SPECIAL INSTRUCTIONS

FOR THE GOVERNMENT OF EMPLOYEES ONLY

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Chief Transportation Officer

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GENERAL RULES

100-A The Transportation Department will be conducting operating rule compliance for restricted speed using a **"Stop Obstruction**" Restricted Speed Testing Sign.

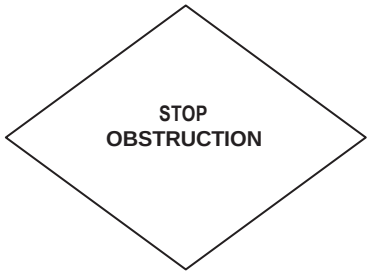
The "**Stop Obstruction**" Restricted Speed Testing Sign will be a diamond shaped sign having an orange reflectorized background with the words "**Stop Obstruction**" in black lettering.

In order to monitor compliance, Transportation Supervision will place the "**Stop Obstruction"** sign within the gauge of the track at locations where restricted speed is required**.**

Employees encountering the **"Stop Obstruction"** sign on the track of which the sign is placed will be required to stop clear of the obstruction sign.

Upon completion of the test, trains will proceed as directed by the Transportation Supervisor.

Restricted Speed Testing Sign



100-A-1 Track Barricade Sign

When a track is removed from service to establish working limits the Engineering department may fasten a track barricade sign to a track to identify the limits of an out of service track.

A "track barricade" is defined as a designated sign or obstruction (i.e) tie bumper) and when in use it identifies the limits of an out service track.

Track barricade signs will have a red background with white lettering for consistent visibility (see example below) and afford the option to shunt the track circuit.

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Track Barricade Sign

100-Q (Continued)

a. If a train is stopped for three minutes, the conductor must inform the passengers of the cause and expected delay, or that the conductor will try to ascertain the reason and/or length of delay. Additional announcements must be made every three minutes, and every ten minutes, when possible, the conductor or a designated crewmember MUST walk through the train and personally repeat the announcements, in case the train's public address (P.A.) system is not working.
b. As soon as the train crew becomes aware that a train must be rerouted or taken out of service, the passengers on board will be so informed.
c. The conductor will announce, upon pulling into every station, The name of the station train time and destination. After the train pulls out, the next station and transfer information will be announced.

Contents and Frequency of Announcements - Because train noise, malfunctioning P.A. equipment and other factors sometimes make announcements hard to hear, all announcements will be repeated, and conductors will, when practical, repeat to passengers on their train any announcements made on station platforms, which might affect the passengers on the train.

100-Q-1

Automated Station Identification – The Automated Station Identification (ASI) system is designed to comply with all laws related to the Americans with Disabilities Act. On all passenger carrying M7 and Bi-Level equipment, it must be set prior to a crews departure from its initial terminal. It must not be paused or turned off prior to its arrival at its final terminal. If the system is found to be malfunctioning, the Movement Bureau must be immediately notified.

Upon completion of trip also notify MofE central control (Ext. 7642). Instructions relating to the programming of the ASI on M7 and Bi-level equipment can be found in the T.H.E.M.

Crews are instructed to utilize a backup route if entering a train number is unsuccessful. The programming of the ASI system is the joint responsibility of the Engineer and Conductor.

Routes entered into the M7 Passenger Identification System are reviewed on a daily basis and can be viewed at any time. Entering anything other than a valid train route is prohibited.

100-R The Federal Railway Administration (FRA) has mandated an Hours of Service Regulation, for Train Service, Engine Service, Train Dispatchers, Block Operators, Signal Maintainers and certain Electrical workers. The FRA refers to these employees as "Covered Employees". The general provisions of applies to covered employees as follows:

All employees engaged or connected with the movement of a train or the installation, maintenance or repair of signal systems, may not be required or permitted to work in excess of 12 consecutive hours. After working 12 consecutive hours an employee must have at least 10 consecutive hours off duty before being permitted to return to work.

There are qualifying factors and exceptions to the above stated provisions. If in doubt as to its requirements, employees must apply to the proper authority for clarification. An employee, who receives instructions which would cause him to exceed the legal number of hours on duty, or who is ordered to report for duty before having been off duty for the time required by law, must bring this to the attention of the proper authority.

When any crewmember has been on duty for 10 hours, the Conductor or Engineer must notify the Movement Bureau and be governed by their instructions relative to a deadhead vehicle. If crewmembers do not receive immediate instructions, the Movement Bureau must be contacted at 30-minute intervals. If instructions are received and circumstances arise (train is delayed etc.) where crewmembers can no longer comply with the original deadhead instructions, the Movement Bureau must once again be contacted.

In calculating Hours of Service, time spent waiting for deadhead transportation (train, bus, car, etc.) will not be counted as time on duty for the purpose of Hours of Service provided the employee has been relieved of all operating duties. This will be considered "Limbo Time" (neither on duty or off duty).
If an employee is required to perform service of any kind during that period (e.g. protecting the train against vandalism, observing passing trains for any defects or unsafe conditions, flagging, shutting down locomotives or checking fluid levels, or communicating train consist information via radio), he or she will be considered as on duty until all such service is completed.

Employees who are required to submit an Hours of Service Report (record) are responsible to know that the report is properly filled out up certification.

100-R (Continued)

Type 1 Assignments-Report time is not earlier than 4:00 AM and release time is not later than 8:00 PM*******. Employees working a type 1 assignment must adhere to the following requirements:

- MUST not perform covered service on at least two calendar days within any consecutive 14-day period (does not need to be consecutive) **or**
- If an employee reaches the end of a consecutive 14 day period and has not received at least 2 calendar days without performing covered service, the employee MUST NOT perform any service for the railroad for two consecutive calendar days before performing covered service again. In this instance, although the employee can perform non-covered service (flagging and gate collecting, Book of Rules, PTEP etc.) at the behest of the company on days 15 and 16, these days will NOT count as rest. The employee therefore would still need an additional two days of not performing ANY service at the behest of the company (i.e. relief days, vacation days etc.).

A calendar day is defined as a period of Midnight on one night to Midnight the following night without initiating a period of Covered Service.

The following "statuses" will NOT be considered as covered service and will be considered "not initiating an on duty period":

- Vacation Day, personal day, etc.
- Book of Rules, PTEP, company court, paid guarantees etc.
- Flagging*
- Gate Collector
- Lone Ranger

*LIRR will continue to enforce the long-standing company policy that allows a Flagging, Lone Ranger and Gate Collector employee to work a maximum of 12 hours. **Becoming engaged in the movement of trains by lining switches while performing flagging duties will be considered performing covered service.**

However, the consecutive day rest requirements for type 1 and type 2 assignments will not apply.

** After completion of a Flagging, Lone Ranger and Gate Collector assignment employees must have a minimum of 8 hours rest before working a covered service assignment or another flagging assignment.

***After completion of a covered service assignment employees must have a minimum of 8 hours rest before working a Flagging, Lone Ranger and Gate Collector assignment. If the covered assignment was 12 hours or more the employee would need 10 hours rest before covering another covered assignment or a Flagging, Lone Ranger and Gate Collector assignment.

****Employees must document Flagging, Lone Ranger and Gate Collecting on the back of the HOS card. Time spent performing Flagging, Lone Ranger and Gate Collecting duties must not be included in the total time on duty.

