



**General Notice No. 7-64**

**Effective 12:01 AM  
Sunday, May 15, 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.

**SPECIAL INSTRUCTION REVISIONS**

1038-B Maximum Authorized Speeds Psgr. / Frt. **See Pages 3 & 4, Para. (C)**

1151-C LIRR Secondary Tracks **See Page 4, Para. (D)**

MLN 1038-G Maximum Authorized Speeds Yard / Wye tracks **See Page 4, Para. (E)**

MLN 1104-B Electric Lock Switch locations **See Page 4, Para. (F)**

MLN 1104-G Crossovers on Other than Main Track locations **See Page 4, Para. (G)**

MLN 1151-C Hicksville Secondary Track **See Page 4, Para. (H)**

MLN 1167-E Tracks other than Main Tracks with Third Rail **See Page 4, Para. (I)**

MLN 1280 to 1296-B Signals Located Left of Track Governed **See Page 4, Para. (J)**

MLN 1663 Dual Control Switch Locations **See Page 4, Para. (K)**

PJN 1038-G Maximum Authorized Speeds Yard / Wye tracks **See Page 4, Para. (L)**

GCT 1280 to 1296-E Non-Controlled Home Signals / Placards **See Page 5, Para. (M)**

5004-A-5 Belmont Yard Crossovers **See Page 5, Para. (N)**

5004 Belmont Yard Map **See Page 5, Para. (N)**

**\*GN replacement pages I-3 & I-4 are included in this GN. Replacement Pages were erroneously omitted from GN 7-62.**

**APPENDIX A-2 REVISIONS**

Queens Interlocking Map **See Page 5, Para. (P)**

Divide Interlocking & Map **See Page 5, Para. (Q)**

**OPERATIONS MANUAL REVISIONS**

Appendix B Train Evacuation **See Page 5, Para. (R)**

**(B1) Entire Railroad  
Physical Characteristics – Mainline Branch  
Queens Interlocking**

As part of the Mainline Infrastructure upgrade project, the following physical characteristics revisions have occurred within Queens Interlocking:

- **221 CROSSOVER:** E/B facing point interlocking switch (221W), 3<sup>rd</sup> switch east of SB 2 on No. 2 track (MLN), and E/B trailing point interlocking switch (221E), 2<sup>nd</sup> switch east of SB 2 on No. 1 track (MLN), **blocked and spiked normal; out of service, to be removed.**

**\*See Map on Page 7.**

**(B2) Entire Railroad  
Physical Characteristics – Mainline Branch  
Divide Interlocking**

As part of the Mainline Infrastructure upgrade project, the following physical characteristics revisions have occurred within Divide Interlocking:

**DIVIDE INT. PHYSICAL CHARACTERISTICS REVISIONS**

- **NEWLY DESIGNATED NO. 3 TRACK:** The portion of track between 2-3W and 3-3E signals in Divide Int. (previously designated as the Hicksville Secondary Track) and the portion of track between 1-3W and 2-3E signals in Divide Int. (previously designated as the North Side Track) are now designated as No. 3 track. Interlocking rules apply on the newly designated No. 3 track.
- The track barricade previously installed at the west end of the former North Side Track has been removed.
- **1-3W SIGNAL (REINSTALLED):** W/B reduced aspect signal (1-3W), 1<sup>st</sup> W/B signal west of the Runaround on No. 3 track Divide Int., **reinstalled at its former location and in service.**
- **NEW 1-13E SWITCH:** W/B facing point interlocking crossover switch, (1-13E) on No. 3 track Divide Int., 1<sup>st</sup> switch west of W/B reduced aspect signal (1-3W), **installed and in service as part of 13 crossover.**
- **NEW 1-3E SIGNAL:** E/B Pedestal signal (1-3E), NEW westerly limit of Divide Int., 1<sup>st</sup> signal east of Westbury Psgr. station on NEW portion of MLN No. 3 track, **installed and in service.**
- **MLN NO. 3 TRACK:** The portion of newly installed track from the newly installed E/B pedestal (1-3E), to Urban Ave. (east of Westbury Psgr. station) is now designated as MLN No. 3 track. The newly installed portion of MLN No. 3 track will tie into the existing MLN No. 3 track at Urban Ave.
- **1-13W SWITCH (PREVIOUSLY INSTALLED):** W/B trailing point interlocking crossover switch, (1-13W) on No. 1 track Divide Int., 1<sup>st</sup> switch west of W/B reduced aspect signal (1-1W), **block and spike removed; in service as part of 13 crossover.**
- **1-21E SWITCH (PREVIOUSLY INSTALLED):** W/B facing point interlocking crossover switch (1-21E) on No. 1 track Divide Int., 2<sup>nd</sup> switch west of W/B reduced aspect signal (1-1W), **block and spike removed; in service as part of 21 crossover.**
- **1-1E SIGNAL:** E/B Pedestal signal (1-1E), westerly limit of Divide Int., location revised as follows:
  - Signal is no longer the westerly limit of Divide Int. on MLN No. 3 track. Signal is now at east end of a new tail track that becomes No. 1 track in Divide Int.
  - Signal is no longer left of track governed.

- **TAIL TRACK (FORMER MLN NO. 3 TRACK):** A 420 foot portion of track extending west of signal (1-1E) Divide Int. with a track barricade installed at the west end of the track. Track is equipped with 3<sup>rd</sup> rail.
- **1-21W SWITCH (PREVIOUSLY INSTALLED):** W/B trailing point interlocking crossover switch (1-21W) on No. 2 track Divide Int., 1<sup>st</sup> switch west of W/B reduced aspect signal (1-2W), **block and spike removed; in service as part of 21 crossover.**
- **CRIPPLE TRACK & TEAM YARD:** Hand Operated switches on the Runaround track to Cripple Track and Team Yard have been replaced with Automatic Safety Switches. Switches are in service.

**\*See Map on Page 8.**

**(C) Entire Railroad  
Timetable Special Instruction 1038-B**

General Notice Replacement Pages I-29, I-30, I-31 & I-32.

On Page I-30, under "MAINLINE", the following revisions have been made:

"Westward limits of Divide and Farm" revised to read, "**Westward limits of Divide Int. and west end Hicksville Station**". In "No. 3 track" column, "**80**" added to "Psgr" column and "**45**" added to "Frt" column.

Under "Westward limits of Divide Int. and west end Hicksville Station" row, "**West end Hicksville Station and east end Hicksville Station**" row added. "No. 2, No.1 & No. 3 track" columns, "**40**" added to "Psgr" column and "**40**" added to "Frt" column.

"Except between west end of Hicksville Station and easterly limits of Divide" revised to read, "**East end of Hicksville Station and eastward limits of Divide Interlocking.**"

Under "East end of Hicksville Station and eastward limits of Divide Int.", "**Eastward limits of Divide Interlocking and Ronkonkoma Station**" has been added. In "No. 2 & No. 1 track" columns, "**80**" added to "Psgr" column and "**45**" added to "Frt" column.

Under "Eastward limits of Divide Int. and Ronkonkoma Station", "**Except: Between Westward limits of Beth Interlocking and first curve east of Beth Interlocking**" has been added. In "No. 2 & No. 1 track" columns, "**60**" added to "Psgr" column and "**40**" added to "Frt" column.

On Page I-32, under "PORT JEFFERSON BRANCH", the following revisions have been made:

Above "Divide Int. and Hunt Int." row, "**East end Hicksville Station and easterly limits of Divide**" row added. "No. 2 & No. 1 track" columns, "**40**" added to "Psgr" column and "**40**" added to "Frt" column.

Above "East end Hicksville Station and easterly limits of Divide" row, "**West end Hicksville Station and east end Hicksville Station**" row added. "No. 2, No. 1 & No. 3 track" columns, "**40**" added to "Psgr" column and "**40**" added to "Frt" column.

Above "West end Hicksville Station and east end Hicksville Station" row, "**Westward limits of Divide Int. and west end**

**Hicksville Station**” row added. “No. 2, No.1 & No. 3 track” columns, “**80**” added to “Psgr” column and “**45**” added to “Frt” column.

Under “*Except*”, “West end Hicksville Station and easterly limits of Divide” row has been deleted.

**(D) Entire Railroad**

**Timetable Special Instruction 1151-C**

General Notice Replacement Pages I-39 & I-40.

On Page I-40, in “NOTE”, “**MLN**” has been deleted.

**(E) Entire Railroad**

**Timetable Special Instruction MLN 1038-G**

General Notice Replacement Pages I-73 & I-74.

On Page I-73, “**North Sidetrack &**” has been deleted.

**(F) Entire Railroad**

**Timetable Special Instruction MLN 1104-B**

General Notice Replacement Pages I-75 & I-76.

On Page I-76, 3<sup>rd</sup> row, “EL Switch” column, revised to read, “**Trailing westward from Atlantic Pipe to No. 3 track**”.

**(G) Entire Railroad**

**Timetable Special Instruction MLN 1104-G**

General Notice Replacement Pages I-77 & I-78.

On Page I-78, “Belmont Park”, “1 crossover” revised to read, “**2 crossovers**”

**(H) Entire Railroad**

**Timetable Special Instruction MLN 1151-C**

General Notice Replacement Pages I-71, I-72, I-77 & I-78.

On Page I-71, “**H**” and “**Hicksville Secondary Track MLN 1151-C**” deleted.

On Page I-78, Special Instruction MLN 1151-C deleted.

**(I) Entire Railroad**

**Timetable Special Instruction MLN 1167-E**

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

On Page I-80, Divide row, revised to read, “**Tail track & Runaround Track**”.

**(J) Entire Railroad**

**Timetable Special Instruction MLN 1280 to 1296-B**

General Notice Replacement Pages I-83 & I-84

On Page I-83, “**Divide – Eastward pedestal home signal on Mainline No. 3 Track at Divide (1-1E)**” deleted.

**(K) Entire Railroad**

**Timetable Special Instruction MLN 1663**

General Notice Replacement Pages I-85 & I-86

On Page I-85, “1-21 switch” bullet point revised to read, “**1-21 crossover, 1<sup>st</sup> crossover east of the Westerly Limits of Divide Int., No. 1 & No. 2 tracks**”.

- (L) **Entire Railroad**  
**Timetable Special Instruction PJN 1038-G**  
General Notice Replacement Pages I-123 & I-124.
- On Page I-123, "Hicksville North Sidetrack" revised to read, "**Hicksville Runaround**".
- (M) **Entire Railroad**  
**Timetable Special Instruction GCT 1280 to 1296-E**  
General Notice Replacement Pages I-167, I-168, I-175 & I-176.
- On Page I-167, "**N**" and "**Non-Controlled Home Signals / Placards GCT 1280 to 1296-E**" has been added.
- On Page I-175, "**non-controlled home**" has replaced "automatic", in all instances.
- (N) **Entire Railroad**  
**Timetable Special Instruction 5004-A-5 & Belmont Yard Map**  
General Notice Replacement Pages I-197, I-198, I-199 & I-200.
- On Page I-198, "One crossover" revised to read, "**2 crossovers**".
- On Page I-199, Belmont Yard Map updated to reflect physical characteristics changes referenced in Paragraph (B1) of this General Notice.
- (O) **Entire Railroad**  
**Timetable Authority – General Notices**  
Employees must make the following changes in ink:
- General Notice 7-52, Paragraph (K8) is annulled.
- General Notice 7-60, Paragraphs (C), (E) & (H) are annulled and employees must place an "X" through the Map on Page 6.
- (P) **Entire Railroad**  
**Timetable Appendix A-2 – Zone C Infrastructure Upgrades Queens Intelocking**  
General Notice Replacement Pages 6 & 7.
- On Page 6, "Queens Interlocking Map" revised to reflect physical characteristics changes referenced in Paragraph (B1) of this General Notice.
- (Q) **Entire Railroad**  
**Timetable Appendix A-2 – Zone C Infrastructure Upgrades Divide Intelocking**  
General Notice Replacement Pages 10, 11, 12 & 13.
- On Pages 10 & 12, "Divide Interlocking information & Divide Interlocking Map" revised to reflect physical characteristics changes referenced in Paragraph (B2) of this General Notice.

**(R) Entire Railroad  
Operations Manual  
Appendix B Train Evacuation**  
General Notice Replacement Pages B22 & B23.

On Page B23, "Evacuation Board – Locations", in "Location column", "**GCT Train Ops. Center (TOC)**" added. In "Number of Boards" column, "**2**" added. In "Located" column, "**Train Operations Center**" added.

