governed by signal indication or instructions from the Stationmaster, Yardmaster, Block Operator or Console Operator

PSCC as appropriate at each location.

Note: Ronkonkoma Yard and Montauk Yard crews must call the block operator for orders and/or message 15 minutes prior to their scheduled leaving time from Ronkonkoma station / Montauk station.

**Terminating Trains:**

At all locations except Jamaica, Brooklyn, Penn Station, Grand Central Terminal, Midday Yard, and West Side Yard, conductors of all trains will report their arrival to the block operator. This report must include lead engine number, number of cars, and station or yard track lay-up information. When necessary, conductors must verify the location of the next set of equipment that they are to operate. Conductors are responsible to know that their equipment is properly laid up upon arrival at the final destination and report that the equipment is in the clear to the designated employee. When equipment is unable to be properly laid up in the clear, the provisions of SI 5000-D-3 must be followed. In the event of any unusual occurrence enroute, conductors of trains must contact the Movement Bureau upon arrival to provide additional information as may be required.

At all locations except as noted below, conductors of trains arriving more than five (5) minutes late at the final station where they are scheduled to discharge passengers will report their detention to the block operator.

**Exceptions:** Jamaica, Brooklyn, Penn Station, Long Island City and Hunterspoint Avenue: Conductors will report their detention to the Movement Bureau, extension 8204.

At Jamaica, Brooklyn, Penn Station, Babylon, Long Island City, and West Side Yard: Crews arriving and turning for timetable scheduled equipment trains will immediately call for instructions from the Stationmaster, Transportation Manager, Block Operator or Console Operator PSCC.

**GN 7-54  
(D)**

**1803-A Radio Test – Initial Departure**

Prior to departing from an initial terminal, engineers of passenger trains must direct the radio test to the Block Operator except at locations indicated below (the information must be directed to the appropriate contact). The radio test from an initial terminal must include the leading engine number and the number of cars in the trains consist. The notification fulfills the requirements of Rule 702(a) (radio check). If the radio in the occupied locomotive is inoperative at an initial terminal due to a "dead spot" but has an operative radio in another car in the consist, the engineer must make the notification at the first available point of communication.

| <b>Station/Terminal</b> | <b>Contact</b> |
|-------------------------|----------------|
| Babylon Yard            | Yardmaster     |
| Hillside Yard           | Yardmaster     |
| New York, Penn Station  | Station Master |
| Hunterspoint Avenue     | LIC Yardmaster |
| Long Island City        | Yardmaster     |
| West Side Yard          | Yardmaster     |
| Grand Central Terminal  | Yardmaster     |
| Midday Yard             | Yardmaster     |

### 1803-B Checking Trains at Final Terminals

**The train's Conductor is responsible for adherence to the following protocols:**

1. Before and upon the train's arrival at a final terminal, an announcement must be made advising customers that the train is being moved to a yard facility and that everyone must leave the train.
2. When approaching the final terminal, crewmembers must walk through the entire train, announcing that everyone must leave the train, paying special attention to anyone who may have fallen asleep on the train.
3. After everyone has left the train, the conductor must designate at least one other crewmember to check the entire train, including restrooms, to ensure that no one is still on-board before proceeding to the yard or layup track unless authorized by a supervisor.
4. For any trains at **Huntington, Westbury, Massapequa Park, Freeport, Wantagh, and Great Neck** that depart a western terminal between the hours **2:30pm-8pm**, the Conductor will be responsible for the following protocol:

\*If your train will be manipulated with crew and equipment intact, that crew must inspect the train, including restrooms for any passengers still on-board while **heading** to the yard or lay-up track. In this instance the crew is relieved from checking the entire train, including restrooms **before** proceeding to the yard or lay-up track. Additionally, authorization by a supervisor will not be required.

5. In the event a passenger remains on the equipment while it is on the way to the yard or lay-up track, the conductor must immediately contact the controlling tower, yardmaster (if applicable), transportation supervision, and/or the movement bureau for instructions. The tower operator will ensure that the equipment is brought back to the station as soon as possible.

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### 1804-A Disabled Customer Access & Service

The LIRR will provide access and service to the elderly and disabled customers **at stations listed in the specific branch "1804-A"** for customers wishing to travel on trains to Atlantic Terminal, Grand Central Terminal and Penn Station.

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### 1804-B ADA Equipped Cars

The Americans with Disabilities Act (ADA) is a Federal Act, which prohibits discrimination against any person on the basis of disability. One of the ADA's provisions is to ensure that public transportation is accessible to persons with a disability.

The following guidelines are issued to assist employees in complying with the ADA:

All passenger trains must include at least one car that is readily accessible and useable by individuals who use wheelchairs. Crews on board passenger equipment should note the location of ADA compliant cars within the consist. These cars will be identified by a blue international wheelchair sign affixed to the outside of the car. On M3 equipment the sign will only be found on the "A" (even numbered) cars. Such ADA equipped cars will have a bridge plate box containing a plate for bridging the gap between station platforms and the car body. These boxes will be locked at all times and accessible with a standard MU door key.

- On **M7 cars** the bridge plate is located in each car:
  - B Car – In cabinet near bathroom door.
  - A Car – In the B-end vestibule.
- On **M9 cars** the bridge plate is located in each car, B end, between the three-seater and fold down seat behind the L2 door.
- On **MARC cars** the bridge plate is only located in the Cab Car - found within a locked compartment located against the outside bathroom wall on the "A" end of the car. A MARC Coach key is used to access the bridge plate compartment.

Crews observing a customer with a disability who cannot enter a train due to a platform gap should:

- Inform the customer that a bridge plate is available. Direct them to the appropriate car and offer assistance.
- Remove the bridge plate from the compartment and place it over the platform gap. *The legs of the bridge plate should face down and against the edge of the platform*
- Ask the customer if help is needed in crossing the bridge plate and assist.
- Return the bridge plate to the compartment and secure the box.
- Ensure the customer has assistance in departing the train at their destination.

Crews are advised that the ADA also requires that station announcements be made to assist visually impaired customers. Station announcements must be made prior to each stop and each departure. Compliance with these guidelines is required by Federal Law.

**MONTAUK BRANCH (MTK)**

**MTK 100-L-6 Fire Signage for Emergency Responders**

Red Reflective Signs with numbers shown in white are in place west of Montauk Station to assist emergency responders in locating brush fires. These signs are numbered from 1 to 25 (from west to east) every 1000 feet. The first sign begins at mile post 114 (just west of Duryea Crossing, first crossing west of Montauk Station). They are located north of the track and are double sided facing north and south and will be used by emergency responders and employees for determining locations.

