

DCA-14-MR-002
Passenger Train Derailment
Bronx, NY
December 1, 2013

SIGNAL ATTACHMENT 24

Timetable – MNR Effective 2/27/11



Metro-North Railroad

EMPLOYEE TIMETABLE

Timetable No. 1

Effective February 27, 2011

FOR EMPLOYEES ONLY


Senior Vice President – Operations



The **Employee Timetable** contains four parts, plus Track Charts which are provided for information only.

Line Special Instructions contain Line- and Branch-specific information and rules. Each section has a prefix identifying the Line or Branch, and is numbered as shown in the table below.

Hudson Line Special Instructions are separated into two sections:

- **GCT 41** through **GCT 48** apply only to the portion of the Hudson Line between GCT and the southerly limit of CP 8 (MP 6.9).
- **HUD 41** through **HUD 48** apply only to the portion of the Hudson Line between the southerly limit of CP 8 (MP 6.9) and Division Post/Amtrak (MP 75.8), inclusive.

Subject	Hudson Line		Harlem Line	New Haven Line				Beacon Line
	GCT to CP8	CP8 to Division Post/Amtrak		CP 112 to Division Post/Amtrak	New Canaan Branch	Danbury Branch	Waterbury Branch	
STATIONS	HUD 40		HAR-40	NHV 40	NCN 40	DAN 40	WBY 40	BEA 40
MAX AUTH SPEEDS	GCT 41	HUD 41	HAR 41	NHV 41	NCN 41	DAN 41	WBY 41	BEA 41
EQUIP. RESTR.	GCT 42	HUD 42	HAR 42	NHV 42	NCN 42	DAN 42	WBY 42	BEA 42
ELECTRICAL OPER.	GCT 43	HUD 43	HAR 43	NHV 43	NCN 43	DAN 43	WBY 43	BEA 43
HIGHWAY GRADE CROSSINGS	GCT 44	HUD 44	HAR 44	NHV 44	NCN 44	DAN 44	WBY 44	BEA 44
LOCATION OF BULL. BOARDS, ETC.	GCT 45	HUD 45	HAR 45	NHV 45	NCN 45	DAN 45	WBY 45	BEA 45
SIGNAL ASPECTS	GCT 46	HUD 46	HAR 46	NHV 46	NCN 46	DAN 46	WBY 46	BEA 46
YARDS AND YARD TRACKS	GCT 47	HUD 47	HAR 47	NHV 47	NCN 47	DAN 47	WBY 47	BEA 47
OTHER INSTR.	GCT 48	HUD 48	HAR 48	NHV 48	NCN 48	DAN 48	WBY 48	BEA 48

System Special Instructions are labeled with the prefix "SI" followed by the rule letter or number that the special instruction references; for example, "SI A" refers to Rule A, "SI 20" refers to Rule 20, etc. Specific rule references are provided following the special instruction title.

System Special Instructions have three appendices:

- SI - Appendix 1 Speed Tables
- SI - Appendix 2 Metro-North Railroad Officials
- SI - Appendix 3 Frequently Used Telephone Numbers

Emergency Instructions carry the prefix "EM", and pages are separately numbered starting with "E-1".

Employee Operating Schedule Booklets, issued separately by Bulletin Order, contain the operating schedules for trains.

HUDSON LINE SPECIAL INSTRUCTIONS

HUD 40 STATIONS - HUDSON LINE

The direction from Grand Central Terminal to Division Post – Amtrak is Northward. Tracks 4, 2, 1, and 3 are numbered West to East.

Stations are listed south to north. Passenger Stations are shown in BOLDFACE type	NOTE	MP	RTC	Dist.	Radio Chan.	Tracks (west to east) and Method of Operation			
						Trk 4	Trk 2	Trk 1	Trk 3
GRAND CENTRAL TERMINAL (GCT)		0.0			2	IR and CSS apply on all tracks			
Upper Level <i>INT</i>		0.4	U						
Lower Level <i>INT</i>		0.4	L						
CP 1 <i>INT</i>		0.7	P			CTC CSS	CTC CSS	CTC CSS	CTC CSS
<i>Wheel Impact Detector</i>	g	2.2							
CP 3 <i>INT</i>		3.2							
HARLEM-125th STREET		4.2							
CP 4 (Movable Bridge) <i>INT</i>		4.6			M				
CP 5 (Harlem Line) <i>INT</i>		5.2				IR CSS	IR CSS	IR CSS	IR CSS
Mott Haven Jct. (MO)	a	5.4							
CP 6 <i>INT</i>		5.6							
YANKEES-E. 153rd STREET		5.9							
Highbridge Yard	ac	6.6			3	CTC CSS	CTC CSS	CTC CSS	
CP 8 (Oak Point Link/CSX) <i>INT</i>		7.2			C 1				
MORRIS HEIGHTS		8.1							
UNIVERSITY HEIGHTS		8.7							
BN		9.1							
MARBLE HILL		9.8							
CP 10 <i>INT</i>	b	9.9							
CP 11 <i>INT</i>	b	11.0				CTC CSS			
SPUYTEN DUYVIL		11.1							
CP 12 (Empire Connection/Amtrak) <i>INT</i>	h	11.8							CTC CSS
RIVERDALE		13.0							
LUDLOW		14.4							
YONKERS		15.2							
GLENWOOD		16.3							
GREYSTONE		17.9							
CP 19 <i>INT</i>		18.5							
HASTINGS-ON-HUDSON		19.5							
DOBBS FERRY		20.7							
ARDSLEY-ON-HUDSON		21.8							
IRVINGTON		22.7							
CP 25 <i>INT</i>	h	24.7							
TARRYTOWN		25.3							
CP 26 <i>INT</i>	i	26.4							
PHILIPSE MANOR		26.5							
SCARBOROUGH		29.5							
OSSINING		30.9							
CP 33 <i>INT</i>		32.9	D						

HUD 40 STATIONS - HUDSON LINE (continued)