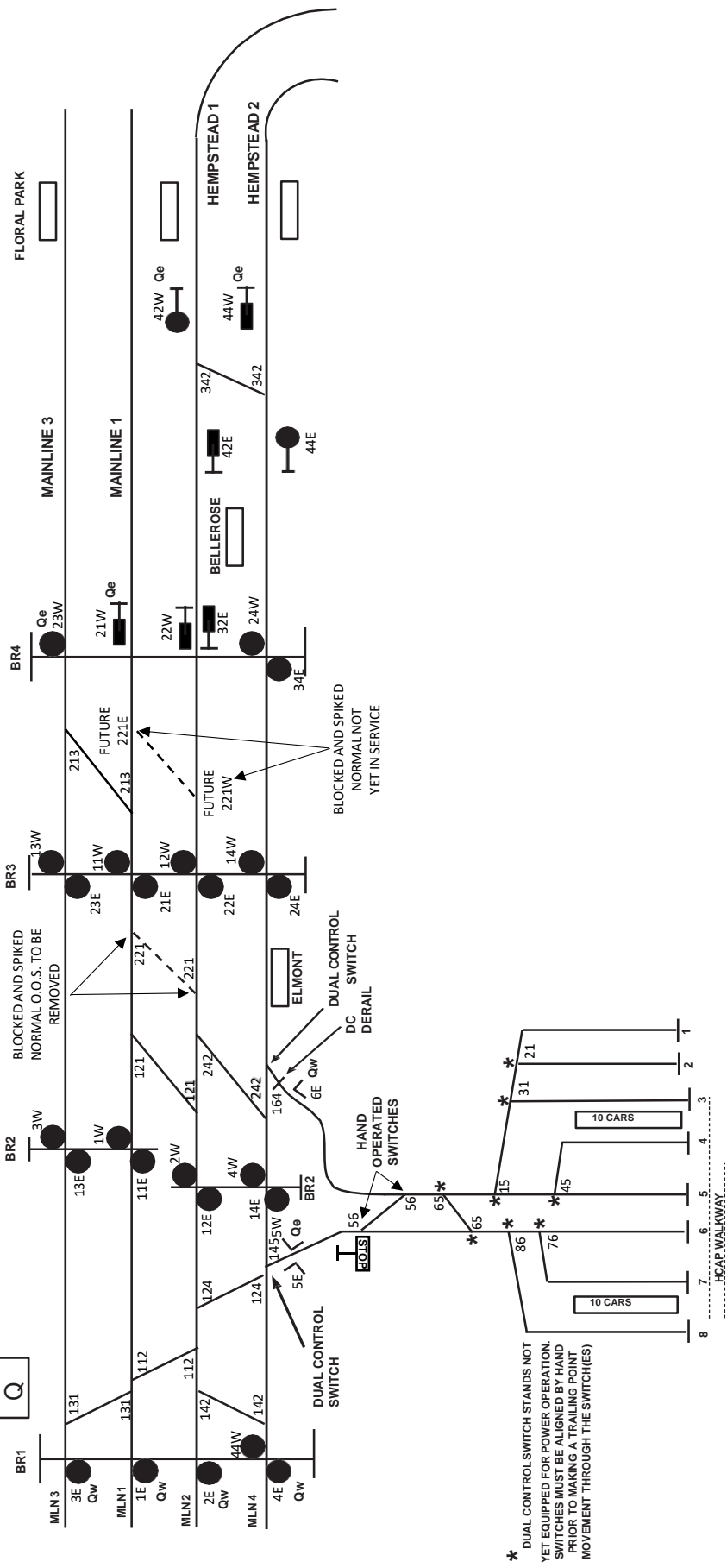
On Page B23, "Evacuation Board – Locations", in "Location column", "**Midday Yard**" added. In "Number of Boards" column, "**2**" added. In "Located" column, "**Control Room**" added.

Vincent S. Campasano  
General Superintendent – Transportation

# QUEENS INTERLOCKING

## Remote - JCC

FORMER QUEENS TOWER  
Q

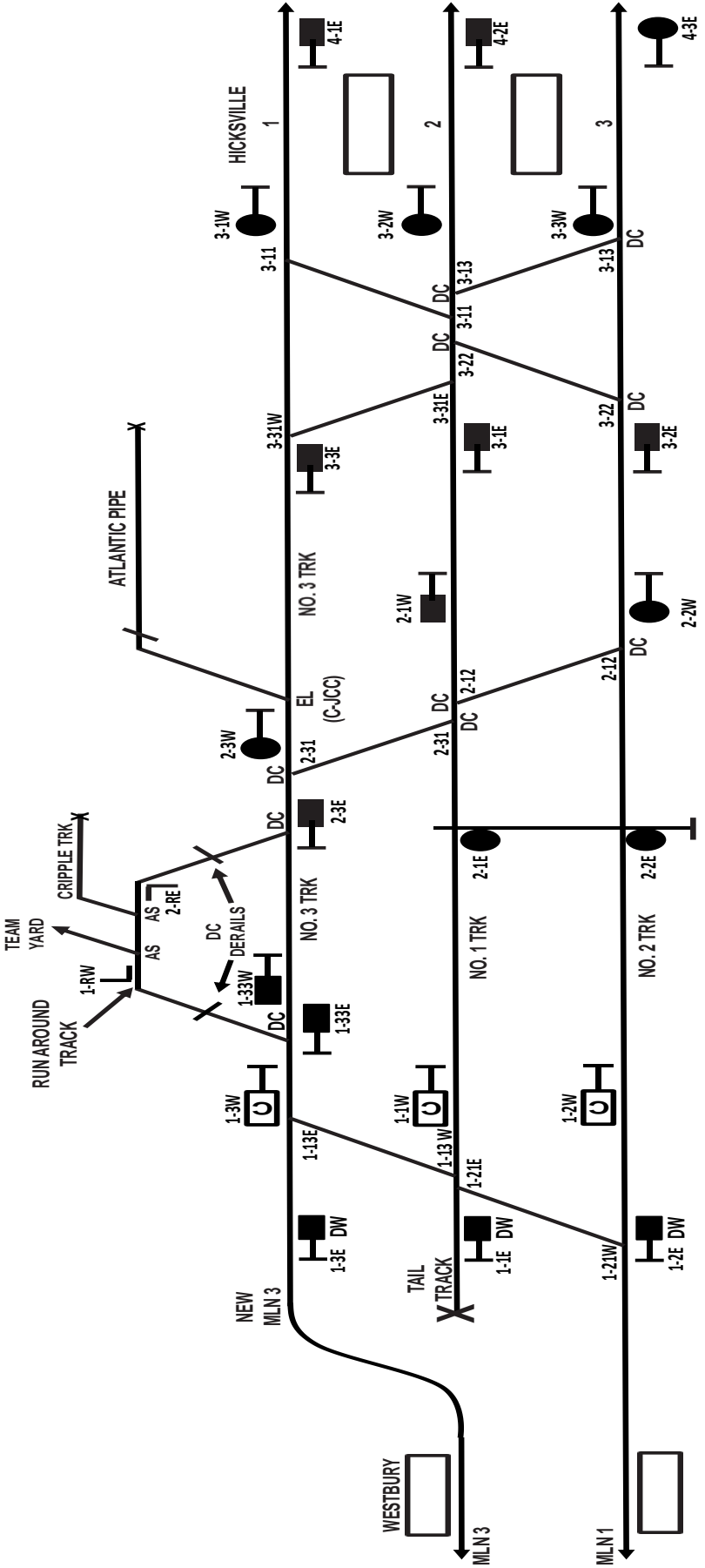


**BELMONT YARD**

\* DUAL CONTROL SWITCH STANDS NOT YET EQUIPPED FOR POWER OPERATION. SWITCHES MUST BE ALIGNED BY HAND PRIOR TO MAKING A TRAILING POINT MOVEMENT THROUGH THE SWITCHES

# DIVIDE INTERLOCKING

## Remote JCC





**1038-B Maximum Authorized Speeds, Unless Otherwise Specified  
Passenger Trains and Freight Trains**

ALL TRACKS PENN STATION – PSGR 15 MPH, FRT 8 MPH

	Line 2 Connection		Line 1		Line 3		Line 2		Line 4	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
Between JO-C-F-And Harold (Amtrak)	....	....	60	10	60	10	60	10	60	10
Between F and Harold	45	10	....	....	Eastward Psgr		Westward Frt		Westward Psgr	
Harold Interlocking			....	....	30	10	60	10	40	10
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
RPR Track	40	10								
Harold Interlocking Limits			60	10	60	10	60	10	60	10
<b>ATLANTIC BRANCH (See Note 6)</b>										
ALL TRACKS ATLANTIC TERMINAL STATION, INCLUDING BROOK LOCATION 1 - 5 MPH.										
Between										
Brook Location 1 to Westerly limits of East New York Interlocking	....	....	....	....	45	10	45	10	....	....
<i>Except</i>										
First curve east of Brook 2 to reverse curve east of Nostrand Ave.	....	....	....	....	30	10	30	10	....	....
Reverse curve east of Nostrand Ave. to westerly Limits of East New York interlocking	....	....	....	....	45	....	45	....	....	....
East New York Interlocking	....	....	....	....	60	....	60	....	....	....
Easterly limits of East New York Interlocking to Dunton	....	....	....	....	70	25	70	25	....	....
Dunton to Jay	....	....	30	20	45	40	45	40	45	40
<i>Except:</i>										
Within Jamaica MTEA limits					20	10	20	10	20	10
Between:										
Hall and Valley	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
First curve east of Hall Tower	....	....	....	....	30	25	30	25	....	....
Second and third curves east of Hall Tower	....	....	....	....	60	40	60	40	....	....
All curves between Locust Manor and Valley Stream	....	....	....	....	60	40	60	40	....	....
Valley Interlocking										
Curve at Valley Interlocking Station	....	....	....	....	45	45			....	....
<b>CENTRAL BRANCH</b>										
Between										
Beth and Babylon*	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
Beth Interlocking (See Note 5)	55	40	....	....	....	....	....	....	....	....
First curve east of Signal C-338	30	25	....	....	....	....	....	....	....	....
<b>FAR ROCKAWAY BRANCH</b>										
Valley Interlocking										
Curve east end Valley Stream Station	....	....	....	....	15	10	15	10	....	....
Between:										
Valley and End of Block, Far Rockaway East on 2; West on 1	....	....	....	....	40	30	40	30	....	....
Valley and End of Block, Far Rockaway West on 2; East on 1	....	....	....	....	40	30	40	30	....	....
<i>Except:</i>										
Curves west of Hewlett	....	....	....	....	30	25	30	25	....	....
<b>HEMPSTEAD BRANCH</b>										
Between:										
Br. 4 Queens and Garden*	....	....	....	....	70	45	70	45	....	....
<i>Except:</i>										
First curve east of Floral Park	....	....	....	....	50	40	30	30	....	....
Second curve east of Floral Park	....	....	....	....	60	40	60	40	....	....
Garden City Curve	....	....	....	....	50	40	50	40	....	....
Garden and End of Block Hempstead	30	25	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Garden	15	10	....	....	....	....	....	....	....	....

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt
<b>LONG BEACH BRANCH</b>										
Between:										
Valley and Lead	....	....	....	....	60	40	60	40	....	....
<i>Except:</i>										
First curve east of Lynbrook and east end of Centre Avenue station platform	....	....	....	....	....	....	40	....	....	....
Curve east end East Rockaway Station	....	....	....	....	....	....	40	....	....	....
Curve east of Oceanside	....	....	....	....	....	....	40	....	....	....
Curve, Island Park	....	....	....	....	....	....	40	....	....	....
Lead Interlocking	30	15	....	....	....	....	....	....	....	....
<b>MAIN LINE</b>										
Between:										
Harold and Mile Post 4	....	....	60	20	60	20	60	20	60	20
Mile Post 4 and Jay	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Forest Hills & Westward limits of Jay Interlocking for Eastward Trains Only	....	....	....	35	....	35	....	25	....	25
Jay and Hall Interlocking limits	....	....	....	10	....	10	....	10	....	10
<i>Except:</i>										
Within Jamaica MTEA limits	....	....	20	10	20	10	20	10	20	10
Signal Bridge 99 & Queens	....	....	80	45	80	45	80	45	80	45
<i>Except:</i>										
Reverse curves at west end of Hillside Viaduct	....	....	60	40	60	....	70	....	70	....
Queens Interlocking	....	....	80	45	80	45	80	45	80	45
Queens and Westward limits of Divide	....	....	....	....	....	....	80	45	80	45
<i>Except:</i>										
<i>Within the limits of Nassau 2</i>	....	....	....	....	....	....	80	45	70	45
<b>Westward limits of Divide Int. and west end Hicksville Station</b>	....	....	....	....	<b>80</b>	<b>45</b>	<b>80</b>	<b>45</b>	<b>80</b>	<b>45</b>
<b>West end Hicksville Station and east end Hicksville Station</b>	....	....	....	....	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>
<b>East end Hicksville Station and eastward limits of Divide Int.</b>	....	....	....	....	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	....	....
<b>Eastward limits of Divide Int. and Ronkonkoma Station</b>	....	....	....	....	<b>80</b>	<b>45</b>	<b>80</b>	<b>45</b>	....	....
<i>Except:</i>										
<b>Between Westward limits of Beth Int. and first curve east of Beth Int.</b>	....	....	....	....	<b>60</b>	<b>40</b>	<b>60</b>	<b>40</b>	....	....
First curve east of MP 47	....	....	....	....	60	45	60	45	....	....
Ronkonkoma and MR	45	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Westward Home signal at KO and 1st Westward interlocking signal	20	10	....	....	....	....	....	....	....	....
MR and End of Block, GY	40	30	....	....	....	....	....	....	....	....
<i>Except: Between</i>										
Mile Post 73 and Mile Post 74	20	20	....	....	....	....	....	....	....	....
<b>MONTAUK BRANCH</b>										
Between:										
Sig. Bridge 98 and Valley <b>(See Note 1)</b>	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
Within Jamaica MTEA limits	....	....	....	....	20	10	20	10	....	....
Between Sig Bridge 103 Hall interlocking and St.Albans Station for Eastward trains only.	....	....	....	....	....	....	20	....	20	....
Curve, Hillside Viaduct	....	....	....	....	60	40	60	40	....	....
Curve west of St. Albans	....	....	....	....	60	40	60	40	....	....
Reverse curves east of St. Albans	....	....	....	....	....	....	60	40	....	....