**MTK 100-W-1 Low Adhesion – Sandite Applicators**

During times of Low Adhesion, Wayside Sandite Applicators will be in service at the following locations: **Montauk Branch, Track No. 2 – 400 feet west of Lynbrook Station.**

**MTK 1038-A-2 Speedometer Test Sections (STS) Locations**

**Montauk Branch:**

- MP 12 and one-half mile east thereof
- MP 21 and one-half mile east thereof
- MP 41 and one-half mile east thereof
- MP 69 and one-half mile east thereof
- MP 91 and one-half mile east thereof

**NOTE:** Refer to SI 1038-A-2 in “General Section” for STS instructions.

**MTK 1038-C Maximum Authorized Speeds – Wreck Trains**

|                        |        |
|------------------------|--------|
| Branches Boom Trailing | 30 MPH |
| Branches Boom Forward  | 25 MPH |

**Except:**

|                              |        |
|------------------------------|--------|
| Jamaica – All Station Tracks | 15 MPH |
|------------------------------|--------|

**MTK 1038-E Maximum Authorized Speeds – Various Speeds**

Operating against the current of traffic between Babylon and Y:

|                                  |        |
|----------------------------------|--------|
| Passenger trains                 | 40 MPH |
| Freight trains and Light Engines | 30 MPH |

**TRACK CAR SPEED RESTRICTION:**

**Track Car diverging movements:** St. Albans Lead to Holban Yard 1 MPH

**MTK 1038-G Maximum Authorized Speeds – Yard / Wye Tracks**

|                      |           |
|----------------------|-----------|
| Patchogue North Side | RS 15 MPH |
| All WYE Tracks       | RS 5 MPH  |

**NOTE:** Trains whose consist include freight equipment will proceed at restricted speed not to exceed 5MPH in all yards unless otherwise specified.

**MTK 1038-I Engine Restrictions / Locations**

Letters and figures indicate: **X** - Prohibited.

| Montauk Branch Location                  | CLASS OF ENGINES |      |            |      |
|--|------------------|------|------------|------|
|  | E-10             | E-15 | E-20, DE30 | DM30 |
| Babylon Yard Tracks 11 thru 17 inclusive | X                | X    | X          | X    |

**MTK 1038-J Freight / Work Train Restrictions**

**JAMAICA** - All trains with Freight cars and PR20B engines in their consist are restricted from using tracks 0 to 8 inclusive and interlocked track 11 between the westbound color light low home signal (96L), 1<sup>st</sup> signal west of Jamaica station and the eastbound low home (44LA), Hall's westerly limit, 1<sup>st</sup> signal east of Jamaica station. Alcohol/Adhesion Cars E401, E591, E775, E901, E902 and E932 will have NO restrictions through Jamaica except if coupled with any other Freight or Tanker cars. Note: Freight Tanker cars 5000 and 5001 are restricted from using track 1 from the westbound facing point switch to zero track Hall interlocking west to the end of track 1, tracks 2 to 8 inclusive and interlocked track 11 between the westbound color light low home signal (96L), 1<sup>st</sup> signal west of Jamaica station and the eastbound low home (44LA), Hall's westerly limit, 1<sup>st</sup> signal east of Jamaica station only.

**MTK 1038-J (Continued)**

**BABYLON** - Freight Trains, work trains, and trains with freight car consists are restricted from operating through both No 1 and No 3 station tracks at Babylon. Alcohol/Adhesion Cars E401, E591, E775, E901, E902 and E932 will have NO restrictions through Babylon Station except if coupled with any other Freight or Tanker cars.

**MTK 1038-K Flat Car Restrictions**

Due to excessive height, all flat cars carrying MU equipment (Decommissioned or New Delivery) are restricted from operating at the following locations:

- Jamaica – Tracks 0-9 inclusive, and interlocked tracks 11 & 12 between the westbound color light low home signals (96L) and (98L), 1<sup>st</sup> signals west of Jamaica station and the eastbound low home (44LA), and eastbound color light low home (84LA), Hall's westerly limits, 1<sup>st</sup> signals east of Jamaica station.

Train crews having flatcars carrying MU equipment (Decommissioned or New Delivery) within their consist must notify the Movement Bureau of such, prior to movement from its initial location.

**MTK 1075-A Bulletin Board & Standard Clock Locations**

X – indicates in service.

| Bulletin Board | Standard Clock | Location                               |
|----------------|----------------|--|
|                | X              | Babylon – Passenger Station            |
| X              |                | Babylon Station – Trainmen's Room      |
| X              | X              | Babylon Yard – Welfare Facility        |
|                | X              | Manned Block and Interlocking Stations |
| X              | X              | Patchogue – Trainmen's Room            |
| X              |                | Speonk – Trainmen's Room               |

**GN 7-54  
(E1)**

**MTK 1100 Rule 100 Is in Effect – Main Track Location**

Montauk Branch: **Between Hall and EOB Montauk**

**MTK 1103-A Crossing Interrupt Device Locations**

The operation of crossing signals and gates at the following locations may also be interrupted by a device located as shown below:

**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.

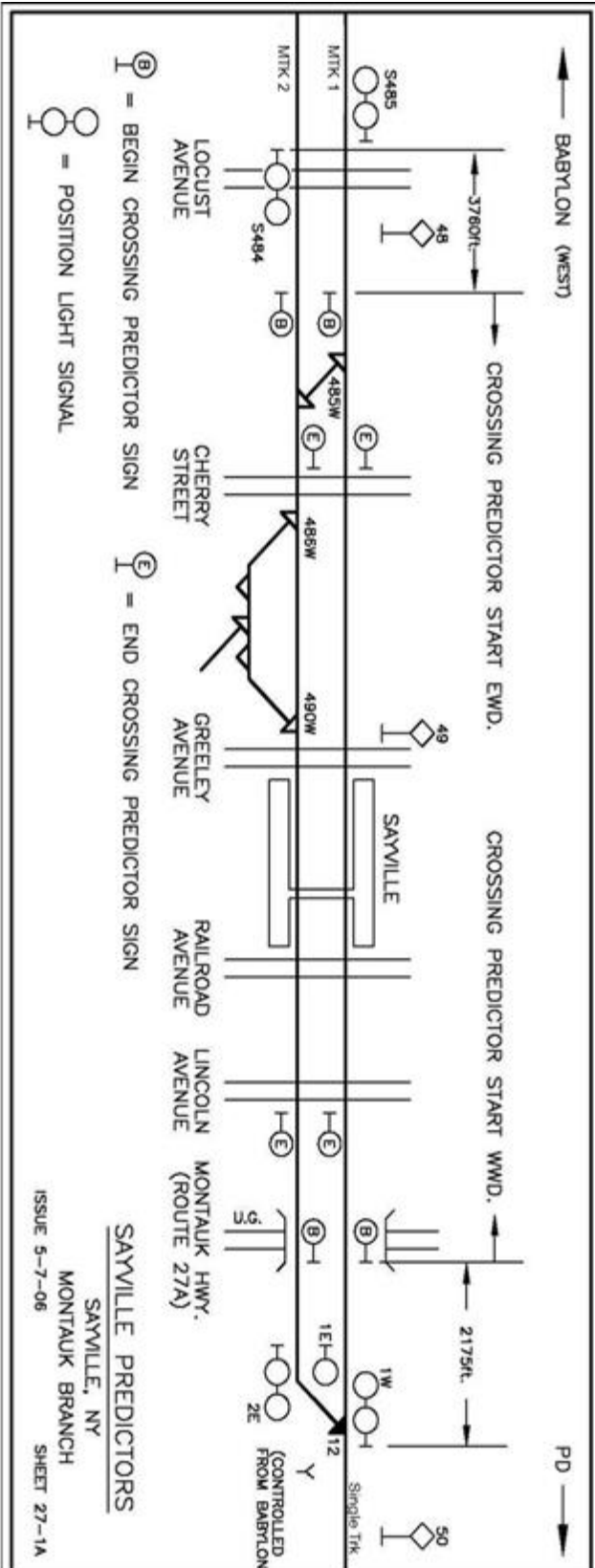
**Springville Road, Hampton Bays\*.** On the west end of Hampton Bays station platform.

