



General Notice No. 3-1

General Notice 3-1 contains information related to and supersedes General Notices 2-59 through 2-69. General Notices 2-59 through 2-69 are to be discarded.

Effective 12:01 AM
Monday, May 22, 2017

- (A) General Order 301 contains a full **Rules of the Operating Department** replacement. It is the Third Edition and contains all General Order revisions from the initial distribution of the First edition and the Second Edition (if provided). It is packaged separately from the rest of the General Order. Employees must obtain it and insert it into their Operations Manual on the effective date.

Employees may retain the tabs and place them in the proper sequence as follows:

Operating Rules - before Page 19

Form L - before Page 57

Signal Rules/Fixed Signals - before Page 81

Block and ASC - before Page 103

Interlocking and Communication - before Page 115

Duties and Responsibilities - before Page 127

- (B1) **Entire Railroad**
Timetable Special Instruction 1038-B

Employees must make the following change in ink:

On Page I-34, Special Instruction 1038-B, under the Atlantic Branch, after the last entry, add, "**Valley Interlocking- Curve at Valley Interlocking Station**" and "**45**" under the "Psgr" and "Frt" columns for No. 2 Track.

On Page I-35, Special Instruction 1038-B, under the Long Beach Branch, delete the first entry, "Valley Interlocking Curve at Valley Interlocking Station" and the associated speeds.

- (B2) **Entire Railroad**
Timetable Special Instruction 1104-C

Employees must make the following change in ink:

On Page I-52, Special Instruction 1104-C, after "Main Line 1886 feet west of Mile Post 40," delete the following:

Main Line	Trailing Eastward	2 min	0
2225 feet	from MofW track	15 sec	
east of	to Main track		
MP 47			

- (B3) **Entire Rail Road**
Timetable Special Instruction 1151-B

Employees must make the following change in ink:

On Page I-56, Special Instruction 1151-B, change "NOTE 1" to read: "**Jay and Hall Tracks 9 thru Zero, no Current of Traffic.**"

Delete from "NOTE 2": "**including the Eastbound Brooklyn Freight**".

- (B4) **Entire Rail Road**
Timetable Special Instruction 1250

Employees must make the following change in ink:

On Page I-71, Special Instruction 1250, under Mainline Jay – Hall under "Track" change "0 to 10 Inc." to read "**0 to 9 Inc.**"

(B5) Entire Railroad

Timetable Special Instructions

Employees must make the following change in ink:

On Page I-71, after Special Instruction 1250, add, “**See General Notice 3-1, Paragraph (B5)**” referencing the following:

1251 Mainline and Hempstead Branches

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 1, Mainline 2, Hempstead 1 and Hempstead 2 east of Signal Bridge 4.

(B6) Entire Railroad

Timetable Special Instructions

Employees must make the following change in ink:

On Page I-71, after Special Instruction 1251, add, “**See General Notice 3-1, Paragraph (B6)**” referencing the following:

1251-A Atlantic, Long Beach and Far Rockaway Branches-Valley Interlocking

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

The tracks are designated as Montauk 1, Montauk 2, Atlantic 1 and Atlantic 2 from Valley’s westerly limits up to and including Valley’s easterly limits.

The tracks are designated as Montauk 1, Montauk 2, Long Beach 1 and Long Beach 2 east of Valley’s easterly limits.

Far Rockaway No. 1 track begins on the track starting at the first eastbound facing point switch east of Valley Stream station on Atlantic No.1 track running south to the Far Rockaway branch.

Far Rockaway No. 2 track begins on the track starting at the first eastbound facing point switch east of Valley Stream station on Atlantic No.2 track running south to the Far Rockaway branch.

(B7) Entire Rail Road

Timetable Special Instruction 1401-A

Employees must make the following change in ink:

On Page I-76, Special Instruction 1401-A, Jamaica & Vicinity – delete “Track 9 west end (see Note 1).” and “Track 9 east end (see Note 2).”

On Page I-77, delete “NOTE 1 and NOTE 2” in their entirety.