GN 7-64  
(C)

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
<b>MONTAUK BRANCH (Cont'd)</b>										
Reverse curves 3595 east of St. Albans	....	....	....	....	60	40			....	....
Second curve west of Valley	....	....	....	....	60	40	60	40	....	....
First curve west of Valley	....	....	....	....	70	40	70	40	....	....
Valley Stream and Babylon	....	....	....	....	80	45	80	45	....	....
<i>Except:</i>										
First curve east of Valley Stream	....	....	....	....	60	40	60	40	....	....
Curve Lynbrook	....	....	....	....	60	40	60	40	....	....
Babylon Interlocking	....	....	....	....	60	35	60	35	....	....
Babylon and Y	....	....	....	....	65	45	65	45	....	....
<i>Except:</i>										
Second curve west of Oakdale	....	....	....	....	60	40	60	40		
Y and Easterly limits of SK (See Note 2)	65	40	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Mile Post 51	55	....	....	....	....	....	....	....	....	....
2500 feet east of signal S518 and MP 55, second MP west of Bellport.	45	30	....	....	....	....	....	....	....	....
Carmans River under grade bridge, second under grade bridge east of Bellport, to JJD	60	....	....	....	....	....	....	....	....	....
All curves between the east switch MO siding and west switch PT siding	45	....	....	....	....	....	....	....	....	....
Easterly limits SK and EOB Montauk (See Note 2)	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
All curves between Speonk and Westhampton	50	40	....	....	....	....	....	....	....	....
First curve east of MP 75 second MP east of Westhampton.	50	40	....	....	....	....	....	....	....	....
Between Hampton Bays station and the 2 <sup>nd</sup> crossing West thereof for westward trains only.	....	20	....	....	....	....	....	....	....	....
First curve east of Hampton Bays	50	40	....	....	....	....	....	....	....	....
Second curve east of Hampton Bays	60	40	....	....	....	....	....	....	....	....
First curve east of Shinnecock Canal Bridge	45	40	....	....	....	....	....	....	....	....
Curve at West End of Southampton Station	45	40	....	....	....	....	....	....	....	....
Second curve east of SH Interlocking	50	40	....	....	....	....	....	....	....	....
Third curve east of SH Interlocking	50	40	....	....	....	....	....	....	....	....
Curve at West End of Bridgehampton Station	40	40	....	....	....	....	....	....	....	....
Third curve west of Montauk to Montauk	40	40	....	....	....	....	....	....	....	....
<b>OYSTER BAY BRANCH</b>										
Between:										
Nassau and Sea Cliff Station	....	....	....	....	60	40	60	40	....	....
<i>Except:</i>										
First curve east of Mineola	....	....	....	....	30	25	30	25	....	....
All curves Roslyn thru Greenvale	....	....	....	....	40	....	40	....	....	....
Greenvale curve	....	....	....	....	40	....	40	....	....	....
First curve west of Sea Cliff	....	....	....	....	45	....	45	....	....	....
Sea Cliff Station and Locust	....	....	....	....	50	40	50	40		
<i>Except</i>										
Reverse curves east and west of Glen Street Station	....	....	....	....	30	25	30	25	....	....
Duck Pond Crossing located at west end of Glen Cove Station and first curve east thereof.	....	....	....	....	30	25	30	25	....	....
Locust and End of Block, Oyster Bay	40	40	....	....	....	....	....	....	....	....
<i>Except:</i>										
All curves	30	25	....	....	....	....	....	....	....	....

1038-B (Continued)

	Miles Per Hour									
	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No.3 Track	
	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt	Psgr	Frnt
<b>PORT JEFFERSON BRANCH</b>										
Between:										
Westward limits of Divide Int. and west end Hicksville Station	...	...	...	...	80	45	80	45	80	45
West end Hicksville Station and east end Hicksville Station	...	...	...	...	40	40	40	40	40	40
East end Hicksville Station and easterly limits of Divide	...	...	...	...	40	40	40	40	...	...
Divide Int. and Hunt Int.	...	...	...	...	80	45	80	45	...	...
<i>Except:</i>										
First curve west of Syosset	....	....	....	....	50	40	50	40	....	....
Curve at Syosset station	....	....	....	....	40	40	40	40	....	....
Mile Post 31 and 800 feet east of										
Mile Post 33, all curves	....	....	....	....	45	40	45	40	....	....
Limits of Hunt 2 Interlocking	....	....	....	....	....	....	30	25	....	....
Westerly limits of Hunt 1 to easterly limits of Hunt 2	....	....	....	....	30	25	....	25	....	....
Easterly limits of Hunt 2 to westerly limits of Hunt 3					15	10		10		
Huntington and first curve east of Milepost 55 (See Note 3)	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
All curves between Greenlawn up to and Including the first curve east of Smithtown	45	40	....	....	....	....	....	....	....	....
Bridge 46.31, west of Smithtown	45	45	....	....	....	....	....	....	....	....
All curves St. James to MP55	45	40	....	....	....	....	....	....	....	....
First curve east of Milepost 55 and End of Block, Port Jefferson	30	25	....	....	....	....	....	....	....	....
<b>PORT WASHINGTON BRANCH (See Note 7)</b>										
Harold Interlocking Limits	....	....	....	....	60	10	60	10	....	....
Between Harold and Neck	....	....	....	....	60	40	60	40	....	....
<i>Except:</i>										
Curves east of Harold	....	....	....	....	45	....	55	....	....	....
First curve east of Woodside	....	....	....	....	40	....	40	....	....	....
First curve east of Flushing Main St.	....	....	....	....	50	....	50	....	....	....
Reverse curves east and west end of Auburndale Station	....	....	....	....	45	....	....	....	....	....
First and second curves west of Douglaston	....	....	....	....	40	....	40	....	....	....
Neck and End of Block, Port Washington	50	40	....	....	....	....	....	....	....	....
<i>Except:</i>										
Second curve east of Plandome	40	....	....	....	....	....	....	....	....	....
Reverse curve west of Port Washington	40	....	....	....	....	....	....	....	....	....
<b>WEST HEMPSTEAD BRANCH</b>										
Between:										
Valley and End of Block, West Hempstead	65	45	....	....	....	....	....	....	....	....
<i>Except:</i>										
First curve east of Valley	15	10	....	....	....	....	....	....	....	....
Lakeview Curve	45	40	....	....	....	....	....	....	....	....

GN 7-64  
(C)

**1103-G-1 Quiet Zone**

In accordance with Part 49 section 222.39 of the US code of Federal regulations, a quiet Zone is defined as a segment of a rail line, within which is situated one or more consecutive public highway-rail crossings at which locomotive horns are not routinely sounded.

**NOTE:** Refer to SI **PWS 1103-G-1** for Quiet Zone instructions and location.

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**1103-H Apparatus to Automatically Interrupt Crossing Protection**

**At The Locations Listed In The Specific Branch "1103-H"**, Apparatus is provided to interrupt the operation of highway crossing protection automatically at grade crossings. If a train originates, is delayed, or makes a station stop in close proximity to these crossings, all movements approaching these crossings must be prepared to stop and must not proceed over the crossing until gates are in the horizontal position or protected by a crewmember and the track and roadway are clear for movement.

**NOTE:** In automatic speed control territory at those crossings indicated by an asterisk \*, within the specific branch sections, the ASC cab indicator will drop to 15 and remain at 15 until train reaches a pre-determined circuit and/or gates are in lowered position.

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**1103-P Crossing Predictors**

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

**NOTE:** Refer to **MTK 1103-P** for instructions and locations of Crossing Predictors in Sayville.

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**1104-A Lay Up / Storing Trains / Switching Moves**

**NOTE:** Refer to specific branch for "1104-A" for specific locations and instructions.

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**1104-B Electric Lock Switches (Controlled)**

Permission to unlock must be obtained from block-operator.

**NOTE:** Refer to specific branch "1104-B" for Electric Lock Switch Locations (Controlled).

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**1104-C Electric Lock Switches (Uncontrolled)**

When entering the main track at an electric lock switch not controlled by the block operator, the switch lock on these switches must not be removed from keeper until permission has been obtained from block operator.

After switch lock has been removed from keeper, switch must not be operated until the time indicator has elapsed. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

**NOTE:** Refer to specific branch "1104-C" for Electric Lock Switch Locations (Uncontrolled).

---

**1104-E Approaching Hand Operated Switches When Operating ACT**

Trains operating against the current of traffic (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.

**NOTE:** Refer to "1104-E" in **MTK and OBY** branches for Hand Thrown switch locations when operating ACT.

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**1104-F-1 Secondary Track with Manual Block Signal System Rules In Effect – Approaching Switches**

When operating on a secondary track of no assigned direction when manual block signal systems rules are in effect, trains must approach hand operated switch(es) prepared to stop. Once the engineer or any other member of the train crew has determined the hand-operated switch(es) is properly lined, the train may resume its normal speed

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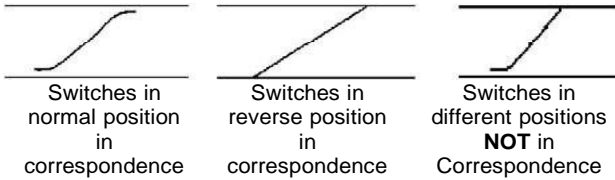
**1104-G Crossovers on Other than Main Track**

Hand operated crossover switches in yard or secondary tracks must be kept in corresponding positions. The switches of a crossover are in corresponding position when both switches are lined for the crossover or when both switches are lined for the straight track. This applies to hand operated and automatic safety switches that are connected to a crossover. Prior to making a move that utilizes any switch connected to a crossover, the switches of that crossover must be aligned in corresponding positions. This may require the lining of automatic safety switches for trailing point moves.

**NOTE:** When making a crossover move, it must be determined that the intended route is clear and no other equipment is fouling the adjacent track to which the movement is to be made. Crossover switches must be kept in corresponding positions, except when:

1. Used for blue signal protection as per Rule 26.
2. Used for inaccessible track protection for Roadway Workers.
3. When one crew is utilizing both tracks connected to the crossover during continuous switching operations.
4. When left in charge of a crew member from a following train.

Examples of crossover switch positions:



Switches in normal position in correspondence

Switches in reverse position in correspondence

Switches in different positions NOT in Correspondence

**NOTE:** Refer to specific branch "1104-G" for Crossovers on other than Main track locations.

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

**NOTE:** Refer to specific branch "1151-A" for Single Track locations.

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

Refer to specific branch "1151-B" for Two or More Track locations.

**NOTE:** X - Indicates No Current of Traffic.

**1151-C LIRR Secondary Tracks**

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

**NOTE:** Refer to **MTK and HEM** branches for secondary tracks on the LIRR.

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**1151-E Train Order Signal (Rule 294) Not Used**

Train Order Signals are in service at locations near an interlocking station except when specified in specific branch "1151-E". In addition, train order signals may be used at other locations when necessary.

Trains will be notified via radio or verbally by a designated employee of the Form L, TSRB and/or SRF to be received.

**1154-B Door Bypass Operation**

The door interlock bypass switch located in the engineer's operating compartment, must be sealed in the down (open) position.

In the event of a side door interlock circuit failure, the Movement Bureau must be notified immediately. Permission must be obtained from the Movement Bureau or a designated representative of the General Superintendent - Transportation to operate in door bypass. WHEN ENROUTE AND UNABLE TO CONTACT THE MOVEMENT BUREAU, the engineer will immediately notify the conductor. The seal will then be broken and the door bypass interlock switch will be placed in the up (closed) position. The MVB must be notified at the first point of communication, which will not cause delay to the train.

When operating in door bypass, the conductor must ascertain that the doors are clear of all encumbrances before proceeding. A communicating signal of – O O – (long, short, short, long) will be used as a signal for the engineer to proceed. The engineer must consider any communicating signal not provided for in the current operating rules or special instructions as a reason to stop and ascertain its cause.

**MAINLINE BRANCH****A**

Approaching Passenger Stations with C & E on Leading End	MLN 1103-B
Automatic Speed Control (ASC) Test – Reporting Results	MLN 1401
Automatic Speed Control (ASC) – Running Cut in Section Locations	MLN 1401-B
Automatic Speed Control (ASC) – Running Cut Out Section Locations	MLN 1401-C
Automatic Speed Control (ASC) Test – Standing Test Loops	MLN 1401-A

**B**

Block Towers – LIRR Phone Numbers	MLN 1164-A
Bulletin Boards / Standard Clocks / General Orders	MLN 1075-A

**C**

Car Marker Locations – C3 Equipment	MLN 1901-N
Car Wash (KO Wash Track)	MLN 1280 to 1296-F-1
Close Clearance Locations	MLN 1163
Crossing Interrupt Device Locations	MLN 1103-A
Crossing Operation at Side / Yard Track Locations	MLN 1103-C
Crossing Exception to Rule 14L	MLN 1103-G
Crossing Protection – Apparatus Automatically Interrupts Crossing	MLN 1103-H
Crossing Protection – Riverhead	MLN 1103-E
Crossovers on other than Main Track Locations	MLN 1104-G

**D**

DEF & Sidings – Capacities	MLN 1901-H
Disabled Customer Access & Service Locations	MLN 1804-A
Dual Control Switch Locations	MLN 1663

**E**

Electric Lock Switch Locations– Controlled	MLN 1104-B
Electric Lock Switch Locations – Uncontrolled	MLN 1104-C
Electronic Delivery of Written Mandatory Directives – Printer Locations	MLN 1217
Emergency Whistle or Horn in Service Locations	MLN 1606
Engine Restrictions / Locations	MLN 1038-I

**F**

Flat Car Restrictions	MLN 1038-K
Flashing Slow Approach Locations	MLN 1280 to 1296-K
Flashing Yellow Lights	MLN 1280 to 1296-F-1
Freight Car Siding Restrictions	MLN 1160-I
Freight Train (NYAR) Restrictions	MLN 1038-F
Freight / Work Train Restrictions	MLN 1038-J

**G**

General Orders / Bulletin Boards / Standard Clocks	MLN 1075-A
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**I**

Interlocked Tracks Where Rule 410 is in Effect	MLN1250-R
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**K**

KO Wash Track	MLN 1280 to 1296-F-1
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**L**

Lost & Found Drop Box Locations	MLN 1801
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**M**

Main Track Designation – Single Track	MLN 1151-A
Main Track Designation – Two or More Tracks	MLN 1151-B
Manipulation of Equipment Board Locations	MLN 1901-K
Maximum Authorized Speeds (MAS) – Hollis Lead	MLN 1038-G-1
Maximum Authorized Speeds (MAS) – NYAR	MLN 1038-E
Maximum Authorized Speeds (MAS) – Various Speeds	MLN 1038-E
Maximum Authorized Speeds (MAS) – Wreck Trains	MLN 1038-C
Maximum Authorized Speeds (MAS) – Work and Rail Trains	MLN 1038-D
Maximum Authorized Speeds (MAS) – Yard / WYE Tracks	MLN 1038-G
Maximum Weight – Movement of Cars	MLN 1160-B
Minimum Number of Cars Open	MLN 1901-M
MTEA Limits	MLN 1155

**N**

NYAR Controlled Tracks	MLN 1701-I
NYAR Freight Train Restrictions	MLN 1038-F

**R**

Radio Phone Locations – LIRR	MLN 1164-B
Radio Test – Initial Departure	MLN 1803-A
Rules In Effect	MLN 1250, MLN 1100

**S**

Sidings & DEF– Capacities	MLN 1901-H
Signals to Left of Track Governed	MLN 1280 to 1296-B
Sounding Rule 14L – Pilgrim Pineaire DEF	MLN 1014-L
Speedometer Test Sections (STS) Locations	MLN 1038-A-2
Standard Clocks/Bulletin Boards/General Orders	MLN 1075-A

**T**

Track Car Speed Restrictions	MLN 1038-E
Track Designations – Queens Interlocking	MLN 1251-A
Tracks Equipped with Third Rail – Main Tracks	MLN 1167-D
Tracks Equipped with Third Rail – Other than Main Tracks	MLN 1167-E
Train Consist Size – AM Peak Trains	MLN 1901-A-1
Trains Extending Beyond Starting Signal Locations	MLN 1280 to 1296-A-1
Train Movement Authority / Phone Numbers	MLN 1201
Train Radio Information System – “Info Zones” (Ch. 4)	MLN 1700

**W**

Whistle Posts – Divide Interlocking	MLN 1280 to 1296-N
Work / Freight Train Restrictions	MLN 1038-J

**Y**

Yard Limit Board Locations / Specifications	MLN 1093
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**MAINLINE BRANCH (MLN)****MLN 1014-L Sounding Rule 14L – Pilgrim Pineaire DEF**

Trains operating on Mainline No 1 track between the hours of 7am and 10pm are required to sound Rule 14L when approaching and passing freight equipment in the Pilgrim Pineaire DEF track. Rule 14L must be sounded at any time in this location when required by rule or law.