**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.

\* **NOTE:** If a passing 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, Ponquogue 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.



**SAYVILLE PREDICTORS**

SAYVILLE, NY  
 MONTAUK BRANCH  
 ISSUE 5-7-06  
 SHEET 27-1A

**MTK 1104-A Storing Trains / Switching Moves – Patchogue****Storing Trains - 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.

**Switching Moves - Patchogue**

Trains departing the School House track, Fence track, or West End North track must contact the block operator at **JCC** when ready to proceed into Patchogue station, main track, or to another siding. Trains terminating in Patchogue station must contact the block operator at **JCC** when ready to proceed from the station to a siding track. The block operator at **JCC** 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 **JCC** must contact the train to ascertain its status.

**GN 7-54  
(E2)**

**MTK 1104-C Electric Lock Switch Locations (Uncontrolled)**

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

| MTK Branch Location   | EL Switch  | Time Delay        |                   |
|---|--|-------------------|-------------------|
|   |  | From Main         | To Main           |
| 1 <sup>st</sup> switch west of St. Albans Station<br>(662 feet west of St. Albans)  | Facing westward to <b>Holban Yard</b><br>from MTK No. 1 track                    | 2 min             | 0                 |
| 1 <sup>st</sup> switch east of Port INT<br>(4100 feet east of Freeport)   | Trailing eastward from <b>Freeport Team</b><br>to MTK No. 2 track                | 3 min.            | 3 min.            |
| 3 <sup>rd</sup> switch east of Babylon Station<br>(2850 feet east of Babylon Station)   | Trailing eastward from <b>Hendrickson</b><br>to No. 2 track                      | 3 min.<br>30 sec. | 3 min.<br>30 sec. |
| 1 <sup>st</sup> switch west of Bellport Station<br>(West end Bellport Station)  | Trailing westward from <b>West switch Bellport Siding</b><br>to Single Main trk  | 2 min.<br>15 sec. | 0                 |
| 1 <sup>st</sup> switch east of Bellport Station<br>(565 feet east of Station Rd. crossing, first crossing east of Bellport Station) | Trailing eastward from <b>East switch Bellport Siding</b><br>to Single Main trk  | 2 min.<br>15 sec. | 0                 |
| 1 <sup>st</sup> switch east of JJD INT<br>(1253 feet east of Chichester Ave. crossing, sixth crossing east of JJD2 INT)             | Facing eastward to <b>West switch MO Siding</b><br>from Single Main trk          | 2 min.<br>15 sec. | 0                 |
| 2 <sup>nd</sup> switch east of JJD INT<br>(2102 feet east of Railroad Avenue crossing, seventh crossing east of JJD2 INT)           | Trailing eastward from <b>East switch MO Siding</b><br>to Single Main trk        | 2 min.<br>15 sec. | 0                 |
| 3 <sup>rd</sup> switch east of JJD INT<br>(3943 feet east of Locust Avenue crossing, second crossing east of east switch MO Siding) | Facing eastward to <b>West switch PT Siding</b><br>from Single Main trk          | 2 min.<br>15 sec. | 0                 |
| 1 <sup>st</sup> switch west of SK INT<br>(111 feet east of Moriches Blvd., second crossing west of SK1 INT)                         | Facing westward to <b>East switch PT Siding</b><br>from Single Main trk          | 2 min.<br>15 sec. | 0                 |
| 1 <sup>st</sup> switch east of SK INT<br>(5892 feet east of Old Country Road, first crossing east of east of SK2 INT)               | Facing eastward to <b>West switch Westhampton siding</b><br>from Single Main trk | 2 min.<br>15 sec  | 0                 |



## MTK 1104-C (Continued)

| MTK Branch Location   | EL Switch  | Time Delay       |         |
|---|--|------------------|---------|
|   |  | From Main        | To Main |
| 1 <sup>st</sup> switch east of Westhampton Station<br>(675 feet west of Old Riverhead Road, first crossing east of Westhampton Station) | Trailing eastward from <b>East switch Westhampton siding</b> to Single Main trk    | 2 min.<br>15 sec | 0       |
| 1 <sup>st</sup> switch east of Bridgehampton Station<br>(2129 feet east of Snake Hollow Road, sixth crossing east of SH2 INT)           | Facing eastward to <b>West switch Bridgehampton siding</b> from Single Main trk    | 2 min.<br>15 sec | 0       |
| 2 <sup>nd</sup> switch east of Bridgehampton Station<br>(547 feet west of Lumber Lane, first crossing east of Bridgehampton Station)    | Trailing eastward from <b>East switch Bridgehampton siding</b> to Single Main trk  | 2 min.<br>15 sec | 0       |
| 3 <sup>rd</sup> switch east of Bridgehampton Station<br>(35 feet west of Lumber Lane, first crossing east of Bridgehampton Station)     | Trailing eastward from <b>Bridgehampton North Freight Track</b> to Single Main trk | 2 min.<br>15 sec | 0       |
| 2 <sup>nd</sup> switch west of East Hampton Station<br>(1171 feet west of King Street, second crossing west of Easthampton Station)     | Trailing westward from <b>West switch Easthampton siding</b> to Single Main trk    | 2 min.<br>15 sec | 0       |
| 1 <sup>st</sup> switch west of Easthampton Station<br>(937 feet west of Race Lane, first crossing west of Easthampton Station)          | Facing westward to <b>East switch Easthampton siding</b> from Single Main trk      | 2 min.<br>15 sec | 0       |
| 1 <sup>st</sup> switch east of Amagansett Station<br>(393 feet east of Abrams Landing Road, first crossing east of Amagansett Station)  | Facing eastward to <b>West switch Amagansett siding</b> from Single Main trk       | 2 min.<br>15 sec | 0       |
| 2 <sup>nd</sup> switch east of Amagansett Station<br>(2177 feet east of Abrams Landing Road, first crossing east of Amagansett Station) | Trailing eastward from <b>East switch Amagansett siding</b> to Single Main trk     | 2 min.<br>15 sec | 0       |

**MTK 1104-E Approaching Hand Operated Switches When Operating Against Current of Traffic (ACT)**

Trains operating ACT must approach all facing point hand-operated switches prepared to stop. Once the Engineer or any other member of the train crew has determined the hand-operated switch is properly lined, the train must resume its normal speed.

**Locations of Hand-Operated Switches When Operating ACT:**  
**Montauk Branch Babylon to Y**

**West on Montauk 2**

- East switch Sayville Double End Freight, first facing point switch west of Sayville Station, located 150 feet west of Sayville Station.
- First facing point crossover switch west of Sayville Station, located 222 feet west of Cherry Avenue crossing, the second crossing west of Sayville Station.
- First facing point crossover switch west of Great River Station, located at MP 44.