*****Flagging and Gate Collecting is to be considered non-covered service except when the flagging and gate collecting duties are DIRECTLY connected with the movement of a train (example throwing a switch to accommodate the movement of a train). Performing duties as a RWIC (including copying written train movement authorities and authorizing a train into a work zone) DOES NOT IN ITSELF CONSTITUTE PERFORMING COVERED SERVICE. Lone Ranger assignments are considered non-covered service except when the Engineer is directly involved with the movement of the train (example, brake testing, departure tests, backing up trains, etc.)**

It is the responsibility of the employee (Flagman, Gate Collector and Lone Ranger) to notify the manpower office crew dispatcher that they have performed covered service. Then after this covered service event, an electronic hours of service record will be present for certification. If the record is not present, it is the employee's responsibility to add said certification.

NOTE-Current HOS regulations (S.I. 100R), 8 hour or 10 hour rest periods before and after covered service assignments still apply.

- The 14-day period will reset once the employee has had 2 days of not initiating covered service in any rolling 14-day period. The reset will take place on the day the employee returns to performing covered service.

100-R (Continued)

If an employee is authorized to work 13 or 14 consecutive days (covered service) the 14 day period will reset after the employee does not perform ANY service on two consecutive calendar days

Note ** If an employee is authorized to work 13 consecutive calendar days (covered service) and performs non covered service (ex. Flagging and Gate Collecting) on day 14 the employee must still not perform ANY service on two consecutive calendar days before performing covered service again.

***Assignments that finish between 8:00 PM and 12:00 AM that have been evaluated by a bio mathematical FAID model and have an approved effectiveness score may be considered a type 1 assignment for the purposes of calculating rest

These assignments will be designated as type 1 assignments in the crew book.

Type 2 Assignments-Report time is anytime between 8:01 PM and 3:59 AM. Employees working one or more Type 2 assignments during a period of six consecutive calendar days must have at least 24 consecutive hours off duty before returning to covered service. If an employee has worked 6 consecutive days and has worked **at least** 1 type 2 assignment in that period, employee must receive 24 hours off without performing **ANY** service before performing covered service again. In this instance, although the employee can perform non-covered service (Flagging, Gate Collecting, Book of Rules, PTEP etc.) at the behest of the company on days 7 and 8, these days will NOT count as rest. The employee would still need 24 hours of not initiating ANY service at the behest of the company (i.e. relief days, vacation days etc.) before performing covered service again. However, in this instance the employee would satisfy the type 1 rest requirements after the second day of not performing covered service (day 8) and a new rolling 14 day period would begin on the day the employee performs covered service again.

Employees working type 2 assignments are required to have 24 consecutive hours off duty after initiating on duty periods for six consecutive days. The consecutive day count will be broken any time an employee does NOT perform covered service on that calendar day (example – employee works 3 type 2 assignments and is off or covers a Flag assignment on day 4.) The new 6 consecutive calendar day count begins on the day the employee performs covered service again.

NOTE: A 24 hour period of not initiating covered service can ONLY serve as a “reset”

AFTER having worked 6 or more consecutive days. The 24 hours CANNOT be used as a reset prior to the 6th day.

A calendar day will ALWAYS count towards a type 1 reset and if prior to the 6th consecutive start, will always serve as a type 2 “reset”.

Employees working type 2 assignments must also meet the rest requirements of type 1 assignment as well as the type 2 rest requirements.

*Example – An employee works 6 consecutive days on a type 2 assignment then rests (performs NO service) for 24 hours. This fulfills the type 2-rest requirement by resting on day 7

A. Then if the employee works up to 6 more consecutive days on a type 1 assignment, in order to fulfill the type 1 rest requirements the employee after working the 6th consecutive day (day 13), must not perform covered service for one calendar day (day 14). This second rest day fulfills the type 1 rest requirement wherein the employee received 2 rest days in the 14-day period.

B. **NOTE-** The 24 hour rest requirement in above example may or may not satisfy one of the two calendar days rest required by type 1 assignments. In the above example, the assumption was that it did satisfy both the 24 hours rest and 1 calendar day.

C. Had it not, employee would have needed rest (non-covered service) on days 13 and 14 satisfying the type 1 rest requirement before performing covered service again.

D. In the above example, even though the employee fulfilled the type 2 rest requirements by not performing covered service on day 7, if the employee was authorized by the carrier to work up to 14 days and did not receive 2 calendar days off (performed no covered service) in that time period, the employee would not be able to perform any service on two consecutive calendar days before performing service again.

100-R (Continued)

With the exception of an employee deadheading back to his or her initial terminal, any type 1 employee whose assignment inadvertently finishes after 12:00 AM for ANY reason, must notify crew management immediately of their new off duty time because their rest requirements have now changed. In addition, any employee working a type 2 assignment on their 6th or greater consecutive day, that performs covered service after their regular relieved time must immediately notify crew management of their new relieved time (time employee stopped performing covered service).

If directed in the field to provide additional covered service that will create a type 2 rest requirement, the employee must advise those giving the directive of their new rest requirement, before providing additional covered service.

Note-Unless otherwise specified, an employee may not work, or pick an assignment that would prevent them from covering his or her regularly scheduled assignment unless authorized by the company. **When "authorized" by the company, including an employee "marked up" for relief day work, that employee MUST confirm that Crew Management Services is aware that he or she will not be able to cover their regularly scheduled assignment at a future date.**

Train Dispatchers and Block Operators ONLY:
An employee engaged in transmitting, receiving or delivering orders may not remain on duty for more than 9 hours in each 24-hour period in a tower, office, station or place at which at least 2 shifts are employed.
Block Operators, if not relieved and after being on duty for 8 hours, must notify the Train Dispatcher. The Train Dispatcher must then notify the Chief Train Dispatcher. The Block Operator will update the Train Dispatcher in 15 minute intervals. The Block Operator will not engage in the movement of trains or operation of a Signal System after 8 hours 59 minutes on duty, unless authorized by the Chief Train Dispatcher or Supervisor-Train Movement.

Train Dispatchers, if not relieved and after being on duty for 8 hours, must notify the Chief Train Dispatcher. The Chief Train Dispatcher must then notify Supervisor-Train Movement. The Train Dispatcher will update the Chief Train Dispatcher in 15 minute intervals. The Train Dispatcher will not engage in the movement of trains or operation of a Signal System after 8 hours 59 minutes on duty, unless authorized by the Chief Train Dispatcher or Supervisor-Train Movement.
All employees in this class of service must have 15 hours of rest from the completion of one tour of duty in each 24-hour period.

Signal Employees:
Signal employees can only work a maximum of 12 hours in any 24-hour period. After working 12 hours, they are required to have 10 hours of undisturbed time off. Signal employees cannot be contacted by their employer during this time off.
The 12-hour maximum service hours can be broken into two time periods, but after their last work period, Signal employees still must have the 10 hours rest time off. Travel time to and/or from a jobsite **during a trouble callout** counts toward on duty time (the 12 hrs.). In addition, when called out from home, on duty time starts at the time of the call.

100-R-1 Electronic Hours of Service (eHOS) System

The following are instructions that must be followed for employees that are required by the Federal Railway Administration to fill out and submit Electronic Hours of Service Records:

- Hours of Service Records must be certified on a daily basis as defined by the Code of Federal Regulations for electronic reporting.
- Outstanding HOS records will be shown in chronological order. The oldest date will be at the top of the list. Records must be done in order as the Prior Time Off is computed based on the previous day's release time.
- Records must contain accurate information to reflect work as it was performed.
- Employees, who work outside of their job assignment, are required to make the necessary adjustments to their eHOS record. Additional trains are to be added to the record, normal trains that are not operated, must be removed.
- If all the information on the record is accurate, select Calculate. If you agree that the total HOS shown is correct, select Certify.