**MLN 1038-A-2 Speedometer Test Sections (STS) Locations****Mainline:**

- MP 5 and one-half mile east thereof
- MP 12 and one-half mile east thereof
- MP 26 and one-half mile east thereof
- MP 46 and one-half mile east thereof
- MP 56 and one-half mile east thereof

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

**MLN 1038-C Maximum Authorized Speeds – Wreck Train**

Mainline and Branches Boom Trailing	30 MPH
Mainline and Branches Boom Forward	25 MPH

**Except:**

Jamaica – All Station Tracks	15 MPH
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**MLN 1038-D Maximum Authorized Speeds – Work Train / Rail Train**

Main Line and Branches Boom Trailing	30 MPH
Main Line and Branches Boom Forward	20 MPH

Work trains without crane or with portable crane mounted on car when secured to car with standard anchoring devices may operate at speed authorized for freight trains, unless otherwise instructed.

Maximum authorized speed for rail trains, 30 MPH. Rail trains are restricted to a speed not exceeding 10 MPH for diverging routes through turnouts and crossovers (except Jay and Hall Interlocking, where all movements are not to exceed 5 miles per hour.)

**MLN 1038-E Maximum Authorized Speeds – Various Speeds****TRACK CAR SPEED RESTRICTION:**

Queens Freight Diverging movements	1 MPH
Queens – Both ends of crossover switch from	
Mainline No. 2 track to Mainline No. 4 track	1 MPH
West Leg Belmont Wye	1 MPH
East Leg Belmont Wye	1 MPH

**MLN 1038-F NYAR Freight Train Restriction**

In Zone C territory, when required to operate at Restricted Speed, NYAR freight trains must not exceed 10 MPH on all secondary tracks, sidings, turnouts, while making crossover moves within interlocking limits and East of KO on single main track.

**NOTE:** When required to operate at Restricted Speed, NYAR freight trains must not exceed 15 MPH when making straight moves through interlocking's.

**MLN 1038-G Maximum Authorized Speeds – Yard / WYE Tracks**

Hicksville <b>Runaround</b>	RS 10 MPH
Hunterspoint Ave. Station Trks. 1 & 2	RS 10 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.

**MLN 1038-G-1 Maximum Authorized Speeds – Hollis Lead**

Passenger: 30 MPH

Freight: 15 MPH

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(K5)

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(E)

**MLN 1038-I Engine Restrictions / Locations**Letters and figures indicate: **X** - Prohibited.

Mainline Location	CLASS OF ENGINES			
	E-10	E-15	E-20, DE30	DM30
East of KO				X

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

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

**JAY TO HAROLD** - Freight and/or work trains with high and/or excessive clearance cars in their consist are restricted from operating on Mainline 3, 1, 2 & 4 tracks.

**JAMAICA** - All trains with Freight cars and PR20B engines in their consist are restricted from using tracks 0 to 8 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. 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 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.

**HALL TO QUEENS** - All freight and / or work trains are restricted from operating on Main Line No. 2 track between Hall and Queens. Note – Except Freight trains consisting of Alcohol/Adhesion cars E591, E401, E775, E901, E902, E932, 5000 and 5001.

**HICKSVILLE** - Due to ongoing track work Freight Trains, Work trains, and trains with freight car consists are restricted from operating through station track No. 2 Hicksville Station (Except Freight Trains consisting of Alcohol/Adhesion cars E401, E591, E775, E901, E902, E932, 5000 and 5001). Freight trains, work trains, and trains with freight car consists operating through station tracks No.1 or No.3 Hicksville Station will operate at restricted speed. Freight Trains consisting of Alcohol/Adhesion cars E401, E591, E775, E901, E902, E932, 5000 and 5001 operating through station tracks No. 2 Hicksville Station will operate at restricted speed.

**RONKONKOMA** - All New York & Atlantic Freight Trains with Plate F cars in the consist must not exceed a speed of 5 MPH from the east end of Ronkonkoma Passenger Station to the west end of Ronkonkoma Passenger Station on No. 1 track or No. 2 track.

**MLN 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:

- No. 2 track between Hall and Queens; all tracks west of Jay interlocking.
- 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 MVB of such, prior to movement from its initial location.

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

**NOTE:** x indicates in service.

Bulletin Board	Standard Clock	Location
X	X	Hicksville – Trainmen's Room
X		Hillside Facility – Third Floor Hallway
X	X	Jamaica Storage Yard – Trainmen's Room
	X	Jamaica – Train Dispatcher's Office
X	X	Jamaica – Trainmen's Room
X		L.I. City – Yardmaster's Office
	X	Manned Block and Interlocking Stations
X	X	Ronkonkoma Yard – Welfare Facility

**MLN 1093 Yard Limit Board Locations / Specifications**

**RONKONKOMA** – Eastward limits KO and 1000 feet east thereof.

**YAPHANK** – 1000 feet west of west switch YA and MP 60.

**RIVERHEAD** – MP71 and 1170 feet east of MP74.

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

Mainline: **Between Harold and EOB GY**

**MLN 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:

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

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

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

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

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

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

**MLN 1103-B Approaching Passenger Stations with the Conductor and Engineer on Leading End**

Mainline: **Long Island City,  
Belmont Park  
Greenport**

**NOTE:** Refer to SI 1103-B in “General Section” for more information.

**MLN 1103-C Crossing Operation at Side / Yard Track Locations**

**Cars must not be left standing within track circuit limits:**

- |  |                              |
|--|------------------------------|
| Pinelawn – New Highway                             | Riverhead – Union Avenue     |
| Wyandanch – 18th Street                            | Riverhead – Ostrander Avenue |
| Yaphank – South Haven Road ( <i>Hubbard Road</i> ) | Mattituck – Sound Avenue     |
| AH siding – Edwards Avenue                         | Mattituck – Westphalia Ave   |
| Riverhead – Marcy Avenue                           | Mattituck – Love Lane        |
| Riverhead – Sweezy Avenue                          | Mattituck – Wickham Avenue   |
| Riverhead – Osborne Avenue                         | Southold – Young Avenue      |
| Riverhead – Griffing Avenue                        | Greenport – 5th Street       |
| Riverhead – East Avenue                            | Greenport – 4th Street       |
| Riverhead – Maple Avenue                           |                              |

**NOTE:** Refer to SI 1103-C in “General Section” for more information.

**MLN 1103-E Crossing Protection – Riverhead**

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

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

**MLN 1103-G Crossings Exception to Rule 14L Locations**

Mainline	TRAIN DIRECTION	STATION	ROAD (1 <sup>st</sup> Crossing Ahead)
	Westbound	Farmingdale	Secatogue Ave.
	Westbound	Mattituck	West Phalia Ave.
	Eastbound	Southold	Youngs Ave.

**NOTE:** Refer to SI 1103-G in “General Section” for Crossing Exception to Rule 14L instructions.

**MLN 1103-H Apparatus to Automatically Interrupt Highway Crossing Protection**

If a train originates, is delayed, or makes a station stop in close proximity to these crossings, all movements approaching these crossings must be prepared to stop and must not proceed over the crossing until gates are in the horizontal position or protected by a crewmember and the track and roadway are clear for movement.

**NOTE:** In automatic speed control territory at those crossings indicated by an asterisk \*, ASC cab indicator will drop to 15 and remain at 15 until train reaches a pre-determined circuit and/or gates are in lowered position.

**Mainline:**

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

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

Permission to unlock must be obtained from block-operator:

Mainline Location	EL Switch	Controlled by
1 <sup>st</sup> switch west of Queens Village <i>(118 feet west of Queens Village)</i>	Facing westward to <b>Queens Village Team</b> from MLN No. 4 track	JCC
2 <sup>nd</sup> switch east of Mineola Station	Facing eastward to <b>Nassau North Sidetrack</b> from No. 3 track	JCC
3 <sup>rd</sup> switch west of Hicksville Station No. 1 track	Trailing westward from <b>Atlantic Pipe</b> to No. 3 track	JCC

**GN 7-55 (E)**

**GN 7-64 (F)**

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

Mainline Location	EL Switch	Time Delay	
		From Main	To Main
1 <sup>st</sup> switch east of New Hyde Park Station (676 feet east of New Hyde Park Station)	Facing eastward to <b>Chesler Plywood</b> (New Hyde Park Oil) from MLN No. 3 track	3 min.	3 min.
1 <sup>st</sup> switch east of Divide INT (2210 feet east of MP 25)	Facing eastward to <b>LIPA</b> (LILCO) from MLN No. 1 track	1 min.	0
1 <sup>st</sup> switch east of Farm INT (245 feet east of Farm INT)	Trailing eastward from <b>Marjam Supply Co</b> (U.S. Plywood) to MLN No. 2 track	2 min. 15 sec.	0
1 <sup>st</sup> switch east of Farm INT (1277 feet east of Farm INT)	Trailing eastward from <b>Farm North Sidetrack</b> to MLN No. 1 track	2 min. 15 sec.	0
2 <sup>nd</sup> switch west of Wyandanch Station (3066 feet west of Wyandanch Station)	Trailing westward from <b>West switch</b> <b>Wyandanch DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch west of Wyandanch Station (706 feet west of Wyandanch Station)	Facing westward to <b>East switch</b> <b>Wyandanch DEF</b> from MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch <b>west</b> of JS INT (520 feet west of MP 37)	Trailing westward from <b>Giaquinto</b> track to MLN No. 2 Track	2 min 15 sec.	0
1 <sup>st</sup> switch <b>east</b> of JS INT (766 feet east of JS INT)	Trailing eastward from <b>Southern Container</b> to MLN No. 2 track	2 min. 15 sec.	0
1 <sup>st</sup> switch <b>east</b> of Brentwood Station (1576 feet east of Brentwood Station)	Facing eastward to <b>Brentwood DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
2 <sup>nd</sup> switch <b>east</b> of Brentwood Station (3875 feet east of Brentwood Station)	Trailing eastward to <b>Brentwood DEF</b> to MLN No. 1 track	2 min. 15 sec.	0
1 <sup>st</sup> switch west of CI INT (800 feet west of CI INT)	Facing westward to <b>CI Team</b> track from MLN No. 1 track	2 min. 15 sec.	0
3 <sup>rd</sup> switch east of Ronkonkoma Station (4400 feet east of Ronkonkoma Station)	Trailing eastward from <b>South Sidetrack</b> to Single Track	1 min. 50 sec.	0

**NOTE:** When necessary to enter the South Sidetrack Electric Lock **AND** after permission has been received, trains **MUST** occupy Knickerbocker Avenue Grade Crossing and pull up to the switch prior to removing the keeper. The crossing must be occupied for the duration of the time delay prior to opening the switch.

**MLN 1104-G Crossovers on Other Than Main Track Locations**

Refer to SI 1104-G in the "General Section" for crossover switch instructions. Note: Crossover switches must be kept in corresponding positions, except as specified in the SI 1104-G. The Crossover Locations on the Mainline Branch are as follows:

- Belmont Park (2 crossovers)
- Hillside Yard (2- Hillside West Lead to M Transfer, 1- west of crosswalk from B Transfer to A Transfer, 1-west of crosswalk M of E track to B Transfer, 1-east of crosswalk from B Transfer to 7 Track)
- Jamaica Storage Yard
- Advance Yard (Between No 2 Trk and 4 transfer)
- Receiving Yard (Between No 1 and No 2)
- LIC Yard (Run Around)

**GN 7-64  
(G)**

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

**Single Track Main Line      Between KO Int.      And      End of Block GY**

**MLN 1151-B Main Track Designations – Two or More Tracks**

Main Line Between:	No. 3 Track	No. 1 Track	No. 2 Track	No. 4 Track
Harold and Jay	X	X	X	X
Jay and Hall (0 – 9 Inclusive) X				
Hall and Queens	X	X	X	X
Queens and Divide	X	X		
Divide and KO		X	X	

X - Indicates No Current of Traffic.

**GN 7-64  
(H)**

**MLN 1155 MTEA Limits**

Begin/End MTEA limits are located as follows:

Jay Interlocking: Eastbound Begin/Westbound End	
Track	Location of Limits
Main Line 3*	606 ft west of pedestal signal 10L (Van Wyck Cluster)
Main Line 1*	606 ft west of pedestal signal 12L (Van Wyck Cluster)
Main Line 2	Signal 58R (Mail Dock Signal Bridge)
Main Line 4	Signal 50R (Mail Dock Signal Bridge)
*MLN 3 End & MLN 1 Begin to Left of Track Governed	

**MLN 1155 (Continued)**

<b>Hall Interlocking: Westbound Begin/Eastbound End</b>	
<b>Track</b>	<b>Location of Limits;</b>
Main Line 3*	Signal 74R (98/99 Signal Bridge)
Main Line 1*	606 ft east of signal 4R (Meat House Signal Bridge)
Main Line 2*	450 ft east of signal 72L (98/99 Signal Bridge)
Main Line 4*	450 ft east of signal 83L (98/99 Signal Bridge)
*MLN 3 End, MLN 1 Begin, MLN 2 Begin & MLN 4 End to Left of Track Governed	

**GN 7-62  
(D)**

**Long Island City Yard: All tracks**

**Hunterspoint Ave.: Station tracks 1 & 2**

**Hillside Yard: All tracks**

**Greenport Yard: All tracks**

**MLN 1160-B Maximum Weight – Movement of Cars**

(Does not apply to engines). Movement of Cars exceeding a maximum weight of 210,000 pounds are prohibited on the Main Line between R and Greenport.