**East on Montauk 1**

- 84 Lumber, first facing point switch east of Bay Shore Station, located 688 feet east of MP 42.
- First facing point crossover switch east of Islip Station, located at MP 44
- First facing point crossover switch east of Oakdale Station, located 2954 feet east of MP 48

**MTK 1151-A Main Track Designation – Single Track**

**Single Track** Montauk Branch **Between** Y Int. **And** End of Block Montauk

**MTK 1151-B Main Track Designations – Two Or More Tracks**

Current of traffic is as shown: X - Indicates No Current of Traffic.

| Montauk Branch Between: | No. 1 Track | No. 2 Track |
|-------------------------|-------------|-------------|
| Hall to Babylon         | X           | X           |
| Babylon and Y           | West'd      | East'd      |

**MTK 1151-C Babylon – Babylon Yard Secondary, LIRR Secondary No. 1 and LIRR Secondary No. 2 Tracks**

Block operators will keep a record for secondary tracks under their jurisdiction. This record of train movements must include train, engine number, direction, location, and time track is occupied or cleared. The timetable direction for all secondary tracks, from the station first named, is eastward.

**Secondary Tracks of No Assigned Direction Zone C**

| Track                        | Between | And                     | Controlled By | Note  |
|------------------------------|---------|-------------------------|---------------|-------|
| Babylon-Babylon Yard         | Babylon | Babylon Yard            | JCC           | 3     |
| LIRR Secondary NO. 1 & NO. 2 | Jay     | End LIRR Secondary Sign | JCC           | 4 & 5 |

**NOTES**

3. Eastward & Westward movements will be governed by signal indication at Babylon.
4. All trains will operate at restricted speed on the Secondary Track.
5. Trains are permitted to make switching moves by authorization of JCC on LIRR Secondary NO 1 and NO 2 tracks.

**GN 7-54 (E3)**

**MTK 1155 MTEA Limits**

**Begin/End MTEA Limits are located as follows:**

| Hall Interlocking: Westbound Begin/ Eastbound End  |   |
|--|---|
| Track  | Location of Limits                                  |
| Montauk 1*   | 606 ft east of signal 2R (Meat House Signal Bridge) |
| Montauk 2*   | 606 ft east of signal 80L (98/99 Signal Bridge)     |
| *MTK 1 End & MTK 2 Begin to Left of Track Governed |   |

**MTK 1163 Close Clearance Locations**

**BRIDGEHAMPTON** - The installation of a loading dock located to the north of the double end freight track, located in the north siding Bridgehampton, 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.

**MTK 1164-B LIRR Radio Phone Locations**

**Montauk Branch:** All conversations on these radio phones are on Channel No. 1

- 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

**NOTE:** Refer to SI 1164-B in "General Section" for Radio phone instructions.

**MTK 1167-D Main Tracks Equipped with Third Rail**

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

**Montauk Branch:**

Between Jay and 700' east of Signal Bridge No. 5, Babylon, No. 1 and No. 2 tracks.

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

Montauk Branch: **Jay:** Jay Lay-up  
**Port:** Lay-up Tracks No. 1 & No. 2  
**Massapequa:** Pocket Track  
**Babylon:** Lead track, tracks 1-17 & 10A, Secondary track

**MTK 1201 Train Movement Authority / Phone Numbers**

The Train Dispatcher has operational control of all movements and interlockings from Jamaica to Montauk

When complying with the Rules of The Operating Department or Timetable Special Instructions on the Montauk Branch, Conductors, Engineers and TC Drivers must contact the following:

**MONTAUK**

| Between |          | Radio Ch. | Opr(s)        | Phone Ext<br><i>(718-557-)</i> | Dispr | Phone Ext<br><i>(718-558-)</i> |
|---------|----------|-----------|---------------|--------------------------------|-------|--------------------------------|
| Hall    | Valley*  | 1         | JCC<br>Valley | 2408 E/B<br>2401<br>W/B        | Sec B | 8381                           |
| Valley  | Port*    | 1         | Valley        | 2401                           | Sec C | 8380                           |
| Port    | Wantagh* | 1         | Valley<br>JCC | 2401<br>EAST<br>2402<br>WEST   | Sec C | 8380                           |
| Wantagh | Babylon* | 1         | JCC           | 2402                           | Sec C | 8380                           |
| Babylon | Montauk  | 1         | JCC           | 2403                           | Sec C | 8380                           |

*\*Includes All Limits of the Interlocking / Location (e.g., Westerly Limits to Easterly Limits)*

GN 7-54  
(E4)

**MTK 1201 (Continued)**

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

**MTK 1217 Electronic Delivery of Written Mandatory Directives – Printer Locations**

**Montauk Branch:** Jamaica Trainmen's Room  
 Jamaica Storage Yard Trainmen's Room  
 Babylon Station Trainmen's Room  
 Babylon Yard Welfare Facility  
 Patchogue Trainmen's Room  
 Speonk Trainmen's Room  
 Montauk Trainmen's Room

**MTK 1250 Main Track Rules In Effect****HALL TO BABYLON: 1, 2 TRACK**

261-264  
 501-509 BD  
 400-412 EX 409 BD  
 450-465 BD  
 100

**BABYLON TO Y: 1, 2 TRACK**

251, 3, 4  
 501-509  
 ACT 305-373  
 450-465 BD  
 100

**Y TO PD: SINGLE TRACK**

261-264  
 305-373  
 450-465 BD  
 100

**PD TO EOB MONTAUK: SINGLE TRACK**

261-264  
 501-509 BD  
 400-412 EX 409 BD  
 450-465 BD  
 100

**MTK 1280 to 1296-A-1 Locations / Authorities for Trains Extending Beyond Starting Signal**

Montauk Branch: **Jamaica / Jay and Hall**

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

**MTK 1280 to 1296-B Signals Located Left of Track Governed**

**RPK-** Westward color light low home signal on siding track at RPK-1 (1-2W)  
**RPK-** Westward color light low home signal on siding track at RPK-2 (2-2W)  
**RPK-** Eastward freestanding color light home signal on single track at RPK-2 (2-1E)  
**RPK-** Eastward freestanding color light home signal on single track at RPK-3 (3-1E)  
**SH-** Eastward color light low home signal on siding track at SH-2 (2-2E)  
**SH-** Eastward color light low home signal on siding track at SH-3 (3-2E)  
**SH-** Westward freestanding color light home signal on single track at SH-2 (2-1W)  
**SH-** Westward freestanding color light home signal on single track at SH-1 (1-1W)

**MTK 1280 to 1296-F-1 Babylon Car Wash – Flashing Yellow Light**

Babylon Car Wash in service on the Babylon- Babylon Yard Secondary Track for eastbound trains only. Westbound trains are permitted to operate on the Babylon-Babylon Yard Secondary Track but will not be washed. Yellow light(s) located at the west end of the car wash structure, when flashing, is an indication that approaching equipment will be washed. When the wash is activated, a minimum of six (6) cars are authorized to use the Babylon Car Wash due to no third rail inside the structure. The wash has been designed to accommodate M3, M7, M9, DE/DM and C3 bi-level equipment only. The car wash must be placed into by-pass for any other type equipment traveling through it or when necessary to turn trains on the Babylon Secondary Track.