(B8) Entire Rail Road

Timetable Special Instruction 1401-B

Employees must make the following change in ink:

On Page I-79, Special Instruction 1401-B, Atlantic Branch under “Track”, “Between”, and “And”– delete “Eastbound Brooklyn Freight Track” in its entirety.

(C) Entire Railroad

Operations Manual - Appendix G

Hillside Yard Map

Employees must make the following change in ink:

Place an “X” through the Hillside Yard map and add, “**See General Notice 3-1, Page 10**”.

(D1) Entire Railroad

Atlantic – Eastward Atlantic Freight Track

Due to Jamaica reconfiguration work, the Eastward Atlantic Freight track has been removed from service. Signal 10LB Dunton Interlocking and signal 96RB Jay Interlocking have been removed from service and 9 switch Dunton Interlocking formally located first facing point switch east of 10R signal Dunton Interlocking on Atlantic 4 track has been removed from service.

See diagram attached to and part of this General Notice.

(D2) Entire Railroad

Mainline Branch - Hicksville Passenger Station

Renovation of the Hicksville Passenger station platform B (Southside) is being performed. 88 feet of the east end of Hicksville Passenger Station Platform B (Southside) is out of service with a construction barricade installed. This portion of the platform is set to be removed.

108 feet of the west end of Hicksville Passenger Station Platform B (Southside) is out of service with a construction barricade installed.

East end staircase platform B (Southside) closed until further notice and set to be removed.

(D3) Entire Railroad

Mainline Branch - Hicksville Passenger Station

All eastbound 6, 8, 10, 12 and all DE/DM markers on No. 1, No. 2, and No. 3 tracks Hicksville Passenger Station have been removed and replaced with a 4-12 Unit marker sign. The new sign is installed 11 feet east of the former eastbound 12 car marker.

All Eastbound trains stopping at Hicksville will platform with the head end of the lead unit opposite the 4-12 Unit sign.

Westbound car markers remain unchanged.

(D4) Entire Railroad

Main Line - Hicksville Passenger Station

In support of the ongoing Hicksville Station rehabilitation project, Platform B will be closed to the public on **weekends March 10, 2017 until May 22, 2017**, the outages will begin on **Fridays 10:00 PM through Mondays at 2:00 AM.**

Crews must not open the south side doors if platformed in No. 2 station track.

Note: The following dates will be the exceptions; April 14, 2017 to April 17, 2017 (Good Friday/ Easter weekend)

(D5) Entire Railroad

Timetable Special Instruction 1901-N

Crews are relieved from complying with Special Instruction 1901-N when platforming in Hicksville Station No. 2 track on **weekends March 10, 2017 until May 22, 2017** starting on **Fridays 10:00 PM through Mondays at 2:00 AM.**

Note: The following dates will be the exceptions of when 1901-N will remain in place; April 14, 2017 through April 17, 2017 (Good Friday/ Easter weekend)

(D6) Entire Railroad

Mainline Branch - Hicksville Passenger Station

Renovation of the Hicksville Passenger Station Platform A is being performed. 67 feet of the east end of Hicksville Passenger Station Platform A is out of service with a construction barricade installed and to be removed. Platform A will continue to accommodate 12 cars.

(E1) Entire Railroad

West Side Storage Yard

M of E Shop Facility, Shop Leads and Shop tracks 1S thru 6S out of service until further notice. West Side Yard tracks 0 and 1 out of service until further notice but may be used with the authority of the RWIC. Facing point hand thrown switch leading from 2 to 1 track blocked and spiked normal.

The RWIC must give his / her contact information to the Yardmaster through the Block Operator (212) 643-5182) before on-track equipment is drilled into or out of working limits.

These construction activities may create areas of uneven ground surfaces or obstructions within West Side Yard. Employees are reminded to exercise extreme caution when performing duties or walking within West Side Yard.

(E2) Entire Rail Road

West Side Yard

West Side Yard Tracks 19, 20, 21 & 22 are out of service until further notice but may be used with the authority of the RWIC.