**MLN 1160-I Freight Car Siding Restrictions**

Account track configuration, freight cars 80 or more feet in length are restricted on the following freight sidings:

- Hicksville – Team Yard (All Tracks)
- Wyandanch – Combined Container
- Holtsville – Prima (West End)

**MLN 1163 Close Clearance Locations**

**LONG ISLAND CITY YARD** - The installation of security fencing on LIC Yard Tracks 4, 6 and 7 creates a close clearance condition. Employees are cautioned not to extend head or limbs outside the cab windows or ride on the outside of a car or equipment at this location.

**GN 7-56  
(E)**

**LONG ISLAND CITY YARD** - The installation of a temporary construction material storage area adjacent to the Hunterspoint Ave. Lead track, west of Borden Ave. crossing and just east of 11<sup>th</sup> Street under the Pulaski Overgrade Bridge creates a close clearance condition. Areas of close clearance are identified with appropriate signage and employees are instructed to use extreme caution in the area.

**QUEENS VILLAGE TEAM TRACK** – Close clearance condition exists behind the south platform (Mainline 4) at the 10-car marker. Employees are cautioned not to extend head or limbs outside of equipment, or ride on the outside of a car or equipment at this location.

**MINEOLA STATION** – Due to the overpass construction of Mineola Boulevard at the east end of the south side platform, a close clearance condition exists. Employees are cautioned not to extend head or limbs outside of equipment, or ride on the outside of a car or equipment at this location.

**NASSAU-DIVIDE** – In support of the Mainline 3<sup>rd</sup> Track Expansion Project, construction fencing being installed south of Mainline 1 from a point 1400 foot east of Carle Place Station to a point 1000 feet east thereof. Crews are advised to use caution when walking in this area. Emergency egress points installed every 60 feet along the fence line. Areas of close clearance will be identified with appropriate signage.

**HICKSVILLE STATION** – The installation of an employee access gate adjacent to the east stairwell on the south side of platform “A” (100 feet from the east end of north platform) creates a close clearance condition. Crews are not to discharge customers east of this point. Employees are cautioned not to extend head or limbs outside of cab windows or ride on the outside of a car or equipment at this location.

**FARM INTERLOCKING** – Close clearance exists at Farm on the north siding at the Automatic Speed Control Test Boxes located east of the westbound home signals. Employees are cautioned not to extend head or limb outside of cab windows on trains or equipment on this track. Close clearance signs installed.

**PW TEAM YARD** – Farmingdale Team Track, on New Highway, has a highway trailer lifter on the west track. When placing or pulling cars on the east track, close clearance on the west side of cars must be observed.

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

**Mainline:** All conversations on these radio phones are on Channel No. 3.

- Westward Home Signal KO
- First Switch East of MP51 (Prima Sidetrack), East Switch South Side
- YA - at Block Limit Signal
- Riverhead - Station Building Inside East End Waiting Room
- Southold - West end of Station Platform South Side
- Greenport - West of Station

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

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

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

**Mainline:** Between Harold and Knickerbocker Ave., first crossing east of Ronkonkoma.

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

**Mainline:**

- |                                 |  |
|---------------------------------|--|
| Long Island City Passenger Yard | -Tracks 7, 8, 9 & 10<br>& Lead track to Hunterspoint Avenue                                  |
| HPA Station                     | -Tracks No. 1 & 2  |
| Advance Yard                    | -Track No. 6   |
| Jamaica Storage Yard            | -Tracks No. 1 & 4  |
| Jay                             | -Jay Lay-up  |
| Johnson Avenue                  | -Tracks 1 through 4  |
| Yard D                          | -Tracks 1D through 5D  |
| Yard E                          | -Tracks 2E and 3E  |
| Hillside Yard                   | -Tracks 1 through 7<br>& Transfer Tracks A, B, M & H<br>& Hillside West and East Lead Tracks |
| Hollis                          | -Lead track  |
| Queens-Belmont Park             | -Tracks 3 through 8 and WYE Tracks   |
| Divide                          | - <b>Tail track &amp; Runaround Track</b>  |
| Farm                            | -North Sidetrack   |
| Ocean/Pond                      | -North Controlled Siding between Ocean & Pond<br>(Certified)                                 |
| Ronkonkoma                      | -Wash Track<br>& South Sidetrack<br>& Tracks No. 0 through 22                                |

<b>GN 7-52 (K6)</b>
<b>GN 7-64 (I)</b>



**MLN 1251-A Queens Interlocking Track Designations**

For location identification purposes, the track designations from north to south within and east of Queens Interlocking are as follows:

The tracks are designated as Mainline 3, 1, 2 and 4 from Signal Bridge 1 up to and including Signal Bridge 4.

The tracks are designated as Mainline 3, Mainline 1, Hempstead 1 and Hempstead 2 east of Signal Bridge 4.

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

Mainline: **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.

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

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

**Nassau 2 Int.** - Westward Pedestal Home Signal on No. 1 Track located 2<sup>nd</sup> Westward signal west of Carle Place Psgr. station. (2W)

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

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

GN 7-55  
(F)

GN 7-64  
(J)

**MLN 1280 to 1296-F-1 KO Wash Track**

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

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

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

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

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

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

**MLN 1280 to 1296-N Whistle Posts – Divide Interlocking**

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

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

**MLN 1401 Reporting ASC Test Results**

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

GN 7-52  
(K9)

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

**FARM INT** North sidetrack.

**HICKSVILLE** East and West End of Station Platforms.

**JAMAICA & VICINITY** Yard D (**see Note 3**)  
Track Zero west end south side.  
West End of Station Platforms, Trks.1 thru 8.  
East End of Station Platforms, Trks.1 thru 8.  
Track 9 west end (**see Note 1**).  
Track 9 east end (**see Note 2**).  
Track 10  
Track 11

**RONKONKOMA** West End of Station Platforms.

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

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

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

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

**WESTWARD TRAINS**

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

**EASTWARD TRAINS**

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

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

**EASTWARD TRAINS**

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

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

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

**Interlockings:** Jay, Hall, Queens, Divide

**MLN 1663 Dual Control Switch Locations**

**Johnson Ave.**

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

**Queens** (East and West Legs of Belmont Wye)

**MLN 1663 (Continued)**

**+Divide** (Except for the following locations):

- Two double slip switch crossovers, first crossover switches west of former Divide Tower on No.1 and No.2 track Port Jefferson Branch.
- 3-11 & 3-11 switch crossovers, first and second crossovers west of Hicksville Station No. 1 & No. 2 tracks.
- Atlantic Pipe, 3<sup>rd</sup> switch west of Hicksville Station No. 1 track.
- 1-21 crossover, 1<sup>st</sup> crossover east of the Westerly Limits of Divide Int., No. 1 & No. 2 tracks.
- 1-13W crossover, 1<sup>st</sup> crossover west of signal (1-3W) on No. 3 track & signal (1-1W) on No. 1 track.

**Beth**

**=Farm**

**PW\***

**Lawn\***

**Pilgrim\***

**Pineaire\***

**^Ocean**

**Pond**

**KO**

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

**+Divide: DC derails located on both east and west ends of the runaround track are not connected to switch lever and must be thrown independently.**

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

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

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

**MLN 1700 Train Radio Information System – "Info Zones" (Ch. 4)**

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

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

**MLN 1701-I NYAR Controlled Tracks**

The following tracks are under NYAR control:

Chesler Plywood/New Hyde Park Oil

Hicksville Team Yard

PW Long Siding

Wyandanch DEF

Southern Container

Pine Aire North DEF

Brentwood DEF

Medford Team

Yaphank Team

Calverton Spur

Prior to initial departure to any of these locations, employees in charge of equipment must contact the NYAR Yardmaster at (718) 928-2320 to receive permission to access and/or operate on these tracks.

Employees must notify the NYAR Yardmaster prior to leaving any equipment unattended. After clearing these tracks, employees must contact the NYAR Yardmaster to report clear. Any adverse conditions on these tracks must be reported to NYAR Yardmaster.

**MLN 1801 Lost & Found Drop Box Locations**

- **Hillside Yard** (Outside of Yardmaster's office)
- **Ronkonkoma Yard.**

Items remains in the charge of the employee until it the transfer can take place.

**NOTE:** Refer to SI 1801 in "General Section" for other instructions.

**GN 7-52  
(K10)**

**GN 7-57  
(F)**

**GN 7-64  
(K)**

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

Prior to departing from an initial terminal, engineers must direct the radio test to the Block Operator. Except as 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.

<b>Station/Terminal</b>	<b>Contact</b>
Long Island City	Yardmaster
Hunterspoint Ave.	LIC Yardmaster

**MLN 1804-A Disabled Customer Access & Service Locations**

Jamaica, New Hyde Park, Merillon Ave., Mineola, Carle Place, Westbury, Hicksville, Bethpage, Farmingdale, Pinelawn, Wyandanch, Deer Park, Central Islip, Ronkonkoma

**MLN 1901-A-1 Train Consist Size (AM Peak Trains)**

Daily except Saturdays, Sundays, and Holidays the following is in effect: All Westbound AM Peak MU Trains on the following list not having their normal consist will display Marker Lights on the West End to indicate short cars. These lights will remain lit until arrival at Jamaica Station. Conductors and engineers must confer prior to departure from initial terminal and if short cars, must light markers on west end of equipment.

<b>AM Peak Train No.</b>	<b>Western Terminal</b>	<b># of Cars</b>	<b>First Stop</b>
1203	NY	12	Hicksville
2007	NY	12	Ronkonkoma
2009	NY	12	Ronkonkoma
2011	NY	12	Ronkonkoma
2015	NY	12	Ronkonkoma
2017	NY	10	Central Islip
2019	ATL	8	Ronkonkoma
2021	NY	12	Ronkonkoma
2025	NY	10	Ronkonkoma
2031	ATL	6	Ronkonkoma
2033	NY	12	Ronkonkoma
2035	NY	12	Ronkonkoma
2091	NY	12	Ronkonkoma
2099	NY	12	Ronkonkoma
2303	NY	12	Farmingdale
2109	NY	12	Bethpage
2391	NY	10	Farmingdale
2401	NY	10	Westbury
2403	NY	12	Westbury

**MLN 1901-H Sidings & DEF – Capacities**

<b>SIDING</b>	<b>(85 FT UNITS) LIRR PSGR EQUIPMENT</b>	<b>TOTAL FOOTAGE</b>	<b>CROSSING(S) WITHIN THE SIDING</b>	<b>(50 FT CARS) FREIGHT CARS</b>
<b>BRENTWOOD D.E.F.</b>	21 UNITS	1800 FEET		36 CARS
<b>CERTIFIED</b>	12 UNITS	1193 FEET		23 CARS
<b>PRIMA D.E.F.</b>	25 UNITS	2198 FEET		43 CARS
<b>YA</b>	22 UNITS	1891 FEET	HAVEN ST.	39 CARS
<b>AH</b>	19 UNITS	1639 FEET	EDWARDS AVE.	34 CARS
<b>LD</b>	27 UNITS	2297 FEET	GRIFFING AVE., OSBOURNE AVE., SWEETZ AVE., MARCY AVE.	50 CARS
<b>K</b>	14 UNITS	1274 FEET	WESTPHALIA AVE., SOUND AVE.	23 CARS
<b>SOUTHOLD</b>	11 UNITS	946 FEET	YOUNG AVE	18 CARS

**PORT JEFFERSON BRANCH (PJN)**

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

During times of Low Adhesion, Wayside Sandite Applicators will be in service at the following locations: **Port Jefferson Branch, Track No. 1 – 400 feet east of Cold Spring Harbor Station.**

**PJN 1038-A-2 Speedometer Test Sections (STS)**

**Port Jefferson Branch:**

- One quarter mile east of MP 27 and one-half mile east thereof MP 41 and one-half mile east thereof

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

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

**TRACK CAR SPEED RESTRICTION:**

**Huntington – Diverging movements East end South Sidetrack Extension 1 MPH**

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

**GN 7-64  
(L)**

Hicksville Runaround	RS 10 MPH
Huntington North Sidetrack	RS 10 MPH
Huntington South Sidetrack Extension	RS 10 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.

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

Freight trains, work trains and trains with freight car consists (excluding the Adhesion Train) are restricted from operating through 1 Lead track (Track next to platform) from end of block Port Jefferson to Columbia Street due to close clearances, unless permission received from the train dispatcher through the block operator.

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

**NOTE: X – indicates in service.**

Bulletin Board	Standard Clock	Location
X	X	Huntington – Trainmen’s Room
X		Port Jefferson Yard – Trainmen’s Room

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

Port Jefferson Branch: **Between Divide and Jeff**

**PJN 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:

**Jackson Ave. Crossing, Syosset.**

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

**Indian Head Road, Kings Park.**

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

**Pedestrian Crossing, Stony Brook.**

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

**Lawrence Aviation Crossing, Port Jefferson.**

On instrument case located on southwest side of crossing.