100-R-1 (Continued)

If given a non-covered service assignment (Flag, Gate Collecting, Claims, Classroom Training, etc.) an electronic HOS record will not be present for the day the work was performed. Two days after an employee worked their last non-covered service assignment, the prior time off must be adjusted. When the prior time off amounts don't match, a comment is required. If a record is not present for a Lone Ranger (Engineer) that enters covered service, the employee should add a certification and adjust the prior time off to reflect the work performed.

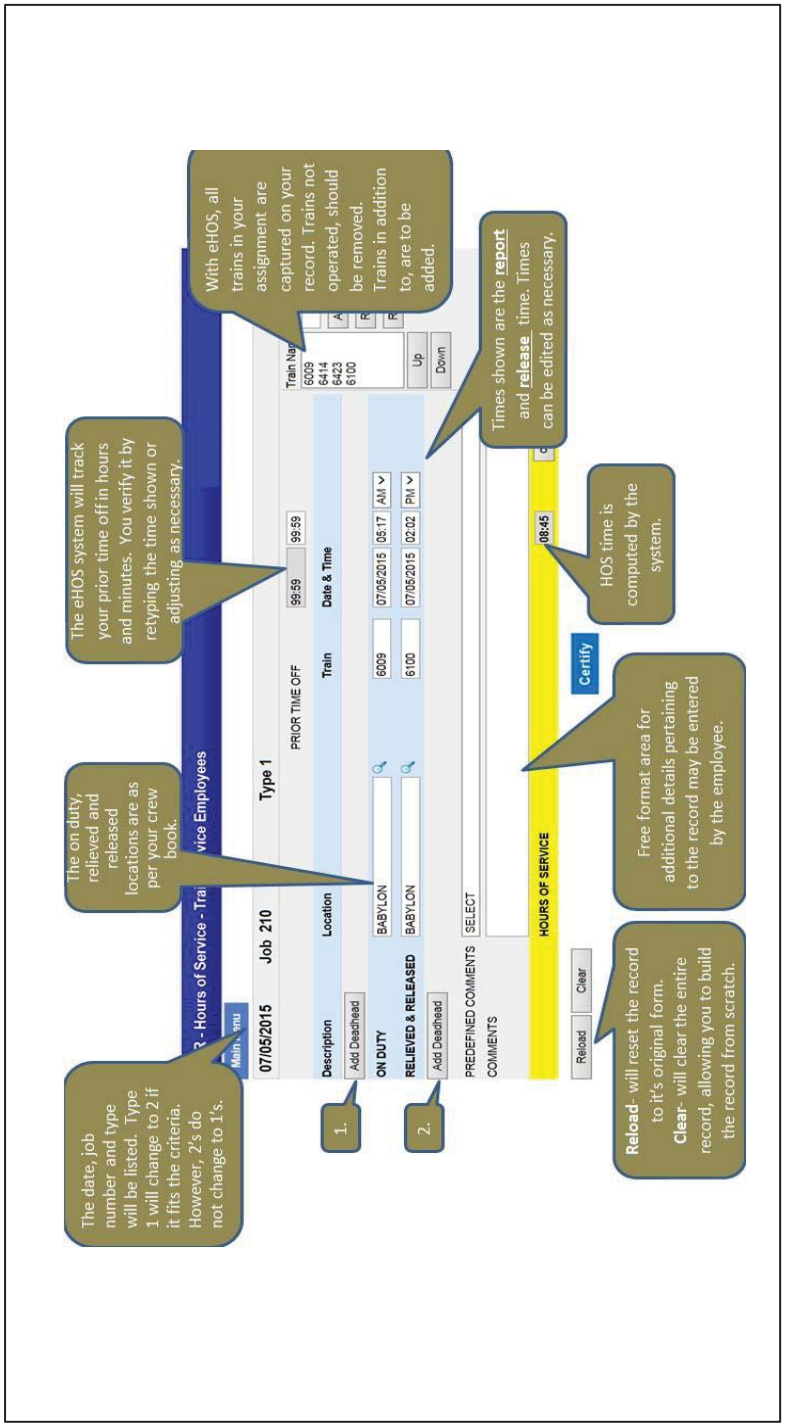
Based on federal regulations requiring timely submissions, Electronic Hours of Service (eHOS) record must be submitted on a daily basis. Employees are required to remain current in submitting HOS records. Compliance will be reviewed and documented by the HOS manager weekly to determine all records for the previous week have been certified. Noncompliance presents the possibility of an individual fine of $2,000 (daily) per willful violation being imposed by the Federal Railroad Administration.

Electronic Hours of Service Record: Each record is certified on a day lag.
Date: The day on which work was performed
Job: The crew number of the assignment
Type: Type 1 or 2 as assigned by the FAID model. The types will change based on the relieved time of the job. As required, the employee must report the change in type to the Crew Management Office.
Prior Time Off (PTO): Is calculated by the eHOS system using the release time of the previous day and the report time for the record being certified. The PTO is shown from 0-99 hours in hours and minutes. If an employee is on a non-covered job(flagging, gating, etc.), the PTO shown will be greater than what it actually is because the current system captures covered assignments. When returning from non-covered service, the employee must change the PTO. When the PTO differs from what was calculated, a predefined comment "returning from non-covered service" is required. The job number for the non-covered service assignment must be entered into the comments box. If the employee is off for an extended period, 99:59 will be shown upon the employee's return. To verify the PTO shown, the employee will retype to same amount of time calculated by the eHOS system.
Train Names Box: All trains in an assignment are caputured on the HOS record. Trains not operated, should be removed. Trains in addition to, must be added. Trains do not need to be in order.
Add Deadhead (1): Used to show a scheduled deadhead after the report time of the job. *Example: Report to Hempstead, then deadhead to Hillside to pick up equipment*.
Add Deadhead (2): Used to show a deadhead *after* being relieved (no longer doing work at the behest of the company). This is considered limbo time which does not count toward an employee's HOS. This is used also when there are multiple deadheads to return to home terminal.
On Duty Location: This is the report location of the assignment. This information can be found on the masthead of the job number.
Train Number: First train operated as per the job assignment. (This also would be the train used when deadheading after report time. *Example: Report to Hempstead, Dead head to Hillside to pick up equipment. Enter the train number used to deadhead in.)*
Date & Time: Date the tour of duty started. The report time of the job.
Relieved Location: Location where the employee is physically ***relieved*** from duties. This does not include limbo / deadhead time.
Relieved Train, date & time: Last train operated; the date and the time it was secured. If held for an interview, the relieved time will be when the interview ends.
Last Train No.: Relieved & Released Time (No limbo time involved): Last train number physically worked. The relieved and released time includes the release of the job (this time incorporates the arrival of the train and clearing time) and its arrival time at a terminal. This includes equipment trains.
Deadhead, Date & Time: The location, date and time where Limbo time begins.
Release Location: The location where physically released including limbo time.
Release Time: Actual release time (Stopped being paid), including limbo time.
Hours of Service: This time is calculated as the portion of an employee's time on duty during which the employee is engaged in, or connected with, the movement of a train and time spent engaged in any activity at the behest of the railroad that is not separated by an 8 hour rest period. LIMBO TIME SHOULD NOT BE COUNTED AS TIME ON DUTY.
Certify: The Railroad and the employee are declaring to the FRA that the information contained on the record is accurate.
Reload: Choose reload to return the eHOS record to its original state.
Clear: All fields will be cleared; the employee can build the record to their specification.
Mode of Transportation: Mode of Transportation – used for deadheading. Please use the following codes: Train, Automobile, Crew Van, Walk, Other.
Predefined Commennts:
- Causalities (Trespasser, Employee, Passenger or Contractor)

100-R-1 (Continued)

- Held for interview
- Held in protect
- Natural Disaster
- Other (Please specify)
- Pulled for random drug test
- Returning from non-covered service (Please specify) **To be used after (flagging, gating, classroom training, etc.)**
- Unavoidable accidents (Crossing accident, Vehicle along the right-of-way, etc.)
- Walking Time

Comments: Free format area provided for any additional details pertaining to the record. (See back page for diagram.)