**Track Cars, E-10, E-15, and E-20 engines are not authorized to proceed through the car wash while it is operating.**

All movements through the car wash structure must be made at restricted speed, not exceeding **5 MPH**, except when wash is activated, eastward trains must not exceed **3 MPH** until the entire train clears the east end of the car wash building. M7 / M9 equipment must utilize the on-board car wash feature when possible. **(See T.H.E.M., M7 and M9 Appendices)**

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

**Trains being washed entering Babylon yard** - Upon receiving permission to enter and after receiving proper signal indication, all trains regardless of consist size must not stop until it has reached the 12 car MU clear of wash clearance marker except in an emergency unless it is necessary to line switches, comply with Restricted Speed or when authorized by the Block Operator and/or the Yard Master. 12 car MU clear of wash clearance markers have been installed between the running rails on railroad ties in Babylon Yard east of the cross walk on all tracks.

When trains are stopped before clearing the wash, a failure is generated which shuts down the car wash.

**BABYLON TOWER CAR WASH BY-PASS FUNCTION:** The Babylon Car Wash is equipped with sensors that will stop the wash when a train is standing or traveling westbound. An on-/off bypass switch will be located in Babylon Tower for operator use for turning trains on the Babylon-Babylon Yard Secondary Track.

**BABYLON CAR WASH EXTERIOR BY-PASS FUNCTION:** An exterior car wash by-pass button is located approximately 60 feet west of the car wash building on a pole at ground level to the north of the Babylon-Babylon Yard Secondary Track. This is a one-time push button, which will place the car wash into standby mode (indicated by the absence of flashing yellow lights) until the train has cleared the east-end of the train wash.

**Walking through the car wash is prohibited.**

**MTK 1280 to 1296-K Flashing Slow Approach Locations**

**Valley Interlocking:** Valley – Montauk No. 1 and No. 2 tracks – Eastward Pedestal home signals (2- 1E and 2-2E) – Flashing Slow Approach when routed for a diverging movement to the West Hempstead branch.

**MTK 1401 Reporting ASC Test Results**

|                           |                    |
|---------------------------|--------------------|
| <b>STATION / TERMINAL</b> | <b>RECORDED BY</b> |
| Babylon Yard              | Yardmaster         |

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

|                        |   |
|------------------------|---|
| <b>AMITYVILLE</b>      | West End of Station Platform track 1 & 2  |
| <b>BABYLON STATION</b> | West End of Station Platforms.  |
| <b>BABYLON YARD</b>    | West End, clearance point of all Yard Tracks.   |
| <b>FREEPORT</b>        | Westward Signal Bridge for Nos. 1 and 2 Main and Yard tracks. <b>Note:</b> Testing apparatus located on south side on No. 2 track will activate tests for No. 1 and No. 2 tracks. |

**MTK 1401-A (Continued)**

**MONTAUK** West end Station Platform

**PD INT** Fence Track and School House Track. Test box for westbound trains on either track is located on top of 2-2W signal. Test box for eastbound trains on either track is located on top of 3-3E signal.

**SK INT** (1) Test box located on west end of Speonk Station platform, (2) Test box located on south of controlled siding at 1-2W signal, (3) Test box for yard tracks 1 through 7 and WYE is mounted on east side of signal case between 5 and 6 tracks, located just off the roadway that leads to the trainman's trailer.

**VALLEY STREAM** West End Station Platform on Nos. 1 & 2 Trks. for Westward trains; East End Station Platform on Nos. 1 & 2 Trks. for Eastward trains.

**WANTAGH INT** Located at Signal Bridge No. 2 on Tracks No. 1 and No. 2.

**MTK 1401-B ASC Running Cut-In Section Locations**

**WESTWARD TRAINS**

|                |                   |  |                               |
|----------------|-------------------|--|-------------------------------|
| Montauk Branch | No. 1             | Westward Home Signal, Babylon                  | 2400 feet east thereof        |
|                | No. 2             | 800 feet east of Signal Bridge No. 5, Babylon  | Signal Bridge No. 5, Babylon  |
|                | Babylon Secondary | 2511 feet east of Former Babylon Tower         | Next Interlocking Signal      |
|                | No. 1             | 2511 feet east of Former Babylon Tower         | Next Interlocking Signal      |
|                | Lead              | 1297 feet east of Westward Home Signal Montauk | Westward Home Signal, Montauk |

**EASTWARD TRAINS**

|                |                      |  |  |
|----------------|----------------------|--|--|
| Montauk Branch | 10 Extension         | 250 feet west of Eastward Home Signal Jay (290 feet west of Van Wyck Blvd) | Eastward Home Signal Jay (290 feet west of Van Wyck Blvd)  |
|                | LIRR Secondary No. 2 | 200 feet west of Eastward Home Signal Jay (475 feet west of Van Wyck Blvd) | Eastward Home Signals Jay (475 feet west of Van Wyck Blvd) |
|                | PD1                  | 1-1E signal, PD1 Interlocking  |  |
|                |                      |  |  |

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**MTK 1401-C ASC Cut-Out Section Locations**

**WESTWARD TRAINS**

|                |                   |   |                               |
|----------------|-------------------|---|-------------------------------|
| Montauk Branch | Westbound Montauk | Automatic Signal S 88, west of Jay                        | A point 250 feet west thereof |
|                | 10 Extension      | Eastward Home Signal Jay (475 feet west of Van Wyck Blvd) | A point 200 feet west thereof |
|                | Single            | 1-11W signal, PD1 Interlocking                            | A point 300 feet west thereof |

**EASTWARD TRAINS**

|                |                 |                              |                               |
|----------------|-----------------|------------------------------|-------------------------------|
| Montauk Branch | No. 1 and No. 2 | Signal Bridge No. 5, Babylon | A point 800 feet east thereof |
|----------------|-----------------|------------------------------|-------------------------------|

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

**MTK 1453 ACSES Enforcement Approaching Switches When Operating Against the Current of Traffic (ACT)**

When operating against the current of traffic (ACT), ACSES will enforce 15 MPH for trains approaching and passing over all hand operated switches. ACSES enforcement will occur regardless of whether the switches are blocked and spiked. This speed enforcement does not relieve trains from complying with the provisions of S.I. 1104-E when applicable.