**Route 112 Crossing, Port Jefferson.**

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

**PJN 1103-C Crossing Operation at Side / Yard Track Locations****Cars must not be left standing within track circuit limits:**

Huntington – Pulaski Rd.	Port Jefferson – Baylis Avenue
Greenlawn – Broadway	Port Jefferson – Columbia Street
Port Jefferson – Rte. 112 (Main St)	

**NOTE:** Refer to SI 1103-C in “General Section” for more information.**PJN 1103-E Crossing Protection – Indian Head Rd, Kings Park**

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

**PJN 1103-H Apparatus to Automatically Interrupt Crossing Protection**

Apparatus is provided to interrupt the operation of highway crossing protection automatically at grade crossings indicated below. If a train originates, is delayed, or makes a station stop in close proximity to these crossings, all movements approaching these crossings must be prepared to stop and must not proceed over the crossing until gates are in the horizontal position or protected by a crewmember and the track and roadway are clear for movement.

**PORT JEFFERSON BRANCH**

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

**PJN 1104-A Lay Up / Storing Trains****Huntington South Sidetrack Extension**

Due to consist restraints and to prevent trains from fouling on the west end of the Southside Extension; the eastward most train must lay up at the yellow clearance marker located at the east end of the Southside Extension and each following train must lay-up close to, but not couple up to, the equipment in front of it. This does not apply to trains turning on the west end of the extension. Trains turning on the west end of the extension will be governed by the car unit markers located at the west end of the south side extension. Conductors are responsible to know that their equipment is properly laid up upon arrival at their final destination.

**North Sidetrack / Freight Tracks Hunt 1 & 2**

Six (6) and eight (8) car markers are installed on 45-degree angles. Between gauge of the running rails in the North Side Track Huntington.

Ten (10) and twelve (12) car markers are installed on a pole located to the north of the North Side Track Huntington.

Six (6) and Eight (8) car markers are installed for westward trains on the freight track.

Clearance points on the North Side and Freight tracks are marked by yellow painted railroad ties at the east and west ends of both tracks. When clearance points are not visible due to inclement weather or other conditions, crews are reminded to comply with SI 5000-D-4. Eastbound trains must lay equipment in clear on both North Side and Freight tracks.

**Crews are reminded when making westbound moves from the North Side Track or Freight Track Huntington over Pulaski Road. First protected crossing west of Huntington Station, to comply with SI PJN 1103-H.**

**GRAND CENTRAL BRANCH**GN 7-57  
(H)A

<b>ACES Bypass: Pre-Revenue Train Operation</b>	<b>GCT 1458-A</b>
<b>Approaching Passenger Stations with C &amp; E on Leading End</b>	<b>GCT 1103-B</b>
<b>Automatic Speed Control (ASC) Test – Reporting Results</b>	<b>GCT 1401</b>
<b>Automatic Speed Control (ASC) – Running Cut in Section Locations</b>	<b>GCT 1401-B</b>
<b>Automatic Speed Control (ASC) – Running Cut Out Section Locations</b>	<b>GCT 1401-C</b>

B

<b>Block Towers – LIRR Phone Numbers</b>	<b>GCT 1164-A</b>
<b>Bulletin Boards / Standard Clocks / General Orders</b>	<b>GCT 1075-A</b>

C

<b>Car Marker Locations</b>	<b>GCT 1901-N</b>
<b>Car Wash (KO Wash Track)</b>	<b>GCT 1280 to 1296-F-1</b>
<b>Close Clearance Locations</b>	<b>GCT 1163</b>
<b>Crossovers on other than Main Track Locations</b>	<b>GCT 1104-G</b>

D

<b>Disabled Customer Access &amp; Service Locations</b>	<b>GCT 1804-A</b>
<b>Dual Control Switch Locations</b>	<b>GCT 1663</b>

E

<b>Electric Lock Switch Locations– Controlled</b>	<b>GCT 1104-B</b>
<b>Electric Lock Switch Locations – Uncontrolled</b>	<b>GCT 1104-C</b>
<b>Electronic Delivery of Written Mandatory Directives – Printer Locations</b>	<b>GCT 1217</b>
<b>Emergency Whistle or Horn in Service Locations</b>	<b>GCT 1606</b>
<b>Engine Restrictions / Locations</b>	<b>GCT 1038-I</b>

F

<b>Flat Car Restrictions</b>	<b>GCT 1038-K</b>
<b>Flashing Yellow Lights</b>	<b>GCT 1280 to 1296-F-1</b>
<b>Freight Car Siding Restrictions</b>	<b>GCT 1160-I</b>
<b>Freight / Work Train Restrictions</b>	<b>GCT 1038-J</b>

G

<b>General Orders / Bulletin Boards / Standard Clocks</b>	<b>GCT 1075-A</b>
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I

<b>Interlocked Tracks Where Rule 410 is in Effect</b>	<b>GCT 1250-R</b>
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L

<b>Lost &amp; Found Drop Box Locations</b>	<b>GCT 1801</b>
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M

<b>MTEA Limits</b>	<b>GCT 1155</b>
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N

<b>Non-controlled Home Signals / Placards</b>	<b>GCT 1280 to 1296-E</b>
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GN 7-62  
(N)GN 7-64  
(M)GN 7-57  
(H)R

<b>Rules in Effect</b>	<b>GCT 1250</b>
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## GRAND CENTRAL BRANCH (GCT)

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### GCT 100-L-3 Grand Central Tunnels

The Grand Central Terminal tunnels, located between Harold and the east end of Plaza interlocking, consist of 3 separate tunnels, designated as Tunnel A-Track 1, Tunnel B/C-Track 3 and Tunnel D-Track 2. Tunnel LL-Track LL is the lead track located between Plaza Interlocking and Midday Storage Yard. There are 2 tunnels between Plaza Interlocking and GCT 5 Int. designated Track 1 and Track 2. Tracks leading to the Lower Level GCT between GCT 5 Int. and GCT 4 Int. are designated track 1 and track 2. Tracks leading to the Upper Level GCT between GCT 5 Int. and GCT 3 Int. are designated track 3 and track 4.

The entire territory is approximately 3.75 miles in length and falls under the jurisdiction and authority of the Movement Bureau. Bench walls run the full length of the tunnels.

Train Operations are coordinated through the T.O.C (Train Operations Center) which is comprised of Transportation Supervision, Block Operator (GCC), Stationmaster, Yardmaster, Usher and Engineering personnel.

**GCT** – Grand Central Terminal

**TOC** – Train Operations Center

**GCC** – Grand Central Control (Block Operator)

### Communications:

Stationmaster and Block Operator at GCT on duty, unless otherwise provided and will be contacted via radio Channel 1 or the following telephone numbers:

TOC Stationmaster (631) 861-7518

GCC – Block Operator (631) 861-7514 or 7515

### Radio Channel Designations

The following Radio Channel designations are in effect in GCT territory:

Channel 1 GCT TOC and GCC

Channel 2 Movement Bureau.

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### ACCESS/EGRESS VENTILATION SHAFTS:

There are thirteen (13) ventilation shafts located in the Grand Central Tunnels located as follows:

Lead Track – located MP 3.72 on Lead Track ONLY

Queens Plaza – located west end Plaza Interlocking

23<sup>rd</sup> Street – located MP 2.83

12<sup>th</sup> Street – located MP 2.59

Vernon Blvd – located MP 2.39

Roosevelt Island – located MP 2.03

FDR - located MP 1.81

2<sup>nd</sup> Avenue – located MP 1.52

55<sup>th</sup> Street – located MP 0.93

49<sup>th</sup> Street – located east end of Grand Central Terminal platform

45<sup>th</sup> Street – located west end of Grand Central Terminal platform

38<sup>th</sup> Street – located west end Tail tracks GCT

All shafts are accessible from the bench walls. However, they are not to be utilized as a prime means of egress.

Conventional staircases are accessible from the bench walls of all Grand Central Tunnels allowing emergency access/egress between the tunnel and street at all shaft locations.

All shaft locations are also equipped with an overhead vent system with high capacity fans capable of exhaust or supply. The fans are controlled by SCADA System Operator located in the GCT TOC and can be reached at (631) 861-7521.



**GCT 1280 to 1296 – E Non-Controlled Home signals / Placards**

Numbered non-controlled color light home signals with the **most restrictive aspect as STOP** in service on the Grand Central Branch. These signals may display single RED indicating STOP.

Non-controlled home signals on Grand Central Branch are represented and identified by a placard as shown below:

**1G20**

**1 = Track designation**

**G = Branch designation**

**20 = Location (Mile Post 2.0)**

**GCT 1280 to 1296-N Whistle Posts**

Whistle Posts on the GCT Branch are to be considered in service only when the black letter "W" is clearly visible.

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

**GCT 1401 Reporting ASC Test Results**

**STATION / TERMINAL**  
Grand Central Terminal

**RECORDED BY**  
GCT - TOC Stationmaster

**GCT 1409 ASC Failure**

If the ASC apparatus on a multiple unit train malfunctions the Automatic Speed Control may be cut out and the train will proceed governed by fixed signal indication as indicated below: This condition must be reported immediately to GCC via radio.

Trains with **CAB SIGNAL INDICATOR and WARNING DEVICE operative**, after receiving permission to cut out the Automatic Speed Control, may proceed in accordance with the indication on the cab signal indicator and fixed signals as follows:

**Proceed not exceeding 30 MPH.**

Trains with **CAB SIGNAL INDICATOR or WARNING DEVICE that has malfunctioned** will proceed in accordance with fixed signal indication as follows:

**Proceed not exceeding 15 MPH prepared to stop at next signal.**

Eastbound trains with Cab Signal Indicator or Warning Device that has malfunctioned must stop clear of Harold's Home Signal and obtain permission from Console Operator at PSCC before entering Harold Interlocking. Trains must contact the Movement Bureau via radio immediately if they are unable to contact PSCC.

Due to the short distance traversing Harold Interlocking to the Mainline, the Movement Bureau must also be notified immediately after notifying PSCC.

**GCT 1458-A ACSES Bypass: Pre-Revenue Train Operation**

Throughout the ESA Pre-Revenue Operation Phase, LIRR trains operating on all tracks between Harold Int. and Grand Central Terminal, and Mid-day Storage Yard must operate in ACSES bypass. ACSES bypassed trains will be governed by the provisions of Rule 459.

**GCT 1801 Lost & Found Drop Box Locations**

The location of the LIRR Lost & Found Drop Box is located near the Ticket Receiver's Office at Grand Central Terminal.

Lost articles found at stations or on Company Property by employees on trains routed to Grand Central Terminal must immediately be deposited into the Lost & Found Drop Box

**GN 7-64  
(M)**

**GN 7-57  
(H)**

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

Prior to departing from an initial terminal, engineers must direct the radio test to the Block Operator. Except as 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.

<b>Station/Terminal</b>	<b>Contact</b>
Grand Central Terminal	Stationmaster (TOC)

**GCT 1804-A Disabled Customer Access & Service Locations**

Grand Central Terminal

**GCT 1901-M Minimum Number of Cars Open – Grand Central Terminal**

**NOTE:** Refer to SI 1901-M in the "General Section" for instructions.

**MU Equipment – Weekdays**

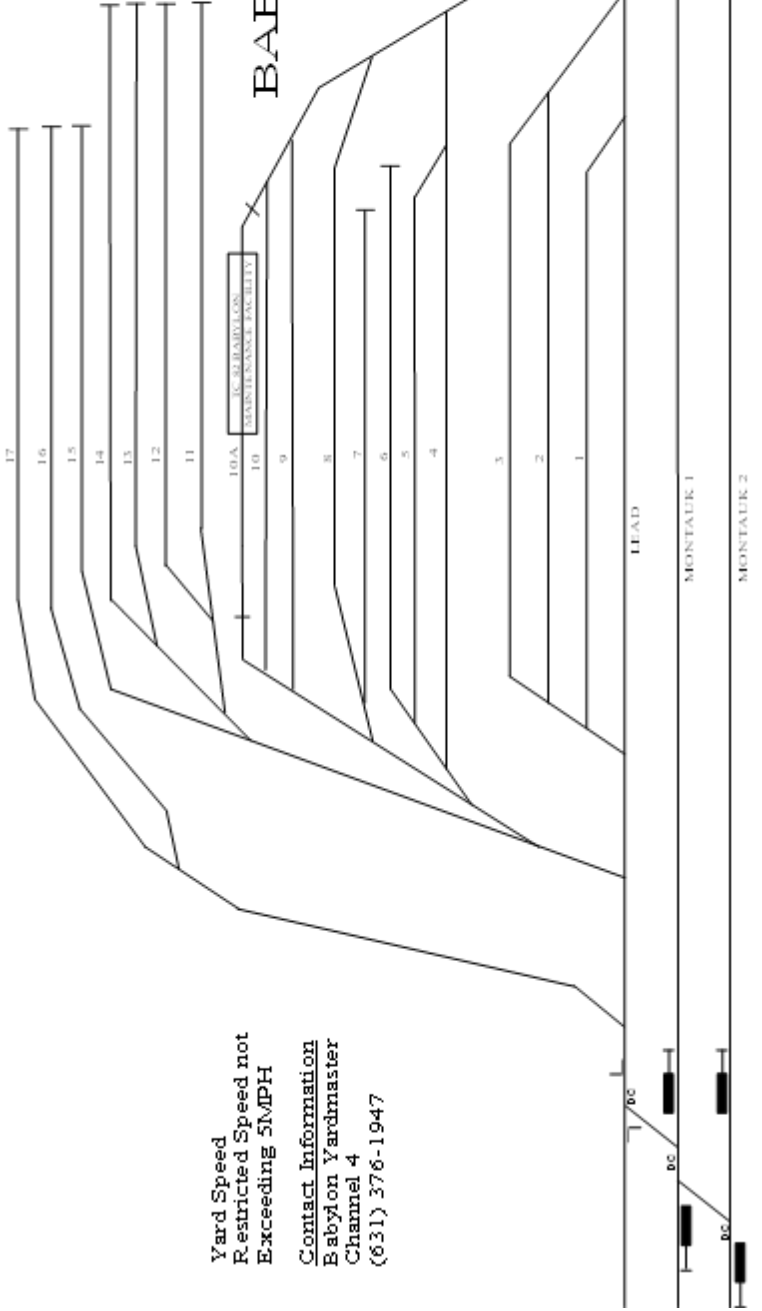
<b><i>WESTBOUND</i></b>	
<b><u>During the Hours</u></b>	<b><u>Number of Cars Open</u></b>
5:00 AM – 9:00 PM	All cars open
9:00 PM – 5:00 AM	Minimum 8 cars open
<b><i>EASTBOUND</i></b>	
<b><u>During the Hours</u></b>	<b><u>Number of Cars Open</u></b>
5:00 AM – 9:00 PM	All cars open
9:00 PM – 5:00 AM	Minimum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

**MU Equipment – Weekends and Holidays**

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

# MONTAUK

# BABYLON YARD



Yard Speed  
 Restricted Speed not  
 Exceeding 5MPH

Contact Information  
 Babylon Yardmaster  
 Channel 4  
 (631) 376-1947

**5004**

**BELMONT PARK**

**5004-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 5 MPH.

**5004-A-2 Tracks / Platforms / Car Capacities**

**Tracks:** Tracks 1 – 8 (North to South)

**Platforms:** Between Tracks 3 & 4 and 7 & 8

Spot Platform on Track 6

**Car Capacities:** Tracks 3 & 4: 10 cars  
Tracks 7 & 8: 10 cars

**5004-A-3 Third Rail – DC Electrified Operation**

Tracks 3-8 and the WYE tracks.