Stations are listed south to north. Passenger Stations are shown in BOLDFACE type	NOTE	MP	RTC Dist.	Radio Chan	Tracks (west to east) and Method of Operation			
					Trk 4	Trk 2	Trk 1	Trk 3
CP 33 <i>INT</i>		32.9	D	1	CTC	CTC	CTC	CTC
CROTON-HARMON		33.3			CSS	CSS	CSS	CSS
Harmon Yard	c	33.3		3				
CP 34 <i>INT</i>		33.4		1				
CP 35 <i>INT</i>	d	34.2						
CP 36 <i>INT</i>	e	36.4						
CORTLANDT		38.4			CTC CSS			
CP 39 <i>INT</i>	j	39.7						
PEEKSKILL	j	41.3						
CP 46 <i>INT</i>		46.0						
MANITOU		46.1						
<i>Hot Box/Dragging Equipment/ Third Rail Detector</i>	f	48.3						
GARRISON		49.9						
COLD SPRING		52.4						
CP 53 <i>INT</i>		53.0						
BREAKNECK RIDGE		55.0						
CP 58 (Beacon Line) <i>INT</i>		58.6						
BEACON		59.0						CTC CSS
CP 61 <i>INT</i>		61.4						
NEW HAMBURG		65.1						
CP 72 <i>INT</i>		72.5						
POUGHKEEPSIE		73.6						CTC CSS
CP 75 <i>INT</i>		75.5						
Division Post /Amtrak		75.8						

HUD 40-A NOTES FOR HUDSON LINE STATIONS

- Employee stop for trains designated in Employee Operating Schedules.
- The distance between MP 10 and MP 11 is 1,416 feet.
- Radio Channel 3 in service for Highbridge and Harmon Yard operations only.
- Track designations change at south limit of CP 35:
 - Track 2 (south of CP 35) becomes track 4 (CP 35 north)
 - Track 1 (south of CP 35) becomes track 2 (CP 35 north)
 - Track 3 (south of CP 35) becomes track 1 (CP 35 north)
- Interlocking at CP 36 in service on No 4 track and yard track 6 only.
- See Special Instruction **HUD 48-B**.
- See Special Instruction **GCT 48-L**.
- No 6 track designated other than main track. [**Rule 7-N**]
- No 5 & No 6 track designated other than main track. [**Rule 7-N**]
- No 4 & No 6 track designated other than main track. [**Rule 7-N**]

GCT 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS HUDSON LINE (GCT - CP 8)

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

GCT 41-A PASSENGER TRAINS

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks	
GCT (MP 0.0) – CP 1 (MP 0.9)								
Restricted Speed, not exceeding 10								
Upper Level Loop							4	
Lower Level Loop							6	
CP 1 (MP 0.9) – CP 8 (MP 7.1)								
60								
86 th Street	2.1	2.2	45	~	~	45		
95 th Street	2.6	2.7	45	~	~	45		
Harlem-125 th St. Station	4.0	4.5	40	40	40	40		
CP 4 – CP 5	4.5	5.0	35	35	35	35		
CP 5 Interlocking	5.0	5.5	40	40	40	40		
CP 5 – CP 6	5.5	6.3	45	45	45			
CP 6 – CP 106 (Harlem Line)	Wye Track -						10	

GCT 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINES MODELS GP-35, BL20-GH, BL14-CG AND DES-70B

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)	
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks		
GCT (MP 0.0) – CP 1 (MP 0.9)									
Restricted Speed, not exceeding 10									
Upper Level Loop							4		
Lower Level Loop							6		
CP 1 (MP 0.9) – MP 6.4									20
CP 6 – CP 106 (Harlem Line)						Wye Track -	10		
MP 6.4 – CP 8 (MP 7.1)									40

**GCT 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES**

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks	
GCT (MP 0.0) – CP 1 (MP 0.9)								
Restricted Speed, not exceeding 10								
Upper Level Loop							4	
Lower Level Loop							6	
CP 1 (MP 0.9) – CP 8 (MP 7.1)								
20								
CP 6 – CP 106 (Harlem Line)	Wye Track -						10	

GCT 41-D SPECIAL SPEED INSTRUCTIONS

1. **MEASURED MILES [Rule 7-M(3)]**
Measured Mile signs for the purpose of validating on-board speedometer readings are located at:
 - MP 7 and MP 8 (northward and southward)
2. **FREIGHT TRAINS WITH CRANES**
Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.
3. **LIGHT LOCOMOTIVES**
All single light and multiple light locomotives will not exceed **30 MPH** between CP 1 and CP 5.

GCT 42 EQUIPMENT RESTRICTIONS **HUDSON LINE (GCT - CP 8)**

GCT 42-A CLEARANCES

Maximum height permitted:

Between Locations	Maximum Height (all tracks)
GCT and 97 th St. (MP 2.8)	14 feet, 10 inches
97 th St. (MP 2.8) and MP 6.2	15 feet, 6 inches
MP 6.2 and CP 8	17 feet, 0 inches

GCT 42-B ENGINES

1. Diesel engines (except unit nos. 404, 405) operating multiple light, or multiple with train, are prohibited on track 19, Upper Level.
2. Diesel engines operating multiple light, or operating multiple or single with train, are prohibited from diverging between ladder O and ladder M through Upper Level switch No 407 in Grand Central Terminal.

GCT 42-C MULTIPLE UNIT EQUIPMENT AND PASSENGER CARS

1. M-series cars are prohibited from operating around loop tracks with passengers, unless authorized by RTC.
2. M-series cars are prohibited from operating from the loop track to track 3 through the 471 switch reversed.
3. Passenger cars other than those owned by Metro-North, CDOT and Amtrak are prohibited between GCT and CP 3 unless authorized by Senior VP - Operations.
4. Bombardier cars are prohibited from operating on track 19, Upper Level.

GCT 42-D FREIGHT CARS - MAXIMUM WEIGHT

1. Maximum weight permitted for freight cars between:
 - GCT – CP 5: 190,000 lbs.
 - CP 5 – CP 8: 286,000 lbs.
2. Freight cars in excess of 50 feet, 6 inches in length are prohibited between GCT and CP 3, unless authorized by Senior VP – Operations.
3. Freight cars other than those owned by Metro-North are prohibited between GCT and CP 3 unless authorized by Senior VP - Operations.

GCT 43 ELECTRICAL OPERATION
HUDSON LINE (GCT - CP 8)

GCT 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. All Main Tracks between CP 1 and CP 8 are equipped with energized third rail.
2. All tracks between GCT and CP 1 are equipped with energized third rail except:
 - South end of track 53 (490 feet on North End is equipped with energized third rail)
 - Tracks 63, 64, 65, 82, 83, 94
3. The following other tracks between CP 1 and CP 8 are equipped with energized third rail:
 - Mott Haven tracks 6 and 7.
 - MO Wye Track 5 is equipped with third rail, which is energized upon request of the RTC.