**MTK 1606 Emergency Signals – Whistle or Horn in Service Locations**

**Interlockings:** Valley, Port, Wantagh, Amityville, Babylon, PD

**MTK 1663 Dual Control Switch Locations**

- Valley
- Rocky
- Port
- Wantagh
- Amityville

**CENTRAL BRANCH**

|                         |
|-------------------------|
| <b>GN 7-52<br/>(K1)</b> |
|-------------------------|

|   |                    |
|---|--------------------|
| <b>A</b>  |                    |
| Automatic Speed Control (ASC) – Running Cut Out Section Locations | CEN 1401-C         |
| Automatic Speed Control (ASC) – Running Cut in Section Locations  | CEN 1401-B         |
| <b>E</b>  |                    |
| Electric Lock Switch Locations – Controlled                       | CEN 1104-B         |
| Electric Lock Switch Locations – Uncontrolled                     | CEN 1104-C         |
| <b>M</b>  |                    |
| Main Track Designation – Single Track                             | CEN 1151-A         |
| <b>N</b>  |                    |
| NYAR Controlled Tracks  | CEN 1701-I         |
| <b>R</b>  |                    |
| Rules In Effect   | CEN 1250, CEN 1100 |
| <b>T</b>  |                    |
| Tracks equipped with Third Rail – Main Tracks                     | CEN 1167-D         |
| Train Movement Authority / Phone Numbers                          | CEN 1201           |

**CENTRAL BRANCH (CEN)**

**CEN 1100 Rule 100 Is in Effect – Main Track Location**

Central Branch: **Between Beth and Babylon**

**CEN 1104-B Electric Lock Switch Locations (Controlled)**

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

**CEN 1104-C Electric Lock Switch Locations (Uncontrolled)**

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

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

**CEN 1151-A Main Track Designation – Single Track**

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

**CEN 1167-D Main Tracks Equipped with Third Rail**

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

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

**CEN 1201 Train Movement Authority / Phone Numbers**

The Train Dispatcher has operational control of all movements and interlockings Beth Int. to **Babylon Block Station and Interlocking**.

When complying with the Rules of The Operating Department or Timetable Special Instructions on the Central Branch, Conductors, Engineers and TC Drivers must contact the following:

**GN 7-54  
(F)**

| <b>CENTRAL BRANCH</b>   |                 |           |        |                         |       |                         |
|---|-----------------|-----------|--------|-------------------------|-------|-------------------------|
| Between   |                 | Radio Ch. | Opr(s) | Phone Ext<br>(718-557-) | Dispr | Phone Ext<br>(718-558-) |
| <b>Beth*</b>  | <b>Babylon*</b> | 3 or 1    | JCC    | 2404 EAST<br>2402 WEST  | Sec C | 8380                    |
| <i>*Includes All Limits of the Interlocking/Location (e.g., Westerly Limits to Easterly Limits)</i> |                 |           |        |                         |       |                         |

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



**5003****BABYLON YARD****5003-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 5 MPH.

**5003-A-2 Tracks / Platforms / Car Capacities**

**Tracks:** Lead Track, Tracks 1-17 and 10A (House Track) – (South to North)

**Car Capacities:** Lead Track: 16 cars  
 Track 1: 14 cars  
 Track 2 – 5: 12 cars  
 Track 6: 10 cars  
 Track 7 & 8: 12 cars  
 Track 9 & 10: 10 cars  
 Track 11 – 17: 12 cars

**5003-A-3 Third Rail – DC Electrified Operation**

Lead track, Tracks 1-17 and 10A

**5003-A-4 Switches**

Automatic Safety Switches

**5003-A-6 Derails**

West end (clearance point) of 10A track – Equipped with M of E type lock

East end (clearance point) of 10A track – Equipped with M of E type lock

**5003-A-7 Communications**

The Babylon Yardmaster can be reached via Channel 4 or at **(631) 376-1947**

**5003-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location**

Babylon Yard Trainmen's Room

**5003-A-9 Manipulation of Equipment Board**

Listed just outside the Babylon Yardmaster's Office

**5003-A-10 Lost & Found**

Babylon Yard Welfare Facility

**5003-B-3 Engineer / Crew Responsibilities**

**Radio Check:** Lead Engine Number & Consist Information reported to **Babylon Yardmaster**

**5003-B-4 Crosswalk**

Except when necessary to line switch(es), trains are prohibited from stopping at the cross walk or anywhere within Babylon Yard to drop and/or pick up crews and other employees.

**5003-D-1 Switching Movements**

All automatic safety switches must be cleared when performing yard switching movements. When consist size requires, westward yard switching moves will receive signal indication via **JCC** to leave the yard in order to clear all automatic safety switches. Permission from block operator at **JCC** will be the authority to proceed back east.

The provisions of Rule 153 remain in effect. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

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

**5003-F-1 Crossing Protection – Higbie Lane**

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

**GN 7-54  
(G1)**

**5003 BABYLON YARD (Continued)**

**5003-G-1 ASC Test Results**

Reported to and Recorded by: **Babylon Yardmaster**

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**5003-G-2 ASC Standing Test Loop (Bi-Directional) Locations**

West end clearance point of all Babylon yard tracks

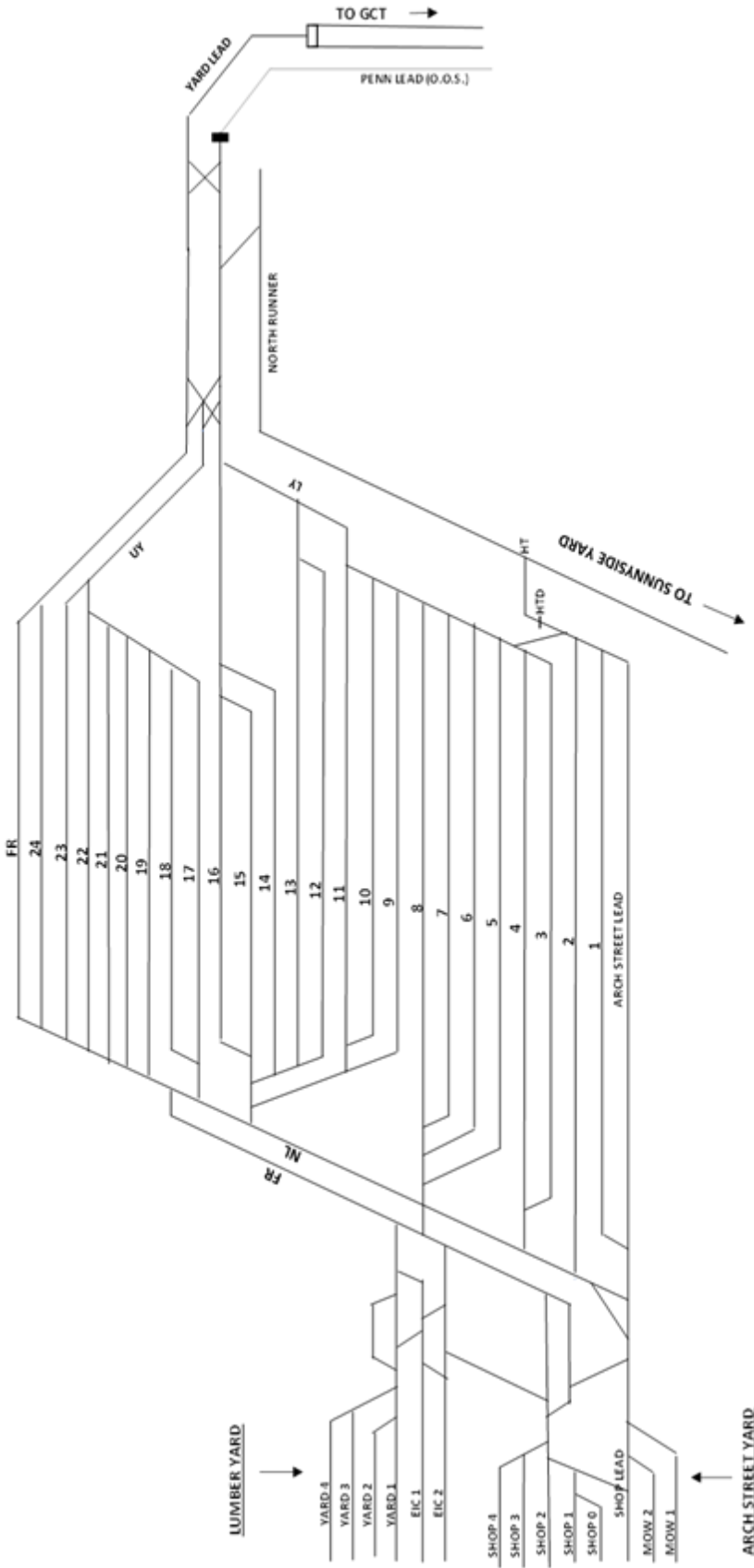
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**5003-P**