**5004-A-4 Switches**

Hand Operated switches: (56 Crossover)

Dual control switch stands not yet equipped for power operation: (65, 86, 76, 15, 45, 31 & 21 switches)

**NOTE:** (65, 86, 76, 15, 45, 31 & 21 switches) are non-trailable hand operated and must be lined and verified to be in proper position before any movement is to be made over the switches.

**GN 7-63  
(D)**

**5004-A-5 Crossovers**

**Two crossovers** – Connecting the East leg and West leg WYE tracks

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

**GN 7-64  
(N)**

**5004-A-7 Communications**

JCC can be reached via **Channel 1** at ext. (2406).

**5004-B-1 Authority to Pass Stop Boards**

**Belmont Wye (West Leg)** – Trains, engines or track cars must approach the Stop Board prepared to stop. Permission must be received from JCC.

**5004-B-3 Crew Responsibilities**

**As per SI 1103-B**

Approaching Belmont Park passenger station, the Conductor and Engineer must be on the leading end.

**GN 7-61  
(C)**

**5004-B-5 Engine / Freight / Work Train Restrictions**

DE/DM locomotives are restricted from operating on station track 4

All Freight and/or work trains are restricted from operating on station tracks 3-4 & 7-8

**GN 7-52  
(K11)**

**5004-D-1 Switching Movements**

Prior to making yard switching movements in Belmont Park, permission from JCC must be obtained. 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.

**GN 7-52  
(K12)**

**5004-E-1 Laying Up Track Cars**

Track Cars are restricted from laying up on station tracks 3-4 & 7-8.

**5004-G-2 ASC Standing Test Loop (Bi-Directional) Locations**

Belmont Westward home signal Queens (West leg of Wye Track).

**5004-H-2 Stop Boards (Rule 296A)**

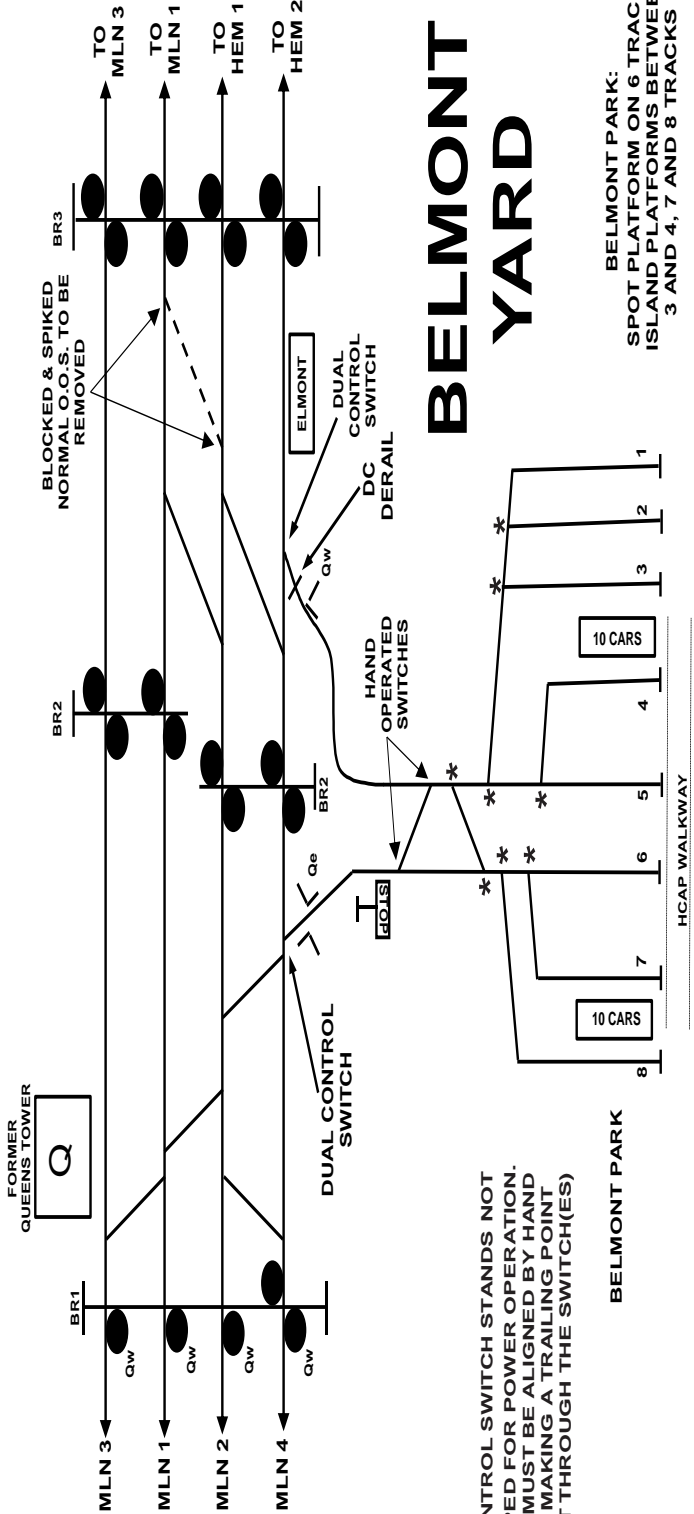
**Belmont Yard Stop Board installed, governing the following track:**

Belmont Wye (West Leg)

GN 7-64  
(N)

GN 7-63  
(D)

# QUEENS INTERLOCKING R-JCC



# BELMONT YARD

\* DUAL CONTROL SWITCH STANDS NOT YET EQUIPPED FOR POWER OPERATION. SWITCHES MUST BE ALIGNED BY HAND PRIOR TO MAKING A TRAILING POINT MOVEMENT THROUGH THE SWITCH(ES)

BELMONT PARK

BELMONT PARK:  
SPOT PLATFORM ON 6 TRACK.  
ISLAND PLATFORMS BETWEEN  
3 AND 4, 7 AND 8 TRACKS

**5006 FAR ROCKAWAY YARD****5006-A-1 Maximum Authorized Speed – Yard**

Restricted speed not exceeding 10 MPH.

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

**5006-A-2 Tracks / Platforms / Car Capacities**

**Tracks:** Layup Tracks 2 & 3 (**South to North**)

**Platforms:** Station Platform: between Station tracks No 2 and No 1.  
Car Cleaning Platform: Yard Track 3

**Car Capacities: 10 cars**

**5006-A-3 Third Rail – DC Electrified Operation**

Station Tracks 1 & 2, Layup Tracks 2 & 3.

**5006-A-4 Switches**

Automatic Safety Switches

Hand Thrown Switch for trailing point moves from Freight Track to Layup Track 3

Dual Control Switch with Yard Switch Indicator for facing point moves to main track.

**5006-A-7 Communications**

**Valley Tower** can be reached via **Channel 1** or at ext. (2401).

**5006-A-8 Bulletin Board, Standard Clock, Electronic Delivery of Written Mandatory Directives – Location**

Far Rockaway Trainmen's Room

**5006-A-9 Manipulation of Equipment Board**

Far Rockaway Trainmen's Room

**5006-B-1 Authorities – Dual Control Switch**

The dual control switch in Far Rockaway yard is remotely controlled by Valley.

- **For eastward moves** from Far Rockaway No. 1 and No. 2 tracks, signal indication from Valley is the authority to proceed over the switch.
- **For westward moves** permission from the Block Operator at Valley with yard switch indicator signal indication is the authority to proceed over the switch.

Refer to SI 1663-A for Dual Control within Yards instructions.

**5006-B-3 Crew Responsibilities**

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

**5006-D-1 Switching Movements**

All automatic safety switches must be cleared when performing yard switching movements. Trains moving to and from lay-up tracks **MUST PROTECT** against each other.

Prior to making any yard switching movements in Far Rockaway, permission from the Block Operator at Valley must be obtained. 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.

**5006-E-1 Laying Up Trains**

Crews are reminded that when laying up trains at the west end of Yard Track No. 3, the engineer must stop the train with the Unit Marker directly alongside the centerline of the cab window.

**5006-G-2 ASC Standing Test Loop (Bi-Directional) Locations**

West end of Far Rockaway station platform.

**5006-M Close Clearance Conditions Exist**

Along the right of way on Yard Track No 3, due to the Car cleaning platforms

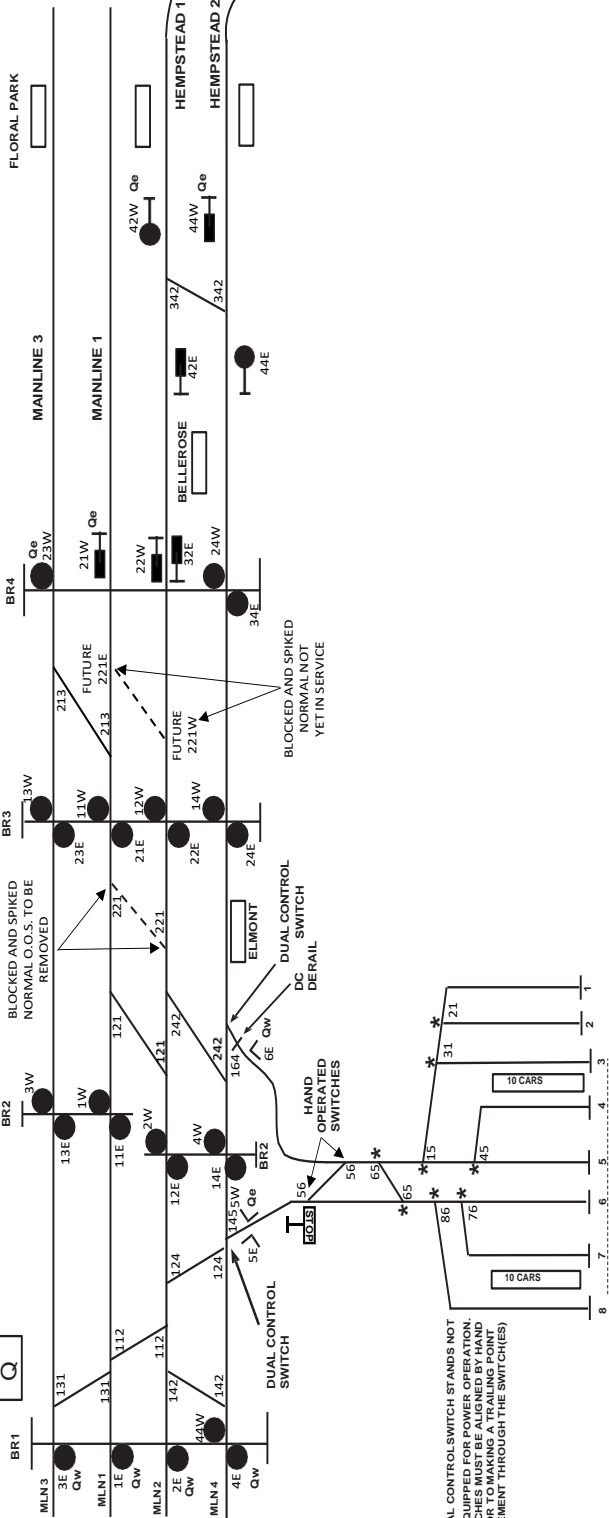
GN 7-64  
(P)

GN 7-63  
(E)

# QUEENS INTERLOCKING

Remote - JCC

FORMER QUEENS TOWER



\* DUAL CONTROL SWITCH STANDS NOT YET EQUIPPED FOR POWER OPERATION. SWITCHES MUST BE ALIGNED BY HAND OPERATED SWITCHES TO ALLOW CARRIAGE MOVEMENT THROUGH THE SWITCH(ES)

## BELMONT YARD

**NASSAU INTERLOCKING**

The following interlocking switches have been installed, blocked, and spiked normal and not yet in service; located as follows:

**21E SWITCH (NASSAU 1)****Eastward (trailing point):**

Second switch east of Merillon Ave. psgr. station on No. 1 track.

**Westward (facing point):**

Third switch west of Mineola psgr. station on No. 1 track.

**12 W SWITCH (NASSAU 1)****Eastward (facing point):**

Third switch east of Merillon Ave. psgr. station on No. 1 track.

**Westward (trailing point):**

Second switch west of Mineola psgr. station on No. 1 track.

**21 E SWITCH (NASSAU 3)****Westward (facing point):**

Third switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track.

**Eastward (trailing point):**

Second switch east of E/B reduced aspect signal (N3w) on No. 1 track.

**12 W SWITCH (NASSAU 3)****Westward (trailing point):**

Second switch west of W/B reduced aspect signal (Ne/N3e) on No. 1 track.

**Eastward (facing point):**

Third switch east of E/B reduced aspect signal (N3w) on No. 1 track.

The following interlocking signals and switches have been installed and are in service; located as follows:

**SIGNAL 3-3E:**

E/B reduced aspect signal, N3w, 2<sup>nd</sup> eastbound signal east of Mineola Psgr. station on No. 3 track.

**SIGNAL 3-1E:**

E/B reduced aspect signal, N3w, 2<sup>nd</sup> eastbound signal east of Mineola Psgr. station on No. 1 track.