GCT 44 HIGHWAY GRADE CROSSINGS
HUDSON LINE (GCT - CP 8)
(None)

GCT 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS AND EMPLOYEE REGISTERS
HUDSON LINE (GCT - CP 8)

- GCT Register Room (adjacent to Track 42) - Bulletin Boards, Standard Clock, and Employee Register.
- Operations Control Center (Hall D, 6th Floor) - Bulletin Boards and Standard Clock.
- Track 25 Office - Standard Clock.

GCT 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 HUDSON LINE (GCT - CP 8)

GCT 46-A CAR INSPECTOR SIGNALS – GCT [Rule 16]

Car inspector signals are located on Upper Level platform tracks 11 through 42 and Lower Level platform tracks 101 through 115. Blue on these signals indicate that an inspection is being made, per Rule 16. Ivory (Upper Level) or amber (Lower Level) indicates no inspection being made. No indication must be treated as a blue light, and reported immediately to the RTC.

GCT 46-B ROUTE INDICATORS – CP 4

Route indicators, for information only, located on south end of movable bridge at CP 4. For each track, route indicator will show whether northward trains are lined for the Hudson Line or Harlem Line at CP 5.

- Arrow pointing left – Hudson Line
- Arrow pointing up – Harlem Line
- No arrow – Route undetermined

Unless otherwise instructed, engineers receiving a route indication arrow that does not conform with the train's scheduled routing should bring their train to a stop prior to passing northward signal at CP 5 and communicate with the RTC.

GCT 47 YARDS HUDSON LINE (GCT - CP 8)

GCT 47-A DESIGNATED YARDS

The following areas are designated yards:

<u>LOCATION</u>	<u>UNDER CONTROL OF</u>
GCT - CP 1 (see note)	RTC – OCC

NOTE: The yardmaster is responsible for track assignments within GCT yard.

GCT 47-B HIGHBRIDGE YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:
 - All tracks except 1022 feet on tracks 10 and 12 through the Car Appearance Facility, and 338 feet on track 24 lead through Car Wash Building.

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Shop Tracks 10, 12 and Yard Track 42.	Car Appearance Facility Foreman	All Times	3	6935

3. CAR WASH

MAS through Car Wash Building:

Southward movements – **Restricted Speed not exceeding 3 MPH**

Northward movements – **Restricted Speed not exceeding 10 MPH**

Before entering Car Wash Building, southward trains and engines must stop at a point 50 feet from automatic door, northward trains and engines at a point 130 feet from automatic door, and not proceed until indicator displays illuminated letters "GO" and door is completely open.

4. TRAINS DEPARTING HIGHBRIDGE YARD

Prior to starting movement, the engineer of trains departing Highbridge Yard will contact the RTC (District M for southward movements, District C for northward movements) and report the train ready to depart.

GCT 48 OTHER INSTRUCTIONS
HUDSON LINE (GCT - CP 8)

GCT 48-A PASSENGER TRAINS [Rule 13-H]

Scheduled trains departing GCT do not require permission of the RTC or proceed interlocking signal to advance to the first signal at scheduled departure time.

GCT 48-B MOVEMENT OF TRACK CARS [Rule 23-K(2)]

Signals will be displayed for track car movements within or through the interlocking limits of Upper Level, Lower Level, and CP 1. Track cars will proceed governed by signal indication.

GCT 48-C ATC MODE FORWARD SIGN [Rules 11-D(4) and 15-D(2)]

"ATC Mode Forward" sign [Rule 11-D(4)] is located 1,320 feet south of CP 8 for northward trains entering the Hudson Line from the Oak Point Link (CSX).

**GCT 48-D** TRAINS WITH TRAIN CONTROL APPARATUS FAILURE
[Rule 15-J]

Trains with an enroute train control apparatus failure will operate between CP 1 and GCT on fixed signal indication. Rule 15-J(4) applies for southward movements at CP 1.

GCT 48-E HAND BRAKES

1. When trains arrive on GCT loop platform tracks 38, 39, 40, 41, or 42, the conductor must ensure that a sufficient number of hand brakes, not less than two, are applied to secure the train on the grade. If any hand brake is found to be defective, it must be reported immediately to the GCT Mechanical Desk.
2. When light engines are placed on GCT loop tracks 38, 39, 40, 41, or 42, the engineer will apply hand brakes on each unit. If hand brake does not function as intended, engine(s) must not be left unattended and GCT Mechanical Desk must be notified immediately.
3. Engines and cars placed on GCT yard tracks 82, 83, 90 through 94 must have hand brake and chocks applied to all engines and cars.
4. On all other tracks in GCT, the hand brake(s) are to be applied to the south end of the consist.

GCT 48-F REQUIREMENT FOR FORM M FOR TRACK WORK
[Rule 21]

Between CP 1 and CP 4, Form M Line 1, Line 2, or Line 3 authority is required for anyone working on the track, with or without mechanized equipment, except when working within interlocking limits.

GCT 48-G RADIO TEST **[Rule 5-D(9)]**

At GCT, the radio test required by Rule 5-D(9) when taking charge of a train will be made between the engineer and another crew member on that same train.

GCT 48-H DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

1. Designated Repair Facilities:
 - none
2. Repair Points:
 - GCT Yard
 - Highbridge Yard

**GCT 48-I** REQUIREMENT TO OCCUPY REAR CAR

Except in event of emergency, or as otherwise directed by the RTC, a crew member qualified on the physical characteristics must occupy the rear car of a passenger train while it is between GCT and MP 2.8 (northern limit of Park Avenue Tunnel).

GCT 48-J YANKEES-E. 153rd STREET – DIESEL TRAINS

Diesel-powered trains stopped at Yankees-E. 153rd Street must be positioned such that engine is not underneath or adjacent to the overhead station mezzanine.

GCT 48-K MO WYE COMPANY GRADE CROSSING

Engine horn signal Rule 4-E(5)(c) will be sounded for Company vehicular grade crossing on MO Wye track 5.

GCT 48-L DETECTORS

Wheel impact detectors are located at MP 2.2 (86th Street) for northward and southward movements on No.4, No.2, No.1, and No. 3 tracks. Detectors are monitored by the RTC.

When a notification is received by the RTC that indicates "ALARM", southward trains will continue to GCT and a QMP notified of the "ALARM". Northward trains will be notified to proceed to the next forward passenger station, inspect the train, and report findings.

