



Long Island Rail Road

Jamaica, NY  
May 22, 2017

General Notice No. 3-2

Effective 2:01 AM  
Monday, May 22, 2017

- (A) **Entire Rail Road**  
**Timetable Authority – General Notices**  
Employees must make the following changes in ink:  
General Notice 3-1, Paragraphs (D5 & D6) are annulled.

Effective 2:59 AM  
Monday, May 22, 2017

- (B) **Entire Railroad**  
**Main Line - Hicksville Passenger Station**  
In support of the ongoing Hicksville Station rehabilitation project, Platform A will be closed to the public beginning 2:59 AM Monday, May 22, 2017 until 11:59 PM Sunday September 3, 2017.

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

**Crews are relieved from complying with Special Instruction 1901-N when platforming in Hicksville Station No. 2 track beginning 2:59 AM Monday, May 22, 2017 until 11:59 PM Sunday September 3, 2017.**

- (C) **Entire Railroad**  
**Main Line - Hicksville Passenger Station**  
In support of the ongoing Hicksville Station rehabilitation project, the following is in effect;

Beginning at 2:59 AM Monday, May 22, 2017 until 11:59 PM Sunday September 3, 2017, No. 1 station track Hicksville out of service between Divide 3-1W first signal west of Hicksville station and Divide 4-1E first signal east of Hicksville station.

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

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

- (D) **Entire Railroad**  
**Timetable Special Instructions 1038-B**  
Employees must add the following changes in ink:  
On Page I-34 Central Branch next to Beth Interlocking add **“(See Note 5)”**.

On Page I-38 under Note 4 add **“Note 5 - For MU’s only turning on the Central Branch, Maximum authorized speed is 15 MPH between Signal Bridge 2 Beth Interlocking and 1100 feet east thereof. Third Rail Ends Sign installed.”**

- (E) **Entire Railroad**  
**Timetable Special Instructions 1167-D**  
Employees must make the following changes in ink:  
On Page I-64, Special Instruction 1167-D, Central Branch, under “And” change “1,000 feet” to read **“1,100 feet”**.

- (F) **Entire Rail Road**  
**Timetable Special Instruction - 1217**  
Electronic delivery of Form – L's is now provided at the following location: Oyster Bay.
- Employees must make the following change in ink;  
On Page I-68, Special Instruction - 1217 below New York Stationmaster's Office\*\* add the following location:  
**"Oyster Bay Welfare Facility"**.
- (G) **Entire Railroad**  
**Timetable Special Instructions 1401-A**  
Employees must make the following changes in ink:  
On Page I-76, Special Instruction 1401-A, change 'Jamaican & Vicinity' to read **"Jamaica & Vicinity"**
- (H) **Entire Railroad**  
**Timetable Special Instructions 1663-A**  
Employees must make the following changes in ink:  
On Page I-82, Special Instruction 1663-A, under "56 switch" add **"See General Notice 3-2 Paragraph (H)"** referencing the following;
- "51 switch located second eastward facing point controlled switch east of Lead tower.**  
**45 switch located third eastward facing point controlled switch east of Lead tower.**  
**57 switch located second trailing point controlled switch west of 5 or 6 Station track"**.
- (I) **Entire Railroad**  
**Timetable Special Instructions 5000-F**  
Employees must make the following changes in ink:  
On Page 1-117, Special Instruction 5000-F, Paragraph 4. in the first sentence before "Huntington" add **"Westbury,"**.
- (J) **Entire Rail Road**  
**Timetable Authority**  
Employees must make the following change in ink:  
On Page 156, in the eastward "NOTES" section add **"204: No. 299 is superior by direction to No. 204 LD to KO2"**.
- On Page 157, in the "NOTES" section for Train 299, change "No. 299 is superior by direction to No. 202 LD to KO2" to read **"No. 299 is superior by direction to No. 204 LD to KO2"**.
- (K) **Entire Railroad**  
**Timetable Authority**  
Employees must make the following change in ink:  
On Page 173, Train Nos. 433 and 435; add an **"E"** stop at METS-WILLETTS POINT (SHA).
- (L) **Entire Railroad**  
**Appendix G - Yard Maps**  
Employees must make the following change in ink:  
On the "Contents" page of G.O. 301, change May 22, 2107 to read **"May 22, 2017"**.
- (M) **Entire Railroad**  
**Rules of the Operating Department**  
Employees must make the following change in ink:  
On Page 65, Rule 235, in the first paragraph, the first sentence change "form" to read **"from"**.

**(N) Entire Railroad  
Timetable Authority – Appendix M**

Employees must make the following change in ink:  
On Page S-53 for Appendix M, change the schedule of Train  
6095 to read:

Trains	6095
BABYLON	S 9:17 AM
LINDENHURST	S 9:22 AM
COPIAGUE	S 9:25 AM
AMITYVILLE	S 9:28 AM
MASSAPEQUA PARK	S 9:31 AM
MASSAPEQUA	S 9:33 AM
SEAFORD	S 9:35 AM
WANTAGH	S 9:38 AM
BELLMORE	S 9:41 AM
MERRICK	S 9:44 AM
FREEPORT	S 9:47 AM
BALDWIN	S 9:50 AM
ROCKVILLE CENTRE	S 9:53 AM
VALLEY STREAM	9:57 AM
JAMAICA Arr.	S 10:09 AM
JAMAICA Lv.	10:11 AM
HAROLD	10:22 AM
PENN STATION	D 10:30 AM
WEST SIDE YARD	Q 10:45 AM

**(O) Entire Railroad  
Operations Manual Appendices- LIRR 290**

Employees must make the following change in ink:  
On Page 12, in the fourth bullet point, employees must delete the  
last two sentences. After the fourth bullet point, add, “**See  
General Notice 3-2 Paragraph (O)**” referencing the following:

- **For the removal of power on uncontrolled/yard tracks, the ESO shall be contacted (Extension 8285). The employee shall inform the ESO of the type and location of work to be performed. The ESO shall determine the minimum third rail limits required to perform the work safely without causing undue impact to operations. The RWIC shall contact the yardmaster to inform them that the third rail limits are in effect and that equipment shall not be permitted to move within the limits. Once the third rail limits are established, the RWIC shall be required to protect all third rail limits from the movement and/or entry of electric trains. The RWIC shall make all third rail limits ‘inaccessible’ to electrified equipment in accordance with the RWP standard (Title 49 CFR Part 214, subpart C, section 214.327) even if the protection is not required for roadway workers. The protection shall remain in effect until the third rail limits are restored. Upon completion of the work, the employee shall inform the ESO that all personnel are clear of the tracks and the third rail may be energized. Once power is restored, the RWIC shall notify the Yardmaster that the affected tracks are available for use by electric equipment.**