1004-1-A Holiday Schedule Dates

	HOLIDAYS
Thanksgiving Day	Thursday, November 24, 2016
Martin Luther King Day	Monday, January 16, 2017 (See Appendix M for MLK Day)
Presidents Day	Monday, February 20, 2017
Memorial Day	Monday, May 29, 2017
Independence Day	Tuesday, July 4, 2017
Labor Day	Monday, September 4, 2017

1004-2 Timetable and Book of Rules of the LIRR Company will apply and be the authority for movement of Long Island trains between the eastward limits of Harold and the westward limits of "A" under the joint direction of Penn Station Central Control (PSCC) officers.

At PSCC, LIRR Console Operators have the same duties and responsibilities as Amtrak Train Dispatchers. For clarity, only the title "Console Operator" will be used in Special Instructions.

Amtrak Movement Permit Form D will be used in lieu of Long Island Movement Permit Form L for the movement of Long Island trains operating within Zone A.

Long Island Movement Permit Form L will be issued to eastward Long Island trains originating in Penn Station, Long Island City or Hunterspoint Ave for movements pertaining to Zone C Territory. When necessary, enroute trains within Zone A territory will receive Form L's pertaining to movements in Zone C territory.

Differences between Amtrak and LIRR operating rules will be covered by Special Instructions and reviewed in periodic examinations.

1014-A- Trains operating on Mainline No 1 track between the hours of 7am and 10pm are required to sound Rule 14-L when approaching and passing freight equipment in the Pilgrim Pineaire DEF track. Rule 14-L must be sounded at any time in this location when required by rule or law.

1014-L The Interpretation of Rule 14-L is amplified as follows:
In the application of Rule 14-L, - - o -, two long, one short and one long, the following must be complied with for both crossings and roadway workers on or about the tracks.

1. The sounding of this whistle signal approaching grade crossings is a requirement of New York State Law. No other combination of engine horn or whistle sounds fulfills the requirements of the Law.
2. This signal is a warning to vehicles and pedestrians at Grade Crossings and to workers on or about the track that a train is approaching. Therefore, the preamble to rule 14 must be considered each time the whistle is required.

"The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance the signal must be conveyed."

3. The sounding of this signal must begin at the location of the whistle post (both standard and portable) unless otherwise provided.

1015 The interpretation of Rule 15 is amplified as follows:
In the application of Rule 15, any of the following communicating systems, in operable condition, will constitute a communication signal appliance between the cars of a passenger train and the engine.

1. An electrical buzzer.
2. Radio communications.
3. PA system

1151-C 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.

Secondary Tracks of No Assigned Direction Zone C

Track	Between	And	Controlled By	Note
Babylon-Babylon Yard	Babylon	Babylon Yard	Babylon	3
LIRR SECONDARY NO 1 AND NO2	JAY	End LIRR Secondary Sign	JCC-Jay	4 & 5
Garden-Mitchel Field	Garden	Mitchel	Queens	1,1-A,2&2-A

Notes

1. Eastward movements will be made on signal indication at Garden. Eastward trains must report clear to the Block Operator when movement has been completed.

1-A. Eastward and westward trains must report clear of interlocking limits to Block Operator Queens, when movement has been completed.

2. All movements will be made at restricted speed not exceeding 10 MPH.

2-A. Westward trains must approach Franklin Ave prepared to stop and must not proceed over crossing until gates are in lowered position.

3. Eastward and Westward movements will be governed by signal indication at Babylon.

4. All trains will operate at restricted speed on the Secondary Track.

5. Trains are permitted to make switching moves by authorization of JCC-Jay on LIRR Secondary NO 1 and NO 2 tracks.

1151-E Brook, Hall, Jay, Lead Queens, PD and SK Interlockings Train order signal (Rule 294) will not be used. Trains will be notified via radio or verbally by a designated employee of Form L to be received. This does not relieve train and engine crews from complying with Rule 204.

1154-A ENGINEER'S OPERATING COMPARTMENTS

All engineers will remain in the engineer's operating cab with the door closed at all times to final destination, except when duties require otherwise. All other doors to engineer's operating compartments will be closed and locked to prohibit entrance to compartment EXCEPT when in immediate use by a member of the train crew. It will be the duty of both engineer and train crew to see that these instructions are complied with. Crew doors must be closed AT ALL TIMES after their immediate use. On MU equipment, the use of chains or otherwise restrictive means for the purpose of blocking the operating cab door is prohibited. On M7's, except for the first and last cars of the consist open to the public, train crewmembers must leave the door to the operating cab closed and locked so the observer's seat is accessible and passengers have access to end doors. The first and last cars of M7 equipment and the Cab Car on the end of C3 equipment must be maintained in full operating cab configuration (end doors inaccessible to the public) during passenger service operations.

Any unauthorized persons found in an operating compartment must be asked to leave the operating compartment immediately. If the individual does not comply with the request, MTA PD assistance should be requested through the Movement Bureau.

1280 to 1296-F

Mets – Willets Point - flashing yellow signals are located as follows:
Eastbound - No. 1 and No. 2 tracks. On the eastward signal bridge at Shea.
Westbound - No. 1 track on signal mast 31 feet west of Flushing Main Street and No. 2 track on signal mast 39 feet west of Flushing Main Street.
When flashing yellow, these signals will be an indication for trains to make a station stop at Mets – Willets Point to receive or discharge passengers

After receiving a flashing yellow light and making a station stop, trains must not depart Mets-Willets Point without a blue light in the center of the platform, or permission from Supervision or the Section A Dispatcher. Trains that have not departed at leaving time and extra trains must contact Supervision and be governed by their instructions. If supervision is not present, crews must contact the Section A Dispatcher and be governed by their instructions.

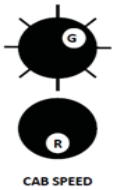
1280 to 1296-G Harold Interlocking

Eastward "G" Head type, color light Home Signal (770E), first signal east of Harold's Westerly Limit (828E) controlled by F Interlocking. (R-PSCC)

Westward "G" Head type, color light Home Signal (770W), third signal west of Harold's Easterly Limit (856W) located on Signal Bridge 18 controlled by F Interlocking. (R-PSCC)

1280-1296-H Harold Interlocking

In accordance with the FRA "Civil Speed Enforcement", a new aspect of "Cab Speed" will be displayed within the interlocking for Amtrak trains.



CAB SPEED

If encountered, this signal must be regarded as displaying the most restrictive aspect that can be given by that signal. In addition, the Console Operator PSCC must be notified immediately, and the equipment will be governed by the instructions received.

1280-1296-J Harold Interlocking WHITE ARROWS ARE MOUNTED ON THE MAST OF THE FOLLOWING SIGNALS:
Pedestal Signal - Eastbound Signal on No. 2 Main Line And No. 2 Port Washington. Post Office Signal Bridge - Eastbound Signal No. 1 Port Washington.
When route is lined from any of these tracks to the Port Washington Branch, and the position light signal is displayed, arrow will be illuminated white. For all other routes arrow will remain dark.
All trains scheduled for the Main Line must stop clear of signal if arrow is lit and contact Console Operator PSCC.
All trains scheduled for the Port Washington Branch must stop clear of signal if arrow is not lit, and contact Console Operator PSCC.