When a notification is received by the RTC that indicates "EMERGENCY", the train crew will be notified to STOP the train, consistent with good train handling, inspect the train, and report findings. Southward trains may be moved, not exceeding 10 MPH, to GCT.

Northward trains may be moved, not exceeding 10 MPH, to a location directed by the RTC.

HUD 41 MAXIMUM AUTHORIZED SPEEDS - MAIN TRACKS HUDSON LINE (CP 8 - Division Post/Amtrak)

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

HUD 41-A PASSENGER TRAINS

LOCATION	Between		Speed Restrictions (MPH)				Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	
CP 8 (MP 7.1) – CP 10 (MP 9.9)							60
BN Curve	9.2	9.9	50	50	50		
CP 10 (MP 9.9) – MP 11.5							30
MP 11.5 – MP 33.0							75
Yonkers Curve	15.0	15.3	50	50	50	50	
CP 25 – Ossining	24.7	31.0	70	70	70	70	
CP 33	32.7	32.8	50	50	50	~	
CP 33	32.8	33.0	50	30	50	~	
CP 33 – Croton-Harmon	33.0	33.2	~	30	~	~	
MP 33.0 – MP 34.1							40
MP 34.1 – MP 34.7							60
MP 34.7 – MP 40.3					Tracks 1 and 2		75
					Track 4		60
CP 35 – Cortlandt	36.7	38.4	50	60	60		
MP 40.3 – MP 46.1							60
Peekskill	41.2	41.8		45	45		
Peekskill – Manitou	43.8	44.0		55	55		
MP 46.1 – MP 53.1							80
Manitou – Garrison	46.6	46.9		~	60		
Garrison	50.0	50.9		60	60		
MP 53.1 – Division Post/Amtrak (MP 75.8)							90
CP 58 – CP 61	58.6	61.4		~	~	30	
CP 58 – CP 61	59.6	61.6		80	80	~	
CP 61 – New Hamburg	62.5	64.3		85	85		
New Hamburg Bridge	64.3	64.8		80	80		
South of CP 72 – Poughk.	71.9	73.0		70	70		
CP 72 – CP 75	72.5	75.5		~	~	30	
CP 72 – Poughkeepsie	73.0	73.2		70	60	~	
CP 72 – Poughkeepsie	73.2	73.5		70	70	~	
Poughkeepsie	73.5	73.7		70	60	~	
Poughkeepsie – CP 75	73.7	74.1		70	70	~	

HUD 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

LOCATION	Between		Speed Restrictions (MPH)				Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	
CP 8 (MP 7.1) – CP 10 (MP 9.9)							40
BN Curve	9.2	9.9	30	30	30		
CP 10 (MP 9.9) – MP 11.5							20
MP 11.5 – MP 32.0							40
MP 32.0 – MP 34.7							25
MP 34.7 – Division Post/Amtrak (MP 75.8)							
Tracks 1 and 2							50
Track 4 (CP 35 – CP 39)							40
CP 35 – Cortlandt	34.7	35.7	~	45	45		
CP 35 – Cortlandt	36.7	38.4	~	40	40		
Cortlandt – Peekskill	40.4	41.2	~	40	40		
Peekskill	41.2	41.8		30	30		
Peekskill – Manitou	41.8	45.3		40	40		
Garrison	50.0	50.9		40	40		
CP 58 – CP 61	58.6	61.4		~	~	25	
CP 72 – CP 75	72.5	75.5		~	~	25	
CP 72 – Poughkeepsie	73.0	73.2		~	40	~	

HUD 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

LOCATION	Between		Speed Restrictions (MPH)				Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	
CP 8 (MP 7.1) – CP 10 (MP 9.9)							20
CP 10 (MP 9.9) – MP 11.5							15
MP 11.5 – MP 32.0							40
Ludlow – Yonkers	14.6	15.2	25	25	25	25	
Glenwood – Hastings	17.8	19.3	25	25	25	25	
Irvington – CP 26	24.0	25.6	25	25	25	25	
MP 32.0 – MP 33.0							25
MP 33.0 – CP 34 (MP 33.4)							15
CP 34 (MP 33.4) – MP 34.7							20
MP 34.7 – MP 55.0							
Tracks 1 and 2							45
Track 4 (CP 35 – CP 39)							40
CP 35 – Cortlandt	34.7	35.6	35	35	35		
Cortlandt – Peekskill	39.2	41.2	~	40	40		
Peekskill	41.2	41.8		30	30		
Peekskill – MP 44.6	41.8	44.6		40	40		
MP 44.6 – MP 45.8	44.6	45.8		35	35		
MP 45.8 – MP 46.3	45.8	46.3		40	40		
Garrison	50.0	50.9		40	40		
Cold Spring - Breakneck	52.0	55.0		40	40		
MP 55.0 – Div. Post/Amtrak (MP 75.8)							50
CP 58 – CP 61	58.6	61.4		~	~	25	
CP 61 – New Hamburg	61.4	64.7		40	40		
South of CP 72	71.0	72.5		45	45		
CP 72 – CP 75	72.5	75.5		~	~	25	
CP 72 - Div. Post/Amtrak	72.5	75.8		35	35		

**HUD 41-D** **SPECIAL SPEED INSTRUCTIONS****1. MEASURED MILES [Rule 7-M(3)]**

Measured Mile signs for the purpose of validating on-board speedometer readings are located at:

- MP 7 and MP 8 (northward and southward)
- MP 29 and MP 28 (northward and southward)
- MP 68 and MP 67 (northward and southward)

2. WEATHER RESTRICTIONS [SI 7-C]

The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions

Weather Restriction Level 2 – no restrictions

Weather Restriction Level 3 – no restrictions

Weather Restriction Level 4 – temperatures of 95°F and above

- **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Weather Restriction Level 5 – temperatures of 100°F and above

- **70 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

3. FREIGHT TRAINS WITH CRANES

Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.

4. UNIT BALLAST TRAINS

Unit ballast trains will not exceed **40 MPH** between CP 35 and CP 75.