**SIGNAL 3-3W:**

W/B reduced aspect signal, Ne/N3e, 1<sup>st</sup> signal west of Carle Place Psgr. station on MLN No. 3 track.

**SIGNAL 3-1W:**

W/B reduced aspect signal, Ne/N3e, 1<sup>st</sup> signal west of Carle Place Psgr. station on MLN No. 1 track.

**SIGNAL 1W:**

W/B pedestal signal, N2e, 2<sup>nd</sup> signal west of Carle Place Psgr. station on No. 3 track.

**SIGNAL 2W:**

W/B pedestal signal, N2e, 2<sup>nd</sup> signal west of Carle Place Psgr. station on No. 1 track.



## DIVIDE INTERLOCKING

### NEWLY DESIGNATED NO. 3 TRACK

The portion of track between 2-3W and 3-3E signals in Divide Int. (previously designated as the Hicksville Secondary Track) and the portion of track between 1-3W and 2-3E signals in Divide Int. (previously designated as the North Side Track) are now designated as No. 3 track. Interlocking rules apply on the newly designated No. 3 track. The track barricade previously installed at the west end of the former North Side Track has been removed.

### MLN NO. 3 TRACK

The portion of newly installed track from the newly installed E/B pedestal (1-3E) to Urban Ave. (east of Westbury Psgr. station) is now designated as MLN No. 3 track. The newly installed portion of MLN No. 3 track will tie into the existing MLN No. 3 track at Urban Ave.

### (1-13W) SWITCH

W/B trailing point interlocking crossover switch, (1-13W) on No. 1 track Divide Interlocking, 1<sup>st</sup> switch west of W/B reduced aspect signal (1-1W), **block and spike removed; in service as part of 13 crossover.**

### (1-13E) SWITCH

W/B facing point interlocking crossover switch, (1-13E) on No. 3 track Divide Int., 1<sup>st</sup> switch west of W/B reduced aspect signal (1-3W), **installed and in service as part of 13 crossover.**

### (1-21W) SWITCH

W/B trailing point interlocking crossover switch (1-21W) on No. 2 track Divide Int., 1<sup>st</sup> switch west of W/B reduced aspect signal (1-2W), **block and spike removed; in service as part of 21 crossover.**

### (1-21E) SWITCH

W/B facing point interlocking crossover switch (1-21E) on No. 1 track Divide Int., 2<sup>nd</sup> switch west of W/B reduced aspect signal (1-1W), **block and spike removed; in service as part of 21 crossover.**

### SIGNAL 1-1E

- E/B Pedestal signal (1-1E), westerly limit of Divide Int., location revised as follows:
  - Signal is no longer the westerly limit of Divide Int. on MLN No. 3 track. Signal is now at east end of a new tail track that becomes No. 1 track in Divide Int.
  - Signal is no longer left of track governed.

### SIGNAL 1-2E

E/B Pedestal signal, Dw, 1<sup>st</sup> signal east of Westbury passenger station on MLN No. 1 track, installed and in service

**NOTE: Newly installed pedestal signals 1-1E & 1-2E have been installed 70 feet west of former freestanding position light signals 1-1E & 1-2E**

### SIGNAL 1-1W

W/B reduced aspect signal, 3<sup>rd</sup> westbound signal west of Hicksville passenger station on No. 1 track, installed and in service

### SIGNAL 1-2W

W/B reduced aspect signal, 3<sup>rd</sup> westbound signal west of Hicksville passenger station on No. 2 track, installed and in service

**NOTE: Newly installed reduced aspect signals 1-1W & 1-2W have been installed 350 feet west of former position light signals 1-1W & 1-2W**

GN 7-64  
(Q)

**DIVIDE INTERLOCKING (CONT'D)****SIGNAL 1-3W**

W/B reduced aspect signal (1-3W), 1<sup>st</sup> W/B signal west of the Runaround on No. 3 track Divide Int., **reinstalled at its former location and in service.**

**SIGNAL 1-3E**

E/B Pedestal signal (1-3E), NEW westerly limit of Divide Int., 1<sup>st</sup> signal east of Westbury Psgr. station on NEW portion of MLN No. 3 track, **installed and in service.**

**SIGNAL 1-RW**

W/B low home signal, west end of Runaround track

**SIGNAL 1-33W**

W/B Pedestal signal, 3<sup>rd</sup> signal west of Hicksville passenger station on north side track

**SIGNAL 1-33E**

E/B Pedestal signal, **200 feet east of track barricade on north side track**

**1-34 SWITCH****Eastward (facing point) / Westward (trailing point)**

West end of the runaround track leading to north side track

***NOTE: New Dual Control derail installed and in service on the west end of the Runaround track. Dual Control derail to be operated independently from the newly installed Dual Control switch.***

**EAST END NORTH SIDE TRACK (ATLANTIC PIPE TRACK)**

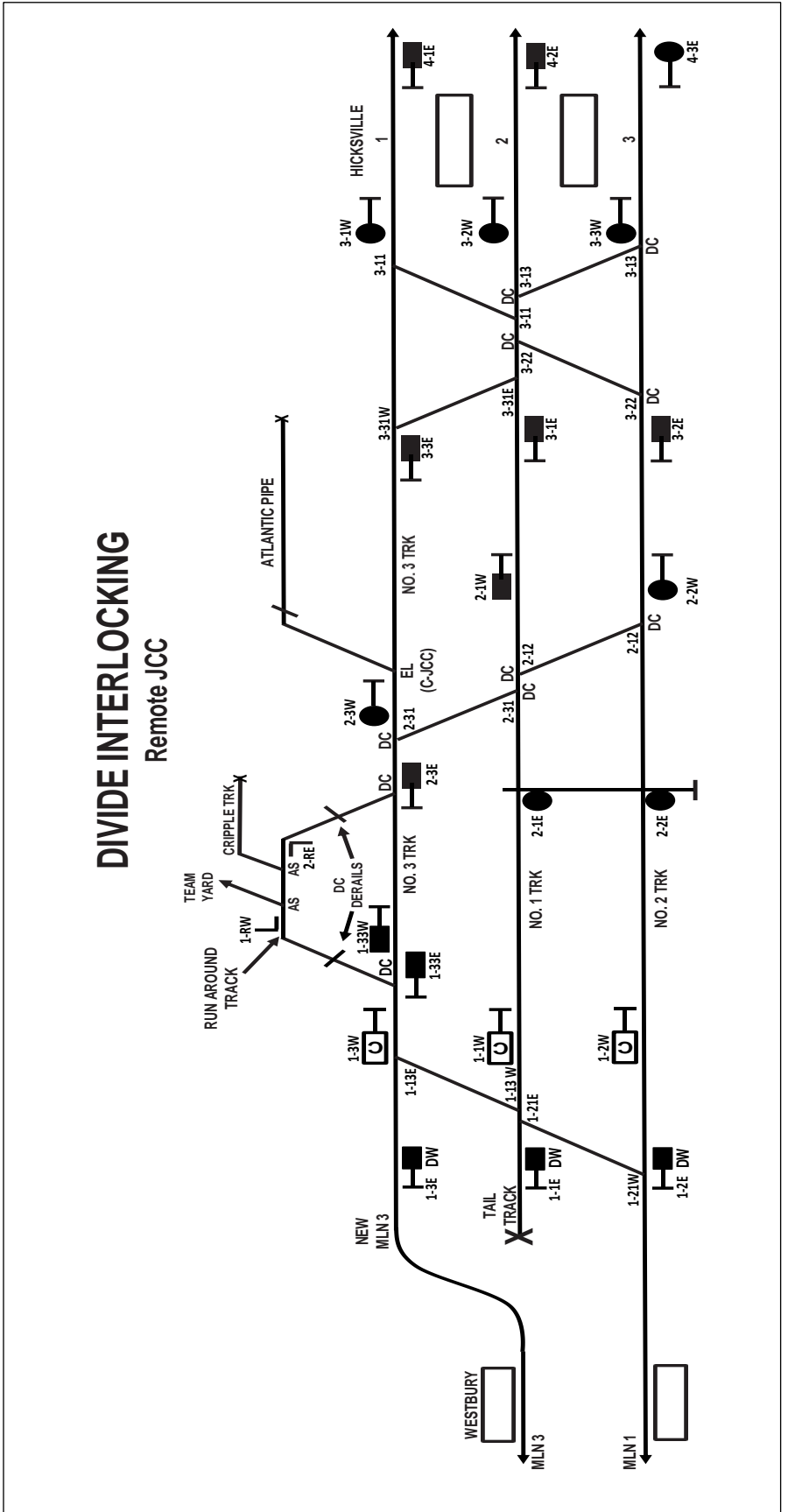
Reconfigured with an electric lock switch, controlled by JCC, with a derail, installed 300 feet east of the westbound freestanding position light signal (2-3W).

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

<b>GN 7-64 (Q)</b>
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GN 7-64  
(Q)

# DIVIDE INTERLOCKING Remote JCC



**GERSHOW SIDING**

Hand operated switch to Gershow Siding (South of the main) is blocked and clamped normal, not yet in service; located as follows:

**551W SWITCH:****Eastward (facing point) Single Main Track:**

Second switch east of Medford Passenger Station

**Westward (trailing point) Single Main Track:**

Fourth switch west of Yaphank Passenger Station

***NOTE: A new eastbound distant switch indicator (DSI) for Gershow Siding installed and in service, located east of the eastbound trailing point hand operated switch from Dicarlo Foods.***

**FUTURE BEAVER INTERLOCKING**

The following interlocking switches have been installed for the future Beaver Interlocking. Switches are blocked and spiked normal, not yet in service; located as follows:

**12W SWITCH****Eastward (facing point):**

First switch east of Hall Interlocking on ATL No. 1 track.

**Westward (trailing point):**

Second switch west of Locust Manor psgr. station on ATL No. 1 track.

**21E SWITCH****Eastward (trailing point):**

Second switch east of Hall Interlocking on ATL No. 1 track.

**Westward (facing point):**

First switch west of Locust Manor psgr. station on ATL No. 1 track.

**12E SWITCH****Eastward (trailing point):**

First switch east of Hall Interlocking on ATL No. 2 track.

**Westward (facing point):**

Second switch west of Locust Manor psgr. station on ATL No. 2 track.

**21W SWITCH****Eastward (facing point):**

Second switch east of Hall Interlocking on ATL No. 2 track.

**Westward (trailing point):**

First switch west of Locust Manor psgr. station on ATL No. 2 track.

DID COMMUNICATIONS EQUIPMENT FUNCTION  
PROPERLY? YES OR NO

WERE EMERGENCY RESPONDERS NOTIFIED?  
YES OR NO  
IF YES; WHAT TIME? \_\_\_\_\_AM/PM

WHO NOTIFIED EMERGENCY RESPONDERS OF INCIDENT?  
\_\_\_\_\_

WHAT TIME EMERGENCY RESPONDERS ARRIVED ON  
SCENE? \_\_\_\_\_AM/PM

WAS ALL TRAIN MOVEMENT IN AREA SUSPENDED?  
YES OR NO  
IF SO, WHEN? \_\_\_\_\_AM/PM

WERE PASSENGERS EVACUATED FROM TRAIN (S)?  
YES OR NO  
IF SO WHAT TRAIN OR TRAINS? AND HOW?

WERE THERE ANY INJURIES CAUSED BY THE INCIDENT?  
YES OR NO

WERE THERE ANY INJURIES CAUSED BY EMERGENCY  
PROCEDURES FOLLOWING THE INCIDENT?  
YES OR NO  
IF SO, HOW MANY INJURIES WERE TO:

PASSENGERS? \_\_\_\_\_

TO EMPLOYEES? \_\_\_\_\_

TO EMERGENCY RESPONDERS? \_\_\_\_\_

AT WHAT TIME DID EMERGENCY RESPONDERS CLEAR  
THE INCIDENT? \_\_\_\_\_AM/PM

AT WHAT TIME DID TRAIN MOVEMENT IN THE AFFECTED  
AREA RESUME? \_\_\_\_\_AM/PM

ANALYSIS OF INCIDENT:

EXHIBIT 2

**EVACUATION BOARD – LOCATIONS**

Evacuation boards are located at key station, towers, and yard offices throughout the railroad. These boards are used to assist in transferring passengers from the train to be evacuated to an evacuation train.

When it is necessary to evacuate passengers from one train to another, evacuation boards are used to bridge the gap between one or more doors between the trains.

The location of evacuation boards and the number of boards at each location is tabulated below:

LOCATION	NUMER OF BOARDS	LOCATED
BABYLON YARD	2	T/M Manager's office by copy machine
BABYLON TOWER	2	Top of staircase, outside interior entrance door to tower.
DIVIDE TOWER	1	Top of staircase, outside the interior entrance door to tower.
FAR ROCKAWAY	2	Welfare facility.
ATLANTIC TERMINAL	1	Old Brook Tower.
HAROLD TOWER	2	Tower.
HEMPSTEAD	2	Welfare facility.
HUNTINGTON	2	T/M Office Downstairs & Trainmen's Room.
JAMAICA STATION	2	Eastbound Wheelhouse.
JAMAICA STORAGE YARD	1	Yardmaster's Office.
LEAD	1	Downstairs in entry hallway
LONG BEACH	2	T/M Manager's Office
OYSTER BAY	1	T/M Manager's Office
PATCHOGUE	1	Trainmen's Room Behind Couch
PENN STATION	2	Communications Room, Platform 10 (Between Tracks 18 & 19)
PORT JEFFERSON	1	T/M Manager's Office
PORT WASHINGTON	2	Welfare Facility
RONKONKOMA	2	1st Floor Supply Closet
SPEONK	1	T/M Manager's Office
VALLEY	1	Bottom of stairs as you enter the tower.
WEST HEMPSTEAD	2	Welfare Facility
M7 A&B CAR	1	Left Hand Upper Emergency Equipment Locker – F End Behind Operating Cab
M9 A&B CAR	1	Left Hand Upper Emergency Equipment Locker – F End In Front of L1 Door
GCT TRAIN OPS. CENTER (TOC)	2	Train Operations Center
MIDDAY YARD	2	Control Room

**GN 7-64  
(R)**