1280-1296-K Absolute Block Signals At the following location a flashing slow approach will be accepted in lieu of an absolute clear, absolute slow clear or absolute medium clear signal. Train will proceed in accordance with signal indication within interlocking limits and after clearing the interlocking, proceed under absolute clear indication to the next interlocking.

Main Line: Queens No. 4 track – Signal Bridge 2 westbound signal – flashing slow approach when routed for diverging movement.

Montauk Branch: Valley No. 1 and No. 2 tracks – Eastward Pedestal Home Signals (2-1E and 2-2E) – flashing slow approach when routed for a diverging movement to the West Hempstead branch.

Atlantic Branch: Valley No. 1 and No. 2 tracks – Eastward Pedestal Home Signals at the east end of Valley Steam Station (2-3E and 2-4E) – flashing slow approach when routed for a diverging movement to the West Hempstead branch and Far Rockaway No. 2 track.

West Hempstead Branch: West Hempstead pocket track – Westward Pedestal Home Signal located west end of West Hempstead Station – flashing slow approach when routed for a diverging movement from the Pocket track to the Main track West Hempstead branch.

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

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

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

Far Rockaway

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

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

Whistle posts in service within the limits of Divide Interlocking on the Main Line and Port Jefferson Branches are to be considered in service only when the black letter "W" is clearly visible.

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

1280-1296-N1 POST 2

Before a proceed aspect can be displayed at Post 2 for eastward trains, the signal circuit must be activated. This circuit is located 216 feet west of the eastward Home signal on the Main Track and 454 feet west of the eastward Home signal on the controlled siding and is identified by a yellow stripe painted on the web of rail and tie at these locations. Eastward trains making a station stop at Smithtown must activate this circuit after completion of the station stop.

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

At Neck 3, when an Absolute – Clear aspect (Rule281A) is displayed on the eastward position light home signal at the entrance to Rule 410 territory, it governs the movement of a train with a malfunction of the ASC apparatus between the home signal at Neck 3 and the End of Block sign (Rule 296B) Port Washington.

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

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

AUTOMATIC SPEED CONTROL TEST LOCATIONS AND RELATED INSTRUCTIONS

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

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

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

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

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

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

1217-A (Continued)

When contacting the Section A Train Dispatcher to make an electronically delivered Form L(s) effective, an employee in possession of an electronically delivered Form L(s) that is no longer in effect will be informed by the Section A Train Dispatcher that the Form L(s) in their possession is no longer in effect. Trains receiving this information must not proceed without verbal permission from the Section A Train Dispatcher. The permission must include the Train Dispatcher's last name.

Qualified employees in possession of a Form L(s) that have been cancelled will be governed as provided by Rule 205 in the Rules of the Operating Department.

For each Form L required for delivery, 2 copies will be sent to the printer. Each train must only take 2 copies of each Form L for their train. Additional copies in the printer may be for other train crews.

If unable to gain access to the New York Stationmaster's Office or if at any time the electronic delivery system fails, a qualified crew member from the trains addressed in the Form L(s) must contact the Section A Train Dispatcher and will copy the applicable Form L(s) for their train via radio or telephone as provided by the Rules of the Operating Department.

Note: Employees receiving Form L(s) in Zone A for Zone C directives must comply with all other LIRR Operating Rules and Special Instructions, when applicable. When complying with the Rules of the Operating Department or Special Instructions of the Timetable on the Port Washington Branch or the Main Line between Harold and Jay, conductors, engineers and TC drivers must contact the Section A Train Dispatcher via radio channel one (1) or telephone at (718) 558-8382.

1235–FORM L's and/or Speed Restriction Notices FOR Speed Restrictions

When a speed restriction is provided in a Form L or an effective Speed Restriction Notice or General Notice, a job briefing MUST include the applicable Line or paragraph, detailing the exact restriction with the defined limits and speed to be adhered to. All crew members will participate and acknowledge the content of that briefing.

Once a conductor has knowledge of a speed restriction he/she must be in a position to warn the engineer that the train is approaching the speed restricted area. The conductor must alert the engineer through face to face communication when practicable. When not practicable, the conductor must utilize the public address system, the ICS or radio to alert the engineer.

If an engineer receives a verbal message or train order regarding a speed restriction while the train is in motion, that information must be communicated back to the conductor utilizing the public address system, the ICS or radio. That communication should be considered as a new job briefing as operational conditions would have changed.
Once a speed restriction is received, train crews will act as follows;

- The engineer will expect an acknowledgement from the conductor regarding the restriction through one of the communication devices, or face to face.

- If the conductor does not acknowledge the communication, the engineer can proceed through the restricted area complying with the restriction without delay to the train.

- The engineer should expect the conductor to enter the operating cab for the same purposes. If it is practicable for the conductor to move to the operating cab, he/she should do so, prior to the vicinity of the point of restriction to permit proper train braking to occur to comply with the restriction.

- When it is not practicable to get to the head end the conductor will monitor the speed of the train prior to the point of restriction and through the restricted area. The conductor will communicate with the engineer utilizing one of the communication devices either within the train or in a cab other than the cab on the head end. This will occur prior to the point of the restriction to permit proper train braking to occur with the restriction.

- In all cases above, if the engineer fails to adhere to the restriction it is the responsibility of the conductor to be in a position to take any appropriate action necessary including stopping the train in emergency to ensure safety.

NOTE: This procedure applies to verbal messages pertaining to speed restrictions and/or crossing malfunctions.

1401 - B

AUTOMATIC SPEED CONTROL
Running Cut-in Sections Located:

WESTWARD TRAINS

	Track	Between	And
Atlantic Branch	Westbound Bklyn. Ft.	(No. 21 Switch to Storage Yd. Normal) Eastward Home Signal 475 feet west Of Van Wyck Blvd.	200 feet west of Eastward Home Signal (64R) Jay
	No. 1 and No. 3	Van Wyck Blvd. Overpass	West of Signal A - 89 in track code
Central Branch	Single	2000 feet east of Westward Home Signal, Beth	Westward Home Signal, Beth
Far Rockaway Branch	No. 2	2850 feet west of Hewlett Station	240 feet west of Gibson Station
Hempstead Branch	Lead	300 Feet east of Westward Home Signal Hempstead	Westward Home Signal, Hempstead
	Garden-Mitchel Field Secondary	Westward pedestal Type Home Signal and a point	450 feet east thereof
Long Beach Branch	Single	754 feet east of Lead Interlocking station	A point 100 feet west thereof
	No. 2	474 feet east of Low Home Signal, Valley	A point 1404 feet west thereof
Main Line	Single	1550 feet east of Westward Home Signal, KO2	Westward Home Signal, KO2
	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 Boulevard)	Westward Pedestal Type Home Signals Jay (at Van Wyck Boulevard)
Montauk Branch			
	LIRR Secondary No. 1	Westward Home Signal, Babylon	2400 feet east thereof
	LIRR Secondary No. 2	800 feet east of Signal Bridge No. 5, Babylon	Signal Bridge No. 5, Babylon
	Babylon Secondary	2511 feet east of Babylon Interlocking Station	Next Interlocking Signal
	No. 1	2511 feet east of Babylon Interlocking Station	Next Interlocking Signal
	Single	1687 feet east of 2-11W signal, SK2 Interlocking	2-11W signal, SK2 Interlocking
Oyster Bay Branch	No. 1 and No. 2	East end of East Williston Station Platform. (Hillside Avenue)	Signal Bridge 8 Nassau
Port Washington Branch	Lead	850 feet east of Westward Home Signal Port Washington	Westward Home Signal, Port Washington