HUD 42 EQUIPMENT RESTRICTIONS

HUDSON LINE (CP 8 - Division Post/Amtrak)

HUD 42-A CLEARANCES

- Maximum height permitted:

Between Locations	Maximum Height			
	TRK 4	TRK 2	TRK 1	TRK 3
CP 8 – CP 12	17'0"	17'0"	17'0"	
CP 12 – CP 19	17'0"	17'0"	17'0"	16'6"
CP 19 – MP 25.4	17'0"	16'6"	17'0"	16'6"
MP 25.4 – CP 26	19'4"	16'6"	17'0"	16'6"
CP 26 – CP 33	17'0"	17'0"	17'0"	17'0"
CP 33 – CP 34	19'4"	17'0"	17'0"	17'0"
CP 34 – CP 35		19'4"	17'0"	17'0"
CP 35 – CP 39	18'2"	18'8"	19'4"	
CP 39 – MP 48.3		19'4"	18'0"	
MP 48.3 – Div. Post/Amtrak	All Tracks -			19'4"

- SPECIAL RESTRICTIONS - TOFC EQUIPMENT

Trailer-on-Flat-Car (TOFC) equipment not exceeding 17 ft. 2 in. height may operate between CP 8 and Division Post/Amtrak, subject to the following routing restrictions:

Between	TOFC Trains Must Operate On:
CP 8 – CP 10	No 1 or No 4 track
CP 10 – CP 12	Any Main Track
CP 12 – CP 19	No 1 track only
CP 19 – CP 26	No 1 or No 4 track
CP 26 – CP 33	No 1 track only
CP 33 – CP 34	No 1 or No 4 track
CP 34 – CP 72	Any Main Track; may also operate No 6 track between CP 35 and CP 36 for access to and from Croton West Yard (CSX).
CP 72 – CP 75	No 1 or No 2 track

Southward trains with TOFC cars must be visually inspected by a qualified Metro-North employee passing Poughkeepsie station to ensure that no car exceeds 17 ft. 2 in. height. The RTC will not permit any train with TOFC cars to operate south of CP 26 until receiving confirmation from the employee performing the inspection that no car exceeds 17 ft. 2 in.

Northward trains with TOFC cars must be measured prior to entering Metro-North territory at CP 8. The RTC will not permit trains with TOFC cars to operate north of CP 8 until receiving confirmation from the employee performing measurement that no car exceeds 17 ft. 2 in.

HUD 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 8 - Div. Post/Amtrak: 286,000 lbs.

HUD 43 ELECTRICAL OPERATION

HUDSON LINE (CP 8 - Division Post/Amtrak)

HUD 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. **MAIN TRACKS** between:

CP 8 and CP 19: All tracks

CP 19 and CP 25: Tracks 3, 2, and 4; Track 1 is also equipped with energized third rail between CP 19 and MP 18.9 and between MP 24.3 and CP 25.

CP 25 and CP 26: All tracks

CP 26 and CP 33: Tracks 3, 2, and 4; Track 1 is also equipped with energized third rail between CP 26 and MP 27.0 and between MP 32.0 and CP 33.

CP 33 and MP 34.5: All tracks

MP 34.5 & MP 34.8: Tracks 2 and 4

2. **OTHER TRACKS:**

CP 25: 1,120 feet at north end of Track 6 (Middle)

HUD 44 HIGHWAY GRADE CROSSINGS

HUDSON LINE (CP 8 - Division Post/Amtrak)

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Inst.	Special Actions Required			Apparatus Provided		
							Action	Track(s)	Direction	Device	Track(s)	Pre-emption
Hudson Ave.		Peekskill	41.4	40.8-41.8	FG							
Manitou Rd.		Garrison	46.1	45.5-46.9	FG							
Kings Dock	P	Garrison	47.4									
Bank St.	1	Chelsea	62.5	61.5-63.3	FG							
Pirate Canoe	P	Poughk.	71.0	70.1-71.8	FG	W				D	1,2	

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

1. Trains and engines using hand operated switch at MP 63.2 (American Lumber) on No 1 track, must clear CC sign located at MP 63.3 prior to proceeding south through Bank Street Crossing.

HUD 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS HUDSON LINE (CP 8 - Division Post/Amtrak)

Bulletin Boards, Standard Clock, and Employee Register are located in:











- Harmon Yard Register Room
- Poughkeepsie Station – 2nd Floor Register Room

HUD 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 HUDSON LINE (CP 8 - Division Post/Amtrak)

HUD 46-A CP 75

The following signal aspects and indications are in effect for northward trains at CP 75.

Special Instruction No.

HUD 46-A(1)		NAME: INDICATION:	Clear Proceed.
HUD 46-A(2)	Flashing 	NAME: INDICATION:	Limited Clear Proceed; Limited Speed within interlocking limits.
HUD 46-A(3)		NAME: INDICATION:	Medium Clear Proceed; Medium Speed within interlocking limits.
HUD 46-A(4)	Flashing   Fig. A Fig. B	NAME: INDICATION:	Medium Approach Proceed at Medium Speed prepared to stop at next signal.
HUD 46-A(5)		NAME: INDICATION:	Approach Proceed prepared to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.
HUD 46-A(6)	  Fig. A Fig. B	NAME: INDICATION:	Restricting Proceed at Restricted Speed.
HUD 46-A(7)	  Fig. A Fig. B	NAME: INDICATION:	Stop Signal Stop.

HUD 47 YARDS AND YARD TRACKS

HUDSON LINE (CP 8 - Division Post/Amtrak)

HUD 47-A DESIGNATED YARDS

The following areas are designated yards:

LOCATION
HARMON

UNDER CONTROL OF
Yardmaster – Harmon

HUD 47-B HARMON YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

Tracks	Portion Equipped with Energized Third Rail
5 through 14	Entire length
15	493 ft. on south end
18	Entire length except 403 ft. through fuel pad
19 south	Entire length
20	488 ft. on south end
21	213 ft. on south end
22	262 ft. on south end
23	650 ft. on south end
24	183 ft. on south end; 153 ft. on north end
25	190 ft. on south end
26, 27, 30	Entire length
132	2423 ft. on south end; 240 ft. on north end
136	412 ft. on south end; 950 ft. on north end
144	743 ft. on south end
146	695 ft. on south end; 900 ft. on north end
148	412 ft. on south end
150	625 ft. on south end; 400 ft. on north end
152	535 ft. on south end; 370 ft. on north end
154	465 ft. on south end
156	423 ft. on south end; 300 ft. on north end
158	492 ft. on south end; 1052 ft. on north end
160	358 ft. on south end; 600 ft. on north end
162	230 ft. on south end; 723 ft. on north end
66	395 ft. on north end
80, 84, 88	Entire length
90	Entire length except 300 ft. through wheel true facility
92	Entire length except 140 ft. through wheel true facility
Ladders E, F, G	Entire length

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Shop tracks 20 through 25, Yard tracks 26 through 28, Shop tracks 31 through 36, Yard tracks 64, 66, 84, 86, 88, 90, 92, 94, Yard track 80 (north of switch connecting to 148 track) and Shop tracks 132 through 162.	Mechanical Foreman	All Times	3	1539

3. ROUTE INDICATORS

Route indicators are in service in Harmon Yard, under control of Yardmaster, capable of displaying the following aspects:

Flashing Amber arrow: Route is lined.
Amber "X": Do not proceed; Route not lined.