Trains making an eastbound move after operating westward from Babylon Yard and passing signals 53, 43 or 41 (signals protecting the crossovers at the west end of the yard) will encounter a penalty brake application caused by PTC. The engineer must contact JCC for permission to use the *Absolute Stop Bypass Button* as per LIRR Operating Rule 464.

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**GN 7-54  
(G2)**



**5020****MONTAUK YARD****5020-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

**Wye Track:** Restricted Speed not to exceed 5 MPH**Freight:** Restricted speed not exceeding 5 MPH, unless otherwise specified.**5020-A-2 Tracks / Platforms****Tracks:** Main and Tracks 1 – 6 (North to South)

WYE Track, off Tracks 5 &amp; 6

**Station Platform:** between Main and Track 1**5020-A-4 Switches**

Automatic Safety Switches

**5020-A-7 Communications****Channel 1 – JCC 718-557-2403**Conductors will contact the block operator for **ORDERS AND/OR MESSAGES** not less than fifteen (15) minutes prior to scheduled departure time from Montauk Station.**Radio Phones**

Radio phones are in service and located 20 feet west of yard trailer. All conversations on this radio phone is on Channel No. 1. See SI 1164-B in the "general section" for Radio Phone instructions.

**5020-A-8 Electronic Delivery of Written Mandatory Directives – Location**

Montauk Trainmen's Room

**5020-A-10 Lost & Found**

Montauk Yard

**5020-B-3 Crew Responsibilities**

- Train crewmembers will line switches, where necessary, before scheduled leaving time. Conductors will be responsible to know that this has been done. Conductors are responsible to know that their equipment is properly laid up upon arrival at the final destination.
- Conductors will report their detention to the Movement Bureau, extension 8204.

**As per SI 1103-B,** approaching Montauk passenger station, the Conductor and Engineer must be on the leading end.**5020-D-1 Switching Movement**

All automatic safety switches must be cleared when performing yard switching movements. The provisions of Rule 153 remain in effect. Employees must comply with all other applicable rules and/or special instructions when performing yard switching movements.

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

**5020-F-1 Crossing Protection**

WYE track off tracks 5 and 6 with an unprotected crossing (at Industrial Road).

**5020-G-2 ASC Standing Test Loop (Bi-Directional) Locations**

Montauk west end of station platform.

**5020-G-3 ASC Running Cut-In Section Location**

On Lead track, 1927 feet east of westward home signal Montauk and westward home signal Montauk.

**5020-M Close Clearance Conditions Exist**

On Montauk station tracks No. 1 and, on a track, called Main at the canopy area of the platform.

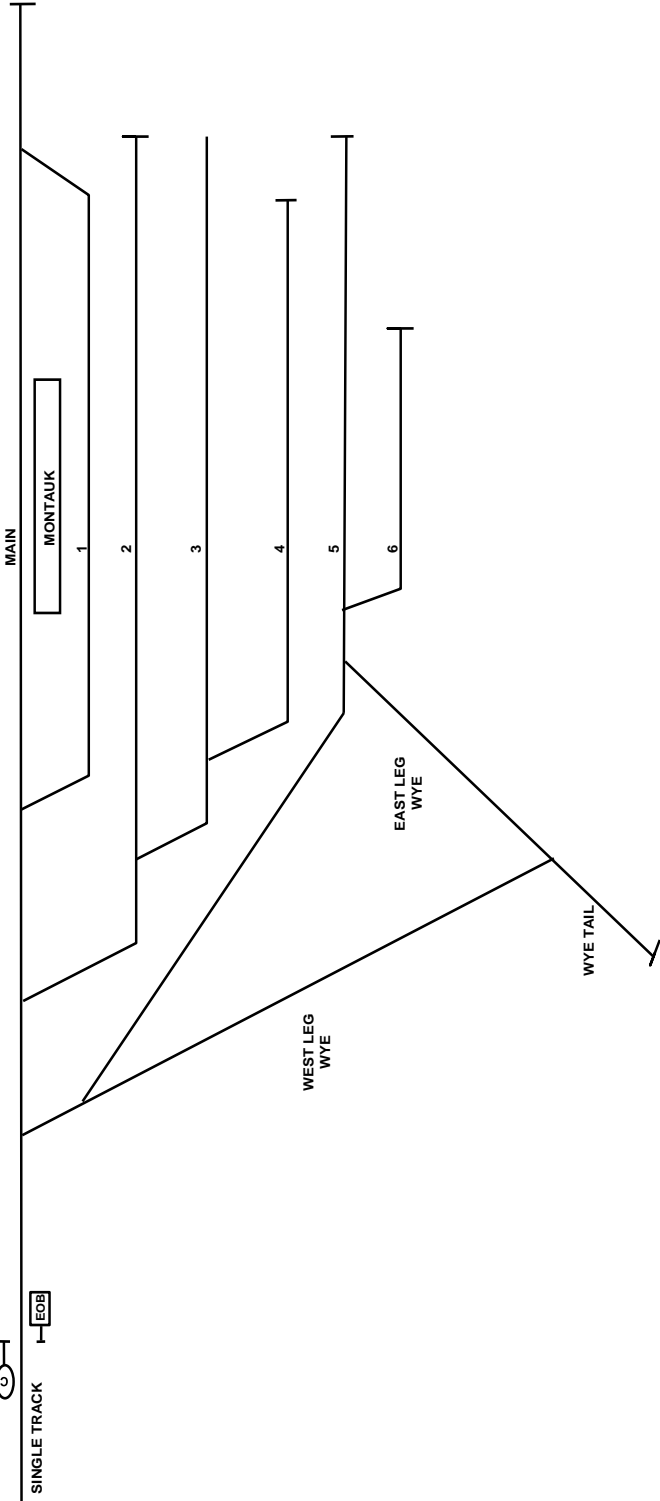
GN 7-54  
(G3)

# MONTAUK YARD

MONTAUK  
Remote JCC



SINGLE TRACK



GN 7-54  
(G4)

**5021****MORRIS PARK YARD****5021-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 5 MPH.

**5021-A-2 Tracks / Car Capacities**

**Tracks:** 1 – 7 (**South to North**), Richmond Hill Lead, Morris Park Lead

**Car Capacities:** Tracks 4 & 5: 6 Engines  
Tracks 6 & 7: 3 Engines

**5021-A-3 Third Rail – DC Electrified Operation**

Richmond Hill Lead and Morris Park Lead tracks.