1401-B (Continued)

EASTWARD TRAINS

	Track	Between	And
Atlantic Branch	VD Yard Lead Track	Eastward Home Signal Brook Location 2	A point 88 feet east thereof
	Eastbound Bklyn. Freight Track	Eastward Low Home signal, Jay	A point 400 feet east thereof
	Westbound Bklyn. Freight Track	200 feet west of Eastward Home Signal Jay (64R with 65 switch reverse)	Eastward Home Signal Jay
Central Branch	Single	2140 feet west of Eastward Home Signal, Babylon	Eastward Home Signal, Babylon
Far Rockaway Branch	No. 1	2540 feet east of Cedarhurst Station	170 feet east of Lawrence Station
Long Beach Branch	No. 1	8503 feet east of Oceanside	A point 2964 feet east thereof
Main Line	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 (RC) Interlocking
Montauk Branch			
	No. 1	250 feet west of Eastward Home Signal Jay (290 feet west of Van Wyck Boulevard)	Eastward Home Signal Jay (290 feet west of Van Wyck Boulevard)
	No. 2	200 feet west of Eastward Home Signals Jay (475 feet west of Van Wyck Boulevard)	Eastward Home Signals Jay (475 feet west of Van Wyck Boulevard)
	Single	2512 feet west of 1-1E signal, PD1 Interlocking	1-1E signal, PD1 Interlocking

1401-C Cut-out Sections Located:

WESTWARD TRAINS

	Track	Between	And
Central Branch	Single	2140 feet west of Westward Home Signal, Babylon	A point 400 feet west thereof
Far Rockaway Branch	No. 2	770 feet west of station platform Far Rockaway	A point 200 feet west thereof
Long Beach Branch	No. 2	1300 feet west of Interlocking and Manual Block Signal Lead Interlocking	A point 200 feet west thereof
Montauk Branch	Westbound Montauk Track	Automatic Signal S 88, west of Jay	A point 250 feet west thereof
	No. 10 Extension	Eastward Home Signal Jay (475 feet west of Van Wyck Boulevard)	A point 200 feet west thereof
	Single	1-11W signal, PD1 Interlocking	A point 300 feet west thereof

EASTWARD TRAINS

	Track	Between	And
Far Rockaway Branch	No. 1	Eastward Manual Block Signal, Valley	A point 200 feet east thereof
Long Beach Branch	No. 1	Eastward Manual Block Signal, Valley	A point 300 feet east thereof
Main Line	Single	Eastward Manual Block Signal, KO	A point 800 feet east thereof
Montauk Branch	No. 2	Signal Bridge No. 5, Babylon	A point 800 feet east thereof
	Single	2-11E signal, SK2 Interlocking	A point 500 feet east thereof
Oyster Bay Branch	No. 1 and No. 2	Signal Bridge 8 Nassau	A point 500 feet east thereof

1401-C (Continued)

When the automatic speed control on a train fails to cut out entering a cut out loop, the engineer will notify the movement bureau via radio of the location. The movement bureau will arrange to have the cut out loop and the ASC system checked to ascertain the cause.

When the ASC fails to cut out on Diesel engines, Cab Control Cars and M7 Cars, the ASC must be cut out electrically.

When the ASC fails to cut out on trains consisting of M-3 equipment, the engineer will break the seal and cut out the ASC switch. The ASC switch will be cut back in upon re-entering Automatic Speed Control Territory. The movement bureau must arrange to have the ASC seal replaced before the equipment is, again, used in service as an operating unit.

Upon re-entering ASC territory, trains whose ASC is functioning properly, will proceed as though no exception to the operation of ASC system were taken.

Upon re-entering ASC territory, trains whose ASC **is not** functioning properly will be governed by Rule 409 or Rule 410 as applicable.

1402 In ASC territory light engines will be governed by the following cab signal indicator aspects:

Aspect	Speed
70	45 MPH
55	30 MPH
30	RESTRICTED
15	RESTRICTED

In ASC territory DE and DM 30 Locomotives when operating light will be governed by the following cab signal indicator aspects:

Aspect	Speed
80	40 MPH
65	40 MPH
55	40 MPH
40	30 MPH
30	30 MPH
15	RESTRICTED

Trains whose consist includes freight equipment must proceed at RESTRICTED SPEED unless the cab signal indicator displays an aspect of 70 with the exception of trains diesel or MU used in sandite/alcohol service.

Freight trains or lite engines with the automatic speed control inoperative must proceed at RESTRICTED SPEED unless the fixed signal displays the following:

409 Territory - Clear

410 Territory - Absolute-clear, Absolute-medium clear, Absolute-slow clear or an aspect specified in special instruction 1280-1296-K.

Note – All MU Alcohol equipment or Alcohol/Sandite freight consists that include cars E591 and E401 will be governed by signal indication and/or cab signal indicator not to exceed an MAS of 40 mph and will comply with the provisions of Special Instructions 1038-E.

1402-A Automatic Speed Control (ASC)

Rules of the Operating Department Rules 400 to 412 Amplified

On trains equipped with ASC Cab Signal Indicator, the speeds indicated by small lights around the speedometer dial correspond to speeds authorized by fixed signal indications.

The Cab Signal Indications listed below will be considered appropriate when displayed in conjunction with the following fixed signal aspects:

Cab Signal Indicator Aspect

Rule	Fixed Signal Name	DE DM CCC MU 80	DE DM CCC MU Diesel 70	DE DM CCC MU 65	DE DM CCC MU 60	DE DM CCC MU Diesel 55	DE DM CCC MU 40	DE DM CCC MU Diesel 30	DE DM CCC MU Diesel 15
281	Clear	X	X	X	X	X			
282	Approach Medium	X	X	X	X	X	X	X	
283	Medium Clear						X	X	
284	Approach Slow						X	X	X
285	Approach						X	X	X
287	Slow Clear							X	X
288	Slow Approach							X	X
290	Restricting								X
291	Stop and Proceed								X

1402-A (Continued)

M3* A 15 code on M3 equipment will be indicated by a red light adjacent to the "0" on the speedometer dial.

In certain locations, ASC Cab Signal aspects will be displayed in conjunction with permanent speed restrictions. This will not constitute a malfunction when conflicting with fixed signal indications.

In the application of this Special Instruction, a 15 CODE will be indicated by the Cab Signal Indicator adjacent to the number 15 on the speedometer.

Except as amplified by this Special Instruction, all existing ASC rules and instructions remain in effect.

1408 Engines not equipped with Automatic Speed Control apparatus are identified as engines 100, 103, 105, 106 and 107.

1409 **ZONE A** 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 not exceeding 30 mph. This condition must be reported immediately to the Console Operator PSCC via radio.

After the report is made **and** when authorized by the Console Operator PSCC, a Multiple Unit train on which the **cab signal indicator and warning device are operative** may proceed in accordance with the indication on the cab signal indicator and fixed signals not exceeding 60 mph.

1410 – Automatic Speed Control

The following sign indicates track locations where Automatic Speed Control cab signal indications drop to a more restrictive aspect. The purpose of this sign is to remind the engineer of a code change point location.