19 Track – Out of service between the bumper block and Low Home Signal (84) governing eastward movement from yard track 19

20 Track – Out of service between the bumper block and Low Home Signal (86) governing eastward movement from yard track 20

21 Track – Out of service between the bumper block and Low Home Signal (88) governing eastward movement from yard track 21

22 Track – Out of service between the bumper block and Low Home Signal (90) governing eastward movement from yard track 22

The RWIC must give his/her contact information to the Yardmaster through the Block Operator (212) 643-5186 before on track equipment is drilled into or out of the working limits.

(E3) Entire Railroad

Physical Characteristics

Dunton Interlocking

Newly installed switch (**3 switch**) Dunton Interlocking located as follows:

First eastward trailing point switch east of automatic block signal A86 on Atlantic No. 2 track and first westward trailing point switch west of automatic block signal A89 on Atlantic No. 1 track.

This switch is blocked and spiked normal and not yet in service.

See diagram attached to and part of this General Notice.

(E4) Entire Railroad

Physical Characteristics

Atlantic – No. 1 and No. 2 Tracks Dunton Interlocking

Automatic block signal A86 located first automatic signal east of 8R signal Dunton Interlocking on Atlantic 2 track governing eastward movements and automatic block signal A89 located first automatic signal west of Jay Interlocking on Atlantic 1 track governing westward movements have the capability of displaying stop as its most restrictive aspect (these signals are point protection for the newly installed, out of service 3 switch). If either of these signal should display stop, the authority to pass the stop signal is 241 verbal permission from the train dispatcher through the block operator.

(F1) Entire Railroad

Physical Characteristics

Mainline Jamaica – Track 10

10 track between JCC Jay and JCC Hall has been removed and no longer considered Main track. 10 track located west of the easterly limits JCC Jay and east of the westerly limits JCC Hall will remain interlocked track. Interlocking rules apply.

Signals 70L (Jay's Easterly limit on 10 track), 78L (Hall's Westerly limit on 10 track) are out of service and removed.

Newly installed eastward facing point crossover switch (59 switch) (formerly 65 switch) Hall Interlocking from 9 track to 10 track located first facing point switch east of (79L) signal, Hall Interlocking's westerly limit on 9 track and first trailing point switch east of (78R) signal, Hall Interlocking's westerly limit on 10 track.

See diagram attached to and part of this General Notice.

(F2) Entire Railroad

Mainline – Jamaica Track 11

No. 11 track out of service between a barricade installed 50 feet east of 67 switch Jay Interlocking, first facing point interlocked switch east of 64RA signal and 44LA signal Hall Interlocking (Hall's Westerly limit on 11 track), for roadway work, but may be used with the authority of the RWIC.

Signals 96RA, 96L and 64L Jay Interlocking out of service.

103 Switch Jay Interlocking blocked and spiked normal out of service.

RWIC must obtain permission from the Train Dispatcher through the Block Operator before beginning work.

All movements on the out of service track must not exceed Restricted Speed.

(F3) Entire Railroad

Physical Characteristics

Jay Interlocking – Atlantic No. 4 Track

Interlocking signal (78R) located westerly limit Atlantic No. 4 track Jay Interlocking has been relocated 553 feet east from its previous location and replaced with color light signal which displays aspects as indicated in Rule 288 Fig. D, Rule 290 Fig. E and Rule 292 Fig. E.

(78R) signal remains the westerly limit on Atlantic No. 4 track Jay interlocking.

See Diagram attached to and part of this General Notice.

(F4) Entire Railroad

Atlantic – Eastward Atlantic Freight Track

Due to Jamaica reconfiguration work, the Eastward Atlantic Freight track has been removed from service. Signal 10LB Dunton Interlocking and signal 96RB Jay Interlocking have been removed from service and 9 switch Dunton Interlocking formally located first facing point switch east of 10R signal Dunton Interlocking on Atlantic 4 track has been removed from service.

See diagram attached to and part of this General Notice.

(F5) Entire Railroad
Physical Characteristics
Hillside Yard

7 track: Eastbound facing point automatic safety switch (crossover switch to Transfer A track) along with the crossover have been removed.

Transfer A track: Eastbound trailing point automatic safety switch (crossover switch from 7 track) along with the crossover have been removed.

Spiro Papanikolatos
General Superintendent - Transportation