**5021-A-4 Switches**

Automatic Safety Switches

**5021-A-5 Crossovers**

Richmond Hill Lead

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

**5021-A-6 Derails**

Portable Derails

**5021-A-7 Communications**

Diesel Operations can be reached via Channel 4 or at ext. (7611).

NOTE: Engineer’s Room can be reached at ext. (8147). Engine House Foreman can be reached at ext. (7433).

**5021-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location**

**Bulletin Board & Standard Clock:** Morris Park Yard Office &  
Jamaica Storage Yard Trainmen’s Room

**Printer:** Jamaica Storage Yard Trainmen’s Room

**5021-B-1 Authority to Pass Stop Boards**

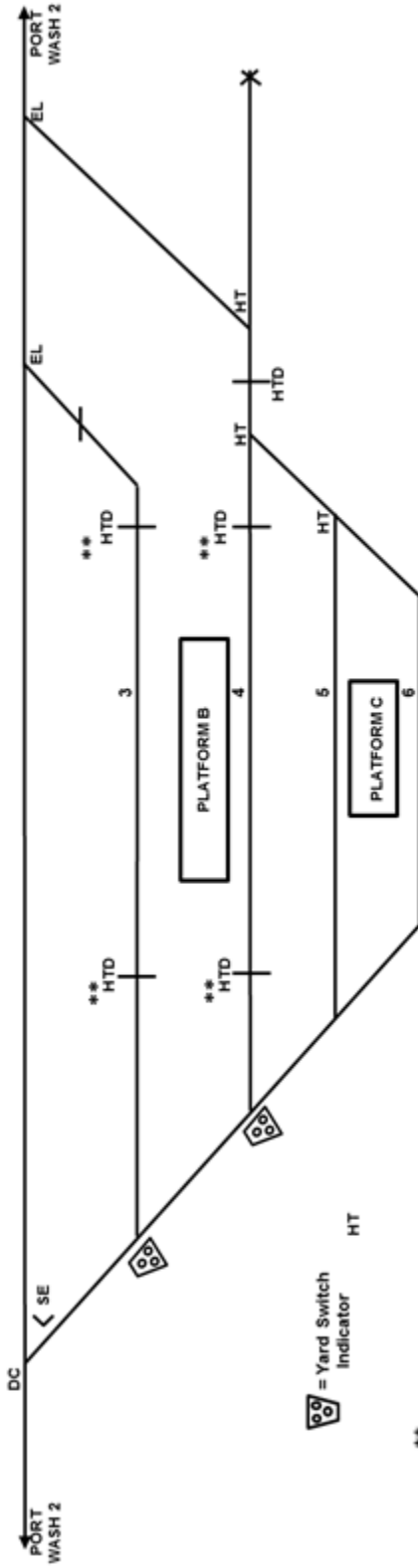
**Motor Lead (Eastward / Westward), Truing House (Westward), Shop tracks 25, 27-30 & 31-34 (Westward), LI Secondary No 2 to Richmond Hill Lead / Motor Lead (Eastward), Key Foods 1 & 2 tracks (Eastward), Richmond Hill Team 1 & 2 tracks (Eastward)** – Trains, engines or track cars must approach the Stop Board prepared to stop. Permission to proceed must be received from the Engine House Foreman.


**Dunton (Eastward)** – trains, engines or track cars must approach Stop Board prepared to stop. Permission to proceed must be received from the switch tender on duty through the block operator JCC.

- The Switch tender will obtain permission from block operator JCC before permitting movements from these tracks.
- When no switch tender is on duty, employees must obtain permission from block operator JCC.

**Signs displaying 5021-B-1 are in effect** in the yard indicating that not more than one movement may be permitted between these signs and the Dunton Stop Board and 16RB (Dunton’s westerly limits on the Morris Park Lead). These signs will have a white background with black letters.

# SHEA YARD



 = Yard Switch Indicator  
HT

\*\* HTD = Hand Thrown Derrail that's normal position is set to the open position and is locked and used by M of E personnel.

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

Restricted speed not exceeding 15 MPH, except WYE track.

**Wye Track:** Restricted Speed not to exceed 5 MPH

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

**5028-A-2 Tracks / Car Capacities**

**Tracks:** Tracks 1 – 7 (South to North), WYE track

**Car Capacities:** Track 1: 7 cars  
 Tracks 2 & 3: 5 cars  
 Tracks 4 – 6: 8 cars  
 Track 7: 4 cars

**5028-A-4 Switches**

Dual Control Switches

Automatic Safety Switch at Tail end of WYE track.

**5028-A-7 Communications**

**JCC** can be reached via Channel 1 or at ext. (2403).

**Radio Phones**

Radio phones are in service and located at SK-2, 2-11-E signal. All conversations on this radio phone is on Channel No. 1. See SI 1164-B in the "general section" for Radio Phone instructions.

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

Speonk Trainmen's Room

**5028-A-9 Manipulation of Equipment Board**

Speonk Trainmen's Room

**5028-A-10 Lost & Found**

Speonk Yard

**5028-E-1 Lay Up Trains**

All trains laying up in Speonk Yard MUST place the east locomotive over the oil pans.

**5028-F-1 Crossing Protection – Phillips Ave. (Depot Rd.)**

At Phillips Ave. (Depot Rd.) Speonk, 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 the 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.

**5028-G-2 ASC Standing Test Loop Locations**

- On west end of Speonk Station platform,
- On south of controlled siding at 1-2W signal,
- Test box for yard tracks 1 through 7 and WYE is mounted on east side of signal case between 5 and 6 tracks, located just off the roadway that leads to the trainman's trailer.

|                         |
|-------------------------|
| <b>GN 7-54<br/>(G5)</b> |
|-------------------------|





**5029****VD YARD****5029-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 5 MPH.

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**5029-A-2 Tracks / Car Capacities**

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

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

**Car Capacities:**

Tracks 1 through 7: 8 cars

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

8 cars from bumping block to signal Y2E

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**5029-A-3 Third Rail – DC Electrified Operation**

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

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**5029-A-4 Switches**

Automatic Safety Switches: to all VD Yard Layup tracks.

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

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**5029-A-7 Communications**

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

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

Atlantic Terminal Trainmen's Room

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**5029-A-9 Manipulation of Equipment Board**

Atlantic Terminal Trainmen's Room

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**5029-A-10 Lost & Found**

Atlantic Terminal Station

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**5029-B-1 Authorities**

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

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

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**5029-B-2 Coordination of Movements**

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

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**5029-B-3 Train Crew Responsibilities**

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

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