4. PERMISSION TO USE TRACKS

Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

5. SPEED RESTRICTIONS

All trains and engines while operating through car wash -
Restricted Speed not exceeding 3 MPH

6. NORMAL POSITION OF YARD SWITCHES [Rule 19-A(2)]

- Remotely controlled facing point power switch for southward movements from yard track 80 to yard track 19 south is to be lined for yard track 19 south.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 24 is to be lined for yard track 80.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 27 is to be lined for yard track 80.

7. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Track 5 north and south, tracks 6, 7, 8, 9 north, track 15 south, track 19 north and south, track 21 and 23 south, track 30 south, track 33 north, track 34 south, and track 36 north and south.

HUD 47-C POUGHKEEPSIE YARD TRACKS

1. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Yard tracks 5, 6 and 8.	Mechanical Foreman	All Times	1	3554 Or 3553

HUD 47-D RIVERDALE

Gates installed across No 6 track at Riverdale Park pedestrian crossing (MP 13.0). Trains and engines on No 6 track must stop, position and secure gates for rail traffic, and must Stop and Warn at pedestrian crossing as prescribed by Rule 18-D. After passing over crossing, gates must be secured in position for pedestrian traffic.

HUD 48 **OTHER INSTRUCTIONS**
HUDSON LINE (CP 8 - Division Post/Amtrak)

HUD 48-A REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]

Code Point Indicator Signs are located at:

For Southward Movements

- MP 26.8
- MP 19.9
- MP 13.6

For Northward Movements

- MP 17.3

HUD 48-B DETECTORS

Hot journal, dragging equipment, and third rail fouler detectors are located at MP 48.3 for northward and southward movements on No 2 and No 1 tracks.

Detectors are monitored by the RTC. Before displaying proceed interlocking signal at CP 39 for a southward train, or at CP 53 for a northward train, train must pass detectors and RTC must immediately examine control center monitor.

If hot journal or dragging equipment is indicated, RTC must instruct train to stop at once, consistent with good train handling, and have crew inspect train and report findings. Inspection must be performed before southward train passes CP 39 or northward train passes CP 53.

If third rail fouler is indicated, inspection must be performed before entering third rail territory.

In the event of a detector failure at MP 48.3, southward trains must be inspected prior to passing CP 39 and northward trains must be inspected prior to passing CP 61. Inspection will be performed by crew or other qualified employees, observing train for defects, including hot journal, dragging equipment, and third rail foulers.

HUD 48-C ENGINE HORN SIGNAL - BREAKNECK RIDGE STATION

Sign consisting of black numerals and letters **W10E** on square yellow background installed for southward movements 3300 ft. north of Breakneck Ridge station. Engine horn signal **[Rule 4-E(5)(d)]** will be sounded commencing at this sign until the lead unit of the train passes Breakneck Ridge station.

HUD 48-D DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

1. Designated Repair Facility:
 - Harmon
2. Repair Point:
 - Poughkeepsie

HUD 48-E SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS [Rule 14-G]

Trains must not clear Main Track at the following non-electric locked switches:

- Burnwell	Track 1	MP 40.6
- Price Brothers	Track 3	MP 61.0
- American Lumber	Track 1	MP 63.2
- New Hamburg	Track 2	MP 64.9



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**HARLEM LINE SPECIAL INSTRUCTIONS****HAR 40 STATIONS - HARLEM LINE**

The direction from CP 5 to End of Track (MP 82.4) is Northward.
Tracks 4, 2, 1 and 3 are numbered West to East.

Stations are listed south to north. Passenger Stations are shown in BOLDFACE type	NOTE	MP	RTC Dist.	Radio Chan.	Tracks (west to east) and Method of Operation			
					Trk 4	Trk 2	Trk 1	Trk 3
CP 5 (Hudson Line) <i>INT</i>		5.2	M	2	IR CSS	IR CSS	IR CSS	IR CSS
Mott Haven Jct. (MO)	a	5.4						
CP 106 <i>INT</i>		5.9	A		CTC CSS	CTC CSS	CTC CSS	CTC CSS
MELROSE		6.1						
TREMONT		7.9						
FORDHAM		8.9						
BOTANICAL GARDEN		9.5						
WILLIAMS BRIDGE		10.5						
CP 112 (New Haven Line) <i>INT</i>		11.8						
WOODLAWN		11.9						
WAKEFIELD		12.6						
MOUNT VERNON WEST		13.2						
CP 113 <i>INT</i>	e	13.3						
FLEETWOOD	e	14.3						
BRONXVILLE		15.3						
TUCKAHOE		16.0						
CP 116 <i>INT</i>		16.5						
CRESTWOOD		16.8	B					
CP 117 <i>INT</i>		17.3						
CP 119 <i>INT</i>		18.8						
SCARSDALE		19.0						
HARTSDALE		20.6						
CP 121 <i>INT</i>		21.0						
WHITE PLAINS		22.4						
CP 123 <i>INT</i>		23.5						
NORTH WHITE PLAINS		23.8						
CP 124 <i>INT</i>		23.9						
North White Plains Yard	a, b	24.1						
VALHALLA		25.5						
MOUNT PLEASANT		27.2						
HAWTHORNE		28.3						
CP 130 <i>INT</i>		30.2						
PLEASANTVILLE		30.5						
CHAPPAQUA		32.4						
CP 136 <i>INT</i>		36.3						
MOUNT KISCO		36.6						
				1	CTC CSS	CTC CSS		
				2				


HAR 40 STATIONS - HARLEM LINE (continued)