CODE CHANGE POINT

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

ADVANCED CODE CHANGE

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

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

Amityville	Port	Queens	**A**
Babylon	Hall	Valley	**C**
Brook	Jay	PD	**F**
Divide	Lead		**JO**
Dunton	Wantagh		**KN**

1663 DUAL CONTROL SWITCHES When a train is stopped by an interlocking signal governing movement over a dual control switch, and no conflicting movement is evident, the conductor or engineer must contact the block operator and be governed by his instructions. When authorized by the train dispatcher, the Block Operator may authorize movement over the dual control switch as per Rule 241, if the control machine indicates that the dual control switch is lined and locked for the route to be used.

If the control machine does not indicate that the dual control switch is lined and locked for the route to be used, the block operator will instruct the conductor or engineer to place the switch selector lever in hand position and operate the switch to desired position before movement is authorized as per Rule 241.

When a dual control crossover switch is involved, it must be known that both ends of the crossover are in the desired position before authorizing movement as per Rule 241.

After the entire train has cleared the switch, the hand throw lever must be restored to the normal position. The selector lever must be restored to motor position. Switch lock must be applied and locked.

1401-C (Continued)

When the automatic speed control on a train fails to cut out entering a cut out loop, the engineer will notify the movement bureau via radio of the location. The movement bureau will arrange to have the cut out loop and the ASC system checked to ascertain the cause.

When the ASC fails to cut out on Diesel engines, Cab Control Cars and M7 Cars, the ASC must be cut out electrically.

When the ASC fails to cut out on trains consisting of M-3 equipment, the engineer will break the seal and cut out the ASC switch. The ASC switch will be cut back in upon re-entering Automatic Speed Control Territory. The movement bureau must arrange to have the ASC seal replaced before the equipment is, again, used in service as an operating unit.

Upon re-entering ASC territory, trains whose ASC is functioning properly, will proceed as though no exception to the operation of ASC system were taken.

Upon re-entering ASC territory, trains whose ASC **is not** functioning properly will be governed by Rule 409 or Rule 410 as applicable.

1402 In ASC territory light engines will be governed by the following cab signal indicator aspects:

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283	Medium Clear						X	X	
284	Approach Slow						X	X	X
285	Approach						X	X	X
287	Slow Clear							X	X
288	Slow Approach							X	X
290	Restricting								X
291	Stop and Proceed								X

1402-A (Continued)

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1901-B

STATION PLATFORM CAPACITY & CAR STOP INFORMATION

EASTBOUND

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

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

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

Note D: See Special Instruction 5017-B-1
Note F: Whenever practicable, a crew member should key open the west door of the fifth car on tracks 3, & 4.

2009-B MAXIMUM SPEED – For switching moves one train-length east of Harold

HAROLD INTERLOCKING --If routed toward Amtrak NYS Line
Amtrak NYS Line -- Harold to CP216 (via Hell Gate Bridge to New Rochelle)

Track	Between	And	Speed
Track 1	Harold	One train length east thereof	45 MPH*
Track 2	Harold	One train length east thereof	60 MPH*

*For LIRR Trains, Speed on Amtrak NYS Line Tracks 1 and 2 is only applicable for one train length east of Harold Interlocking subject to cab signal and / or wayside signal indication, the more restrictive of which will apply.

FIXED SIGNALS

2010-A A train must not pass a Stop Signal without verbal permission from the Console Operator PSCC. At Harold interlocking, verbal permission to pass a stop signal will be received from the Console Operator PSCC.

Permission must not be given or accepted until the train has stopped at the signal. The conductor or engineer must contact the Console Operator at PSCC and be governed by his instructions.

Permission to pass EACH STOP SIGNAL ENCOUNTERED must be given in the following manner.

"No 164 LI ENG 9652 Pass Stop Signal 620E on No. 19 track at "C" and proceed east to No 3 track".

"No 164 LI ENG 9652 Pass Stop Signal on No 4 Track Signal Bridge No 18 at Harold and proceed east to No 4 track".

The permission must be repeated by the receiving employee and confirmed by the Console Operator PSCC.

After permission has been confirmed, the train must operate at RESTRICTED SPEED until the entire train has:

1. **Passed a more favorable fixed signal.**
2. **Passed a location where a more favorable cab signal was received.**
3. **Entered Non Signaled DCS territory. Note: Does not apply to eastward trains at Harold.**

2010-A1 Harold Interlocking - (Rule 410 in Effect) - Eastward trains and track cars routed to No. 3 track, Main Line, or No. 1 track, Port Washington Branch.

Eastward trains operating with any portion of the ASC apparatus inoperative and track cars must not pass a fixed signal leaving Harold Interlocking displaying any aspect other than Absolute-Clear without verbal permission from the Console Operator PSCC.

After permission has been confirmed, the train must operate at Restricted Speed to the next interlocking approaching the next interlocking signal prepared to stop.

GENERAL OPERATING PROCEDURES

2011-A When a train is disabled, stopped or delayed for any cause, the Conductor, Engineer or any member of the crew, when authorized by the Conductor must promptly notify the Console Operator at Penn Station Central Control and must maintain radio or telephone communication for instructions.

2011-B If the radio on the lead unit becomes inoperative, a qualified operating employee must be stationed in a compartment of the train that is equipped with an operable radio and maintain communication with the engineer.

2011-C In Automatic Speed Control Territory, trains with operative cab signals upon encountering a signal displaying a Stop and Proceed or Restricting aspect must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable signal was received.

4001 MAXIMUM AUTHORIZED SPEEDS AS FOLLOWS:

Restricted speed not to exceed 15 MPH, except when authorized by Slow-Approach (Rule 288) aspect, trains will proceed governed by signal indication not to exceed 15 MPH.

EXCEPTIONS: All movements on Yard tracks 0, 1, and 2 (zero, one and two), Shop Leads and Shop Tracks 1S through 6S will be made at Restricted speed, not to exceed 5 MPH.

4002 Emergency signal horn in service at West Side Yard. All sounds and indications utilized will conform to Rule 606 of the current Rules of the Operating Department.

4003 Unless otherwise provided, signals must be kept in the position displaying the most restrictive indication except when displayed for an immediate movement.

4004 Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected, the signals must be displayed to give their most restrictive indication.

4005 When the route is set, the signals must be operated sufficiently in advance to avoid delay to trains.

4006 When necessary to change any route for which the signals have been displayed for an approaching train, power driven switches must not be changed or signals displayed for any conflicting route until the train for which the signals were first displayed has stopped.

4007 The control mechanism operating a power driven switch must not be moved when any portion of a train is standing on or closely approaching such power driven switch.

4008 The train dispatcher will order the use of effective blocking devices as required by rule or operating procedure. The train dispatcher and block operator will maintain a record indicating the time blocking devices are applied, the switch and or signal numbers affected and the time of removal.

When a panel blocking device capable of providing the necessary protection is in service, it must be used in addition to blocking signal and switch mechanisms. A record must be made indicating the time panel blocking is applied, the track and direction affected and the time of removal.

When effective blocking devices have been applied, they must not be removed until protection is no longer required or when necessary to route train movements around a protected track as authorized by the train dispatcher. Before requesting the removal of a blocking device to route train movements around a protected track, alternate route and blocking device protection must be established to ensure the affected track is never unprotected. When movement is complete, the original blocking device protection must be restored and the train dispatcher notified. Alternate route and blocking device protection need not be recorded.

4010 At locations in the West Side Yard where equipment is laid up over hand operated switches, train crews must check the switches and know that they are in proper position before movement is attempted.

During cold weather the control mechanism for power driven switches must be moved as often as necessary to keep from freezing.