Stations are listed south to north.	N O T E	MP	RTC Dist.	Radio Chan.	Tracks (west to east) and Method of Operation			
Passenger Stations are shown in BOLDFACE type					Trk 4	Trk 2	Trk 1	Trk 3
MOUNT KISCO		36.6	B	2		CTC CSS	CTC CSS	
CP 137 <i>INT</i>	c	36.8						
BEDFORD HILLS		39.2						
KATONAH		41.2						
CP 143 <i>INT</i>		43.3						
GOLDEN'S BRIDGE		43.7						
PURDY'S		46.1						
CROTON FALLS		47.8						
BREWSTER		51.9						
CP 152 <i>INT</i>		52.3						
Brewster Yard	a	53.0						
CP 153 <i>INT</i>		53.1						
SOUTHEAST		53.3						
CP 154 <i>INT</i>		53.5						
<i>3rd Rail Rake-Off Blocks</i>		54.5						
CP 155 (Beacon Line) <i>INT</i>		55.3						
CP 159 <i>INT</i>		59.6						
CP 160 <i>INT</i>		59.9						
PATTERSON		60.2						
PAWLING		63.9						
APPALACHIAN TRAIL		65.9						
HARLEM VALLEY- WINGDALE		69.1						
CP 169 <i>INT</i>		69.2						
CP 170 <i>INT</i>		69.8						
DOVER PLAINS		76.7						
CP 177 <i>INT</i>		77.0						
CP 178 <i>INT</i>		77.4						
TENMILE RIVER		79.5						
CP 182 <i>INT</i>		82.0						
WASSAIC		82.1						
End of Track	d	82.4						

HAR 40-A NOTES FOR HARLEM LINE STATIONS

- Employee stop for trains designated in Employee Train Schedules.
- Radio Channel 1 in service for yard operations only.
- No 3 track between CP 137 and MP 37.3 in service; IR and CSS rules in effect. Interlocking at CP 137 in service on No 1 and No 3 tracks only.
- Designated as other than main track. **[Rule 7-N]**
- No 6 and No 8 track designated other than main track. **[Rule 7-N]**

HAR 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS HARLEM LINE

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

HAR 41-A PASSENGER TRAINS

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)	
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks		
CP 5 (MP 5.2) – MP 10.0									60
CP 5	5.2	5.4	50	50	50	50			
CP 5 – CP 106			Wye track - 10						
MP 10.0 – CP 112 (MP 11.5)									75
CP 112 (MP 11.5) – CP 117 (MP 17.3)									60
CP 112	11.7	12.1	45	~	~	~			
Fleetwood–Bronxville	14.6	14.8	~	55	55				
CP 117 (MP 17.3) – CP 124 (MP 24.0)									65
CP 119 – Hartsdale	18.8	19.4		60	60				
White Plains station curve	22.1	22.7		35	35				
White Plains – CP 124	22.7	23.9		50	50				
CP 123 – NWP Yard	23.4	24.0		~	~	30			
CP 124	23.9	24.0		30	30	~			
CP 124 (MP 24.0) – MP 32.2									60
CP 124 – Valhalla	24.0	25.4		50	50				
Valhalla	25.4	25.7		40	40				
Pleasantville curve	30.3	30.7		40	40				
MP 32.2 – MP 36.2									70
Chappaqua	32.2	32.4		60	60				

HAR 41-A PASSENGER TRAINS (continued)

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks	
MP 36.2 –MP 55.0								60
Mount Kisco	36.2	37.1		45	45	~		
CP 137-Bedford Hills	36.8	37.3		~	~	30		
Bedford Hills	39.1	39.3		50	~			
Katonah	41.0	41.4		~	40			
Purdy's	45.8	46.2		50	50			
Croton Falls	47.7	47.8		40	40			
Croton Falls-Brewster	48.2	48.4		50	50			
Croton Falls-Brewster	51.0	51.5		50	50			
Brewster – Southward Trains only	51.5	51.8		50	50			
Brewster – Northward Trains only	51.5	51.8		40	40			
Brewster	51.8	52.0		40	40			
Brewster – CP 153	52.0	53.1		40	50			
CP 153 – CP 154	53.1	53.6		20	50			
MP 55.0 – Wassaic (MP 82.1)								70
CP 155 – CP 159	58.2	58.5			65			
CP 159 – CP 160	59.6	59.9		30	~			
Appalachian Trail – Dover Plains	67.8	70.1			65			
CP 169 – CP 170	69.1	69.8		45	~			
CP 177 – CP 178	77.0	77.4			~	30		
Tenmile River–CP 182	80.4	80.9			60			
Tenmile River–CP 182	80.9	82.0			45			
Wassaic	82.0	82.1			15			



HAR 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks	
CP 5 (MP 5.2) – CP 112 (MP 11.5)								40
CP 5 – Melrose	5.2	6.1	20	20	20	20		
CP 5 – CP 106			Wye Track -					10
Melrose – Fordham	6.6	8.8	35	35	35	35		
CP 112 (MP 11.5) – MP 19.4								35
CP 112	11.7	12.1	25	25	25	25		
CP 113	13.2	13.5	25	25	25	25		
Fleetwood–Bronxville	14.6	14.8	25	25	25			
CP 116 – CP 117	16.4	17.4	25	25	25			
MP 19.4 – CP 152 (MP 52.3)								40
White Plains station curve	22.1	22.7		35	35			
CP 123 – CP 124	23.4	24.0		25	25	25		
CP 124 – Valhalla	24.0	25.4		35	35			
Valhalla	25.4	25.7		30	30			
Pleasantville	30.3	30.7		30	30			
CP 137-Bedford Hills	36.8	37.3		~	~	10		
Bedford Hills	39.1	39.3		30	~			
Katonah	41.0	41.4		~	30			
Katonah – CP 143	42.0	43.0		~	35			
Purdy's	45.8	46.2		30	30			
Croton Falls	47.7	47.8		30	30			
Croton Falls-Brewster	48.2	48.4		30	30			
Croton Falls-Brewster	51.0	52.0		30	30			
Brewster – CP 152	52.0	52.3		20	20			
CP 152 (MP 52.3)–Wassaic (MP 82.1)								30
CP 152 – CP 154	52.3	53.5		20	20			
CP 182 - Wassaic	82.0	82.1			15			