Any defective switches or signal appliances in the West Side Yard must be promptly reported to the Train Dispatcher - Jamaica and the Signal Maintainer - West Side Yard.

4011 If there is a derailment or any damage occurs to a track or power driven switch, the affected signals must display stop. No movement is permitted until all parts of the power driven switch and track have been examined and are known to be in safe condition.

GENERAL RULES

5000 At terminals where trains carrying passengers are operated over Automatic Safety Switches: Keepers are installed for the purpose of locking the operating handle of the switch in either position. Crews must ensure that each switch is locked when movements have been completed.

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

Exceptions:
Jamaica, Brooklyn, Penn Station, Hillside, Babylon Yard, Long Island City Passenger Yard and Hunterspoint Avenue. Trains will be governed by signal indication or instructions from the Stationmaster, Yardmaster, Block Operator or Console Operator PSCC as appropriate at each location.

Terminating Trains:
At all locations except Jamaica, Brooklyn, Penn Station, Babylon, and West Side Yard, conductors of all trains will report their arrival to the block operator. This report must include lead engine number, number of cars, and station or yard track lay up information. When necessary, conductors must verify the location of the next set of equipment that they are to operate. Conductors are responsible to know that their equipment is properly laid up upon arrival at the final destination and report that the equipment is in the clear to the designated employee When equipment is unable to be properly laid up in the clear, the provisions of SI 5000-D-1 must be followed. In the event of any unusual occurrence enroute, conductors of trains must contact the Movement Bureau upon arrival to provide additional information as may be required.

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

Exceptions:
Jamaica, Brooklyn, Penn Station, Long Island City and Hunterspoint Avenue: Conductors will report their detention to the Movement Bureau, extension 8204.
At Jamaica, Brooklyn, Penn Station, Babylon, Long Island City, and West Side Yard: Crews arriving and turning for timetable scheduled equipment trains will immediately call for instructions from the Stationmaster, Transportation Manager, Block Operator or Console Operator PSCC.

5000-A ENTIRE RAILROAD

If foot or faceplates have been removed exposing the entire buffer stem or any part thereof, that car must not be coupled to other cars or moved in revenue passenger service.

5000-B ALL YARD TRACKS

MU cars are not to be coupled or uncoupled on the curved portion of turnouts or at locations where the base and web of the rail is painted red.

5000-C Energy Conservation- Laying Up Equipment

In order to conserve energy, train crews will comply with the following instructions when laying up equipment.

1. Ensure that warm-up switches are keyed to the off position. On any M-7 equipment from any cab in consist, a crewmember can insert an MU door key into door operating panel. Turn the key to the communication position, energizing the central diagnostic panel. Once energized, the crewmember will then press the HVAC mode switch on the central diagnostic panel and select layover mode.
2. Ensure that the cab heater and windows defroster switches are in the off position in all cars.
3. Ensure that all windows are closed when not in actual use. All windows must be closed prior to arrival at final terminal.
4. Close all exterior doors when leaving the train.

5000-D ENTIRE RAILROAD-YARD MOVEMENTS

Train and/or Engine Service employees are responsible for the positioning of switches, locks and derails, in addition to ensuring the protection of the equipment. It is the responsibility of crewmembers to use all applicable rules. Yard switching movements are described as any movement that requires moving from a station track to another station or yard track, or from yard track to yard or station track. For arriving trains, signal indication (i.e.: block signal or end of block sign) is the authority to enter the yard. For departing trains, once the provisions of all other rules have been met, the requirements listed in Special Instruction 5000 are the authority to leave the yard. All other rules remain in effect and must be adhered to. The provisions of Rule 153 remain in effect.

5000-D-1

All employees engaged in yard switching movements must be observant of any condition, which may affect the safe movement of their train. When approaching other equipment stored in yards, employees must observe the fouling points to ensure that the equipment is not fouling the track on which their movement is to be made. Whenever possible, equipment must not be left fouling another track.

When equipment is being operated in a yard, if any equipment is observed to be fouling in that yard, all movements must stop immediately. Employees must notify the Yardmaster (if on duty) immediately of such conditions, including the engine or car number that is fouling as well as the track designation and thereafter, be governed by their instructions. At locations where there is no Yardmaster on duty, reports must be made to the equipment coordinator's office at extension 7530.

Employees must inform the Yardmaster of any condition that may prevent their equipment from clearing the fouling points. When authorized to leave equipment fouling a track, crews must inform the Yardmaster as to the amount of cars left fouling as well as the tracks that are being fouled. They must also report that the switch for the track in which the equipment is on is lined for that track. Yardmasters that have authorized or have been notified of a fouling condition must inform all trains that will come in close clearance to the fouling equipment of the condition prior to entering or leaving the yard or engaging in movements within the yard.

5000-E - Clearance Point Identification

When leaving equipment on tracks where the clearance point is indicated, leave the equipment behind the clearance point. If the clearance point is not indicated or visible, employees must determine the fouling point by standing on the end of the tie of the adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave the equipment a sufficient distance beyond that point to ensure the equipment is behind the clearance point.

5000-F CHECKING TRAINS AT FINAL TERMINALS

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

1. Before and upon the train's arrival at a final terminal, an announcement must be made advising customers that the train is being moved to a yard facility and that everyone must leave the train.

2. When approaching the final terminal, crewmembers must walk through the entire train, announcing that everyone must leave the train, paying special attention to anyone who may have fallen asleep on the train.

3. After everyone has left the train, the conductor must designate at least one other crewmember to check the entire train, including restrooms, to ensure that no one is still on-board before proceeding to the yard unless authorized by a supervisor.

4. For any trains at **Huntington, Freeport, Wantagh, and Great Neck** that depart a western terminal between the hours **2:30pm-8pm**, the Conductor will be responsible for the following protocol:

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

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

1038-B (Continued)

Note 1 Montauk Branch Hall Interlocking Maximum authorized speed between Signal Bridge 98 and one train length east of first interlocked switch east thereof on No. 2 track Montauk Branch is 50 MPH. Speed signs installed.

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains unless otherwise instructed.

Note 2 JJD Interlocking movements must not exceed 25 mph for Frt.

Note 3 Controlled sidings at Duke, Fox, Post and Stony - All movements must not exceed 25 mph for Frt.
***** Speed signs installed.

Note 4 Speed in either direction on Arch Street Access between F home signal and North Runner Track is Restricted Speed not exceeding 5 MPH.

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
ENTIRE RAILROAD

Location	Movement	MPH
Y Interlocking Facing		65
End of Two Main Tracks	Trailing-No. 2 Track to single track	45
Interlocked Turnouts at JJD 1 and JJD 2 diverging movements		30
Non-interlocked turnouts-diverging movements		15

1038-C WRECK TRAINS

Main Line and Branches Boom Trailing	30 MPH
Main Line and Branches Boom Forward	25 MPH
Except:	
Atlantic Branch	
Brook Location 1 to 1000 feet west of East New York	5 MPH
1000 feet west of East New York to Dunton	25 MPH
Bushwick Lead Track	
Bushwick Draw Bridge	5 MPH
Montauk Branch	
Jamaica-All Station Tracks	15 MPH
Port Washington Branch	
Between MP 5 and MP 6	25 MPH
Flushing Creek Bridge 6.90	25 MPH
Manhasset Viaduct 14.74	5 MPH
Manhasset Ave. Bridge N-154	25 MPH

1038-D WORK TRAINS

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.

RAIL TRAINS

A Rail Train is any train carrying a length of rail supported by or occupying more than one car.
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.)