HAR 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 4	Trk 2	Trk 1	Trk 3	Other Trks	
CP 5 (MP 5.2) – MP 24.9								25
CP 5 – Melrose	5.2	6.1	20	20	20	20		
CP 5 – CP 106			Wye Track - 10					
CP 112 – CP 113	11.8	13.3	20	20	20	20		
CP 113 – CP 117	13.3	17.3	20	20	20			
CP 121 – CP 124	22.0	23.9		20	20			
CP 123 – CP 124	23.4	24.0				20		
MP 24.9 – CP 152 (MP 52.3)								40
CP 124 – Valhalla	24.9	25.4		35	35			
Valhalla	25.4	25.7		30	30			
CP 130 – CP 136	30.3	33.5		30	30			
CP 137-Bedford Hills	36.8	37.3		~	~	10		
Bedford Hills	39.1	39.3		30	~			
Katonah	41.0	41.4		~	30			
Katonah – CP 143	42.0	43.0		~	35			
Purdy's	45.8	46.2		30	30			
Croton Falls	47.7	47.8		30	30			
Croton Falls-Brewster	48.2	48.4		30	30			
Croton Falls-Brewster	51.0	52.0		30	30			
Brewster – CP 152	52.0	52.3		20	20			
CP 152 (MP 52.3)–Wassaic (MP 82.1)								30
CP 152 – CP 154	52.3	53.5		20	20			
CP 182 - Wassaic	82.0	82.1			15			

**HAR 41-D** **SPECIAL SPEED INSTRUCTIONS****1. MEASURED MILES [Rule 7-M(3)]**

Measured Mile signs for the purpose of validating on-board speedometer readings are located at:

- MP 7 and MP 8 (northward and southward)
- MP 18.4 and MP 17.4 (southward only)
- MP 50 and MP 49 (southward only)

2. WEATHER RESTRICTIONS [SI 7-C]

The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions

Weather Restriction Level 2 – no restrictions

Weather Restriction Level 3 – no restrictions

Weather Restriction Level 4 – temperatures of 95°F and above

- **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Weather Restriction Level 5 – temperatures of 100°F and above

- **70 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

3. FREIGHT TRAINS WITH CRANES

Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.

4. CP 106

MAS for diverging moves between No 4 track and No 6 track is **10 MPH**.

HAR 42 EQUIPMENT RESTRICTIONS HARLEM LINE

HAR 42-A CLEARANCES

Maximum height permitted:

Between Locations	Maximum Height			
	TRK 4	TRK 2	TRK 1	TRK 3
CP 5 (MP 5.19-144 th St. Bridge)	14'11"	14'10"	15'0"	14'10"
CP 5 – CP 112	15'6"	14'10"	15'4"	14'10"
CP 112 – CP 113	15'6"	14'10"	15'4"	15'6"
CP 113 – CP 119	All tracks -			15'4"
CP 119 – CP 121		14'10"	15'0"	
CP 121 – CP 124	All tracks -			15'4"
CP 124 – CP 154	All tracks -			16'10"
CP 154 – Wassaic	All tracks -			17'9"

HAR 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 5 – Wassaic: 263,000 lbs.

HAR 43 ELECTRICAL OPERATION HARLEM LINE

HAR 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. MAIN TRACKS between:

CP 5 and CP 113:	Tracks 4, 2, 1 and 3
CP 113 and CP 117:	Tracks 4, 2 and 1
CP 117 and CP 123:	Tracks 2 and 1
CP 123 and CP 124:	Tracks 2, 1 and 3
CP 124 and CP 154:	Tracks 2 and 1
CP 137 and MP 37.3:	Track 3
CP 154 and MP 53.8:	Track 1
2. OTHER TRACKS:

CP 5 – CP 106:	Mott Haven Track 6 and 7.
MO Yard Wye Track 5 is equipped with third rail, which is energized upon request of the RTC.	
CP 113:	Track 6

HAR 44 HIGHWAY GRADE CROSSINGS HARLEM LINE

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Inst	Special Actions Required			Apparatus Provided		
							Action	Track(s)	Direction	Device	Track(s)	Pre-emption
Virginia Rd.		N.W.P.	24.5	24.0-25.0	FG		HOS	1	N	PB	1,2	
Cleveland Ave.		Valhalla	25.4	24.9-25.8	FG					PB	1,2	
Lakeview Ave.		Valhalla	26.3	25.7-26.9	FG					PB	1,2	
Commerce St.		Valhalla	26.6	26.0-27.2	FG					PB	1,2	Yes
Stevens Ave.		Mt. Pleasant	27.4	26.8-28.0	FG					PB	1,2	
Roaring Brook Rd.		Chappaqua	34.2	33.5-34.9	FG					PB	1,2	
City Water		Mt. Kisco	35.7	34.9-36.5	F							
Green Lane		Bedford Hills	38.1	37.5-38.6	FG					PB	1,2	
Jay St.		Katonah	41.2	40.6-41.7	FG					PB	1,2	
Dynamite	P	Katonah	42.4			W						
Brewster Hwy.		Brewster	52.0	51.5-52.4	FG					PB	1,2	
Dykeman's (Rt 312)		Brewster	54.7	54.1-55.1	FG					PB	1	
Towners (Rt 164)		Towners	57.9	57.2-58.6	FG							
Cornwall Hill Rd		Towners	59.0	58.4-59.6	FG							
Marble Quarry Rd	P	Patterson	60.0									
Patterson (Rt 311)		Patterson	60.3	59.6-60.9	FG					PB	1	
Peckham Materials		Patterson	60.5	60.1-60.9	F							
South St.		Pawling	63.0	62.5-63.6	FG					PB	1	
Main St.	1	Pawling	63.6	63.0-64.3	FG		HOS	1	S			
Pawling Pedest.	1	Pawling	63.8	63.0-64.3	FG		HOS	1	S	PB		
Corbin Rd.	1	Pawling	64.6	64.3-65.0	FG		HOS	1	N			
River Rd.		Pawling	65.3	64.6-66.0	FG							
Appalachian Tr.	P	Pawling	65.9									
Kitchen Rd.		Wingdale	67.2	66.6-67.8	FG					PB	1	
Wheeler Rd.	2	Wingdale	69.1	68.5-69.7	FG		HOS	1	N			
Pleasant Ridge Rd		Wingdale	69.8	69.2-70.4	FG					PB	1	
Chipewalla Rd.	P	Wingdale	71.2									
Dover Furnace		Dover Plains	73.6	73.0-74.2	FG							
Private	P	Dover Plains	74.4			W						
Mill St.		Dover Plains	76.6	76.0-77.2	FG							
Dover Plains Stat.		Dover Plains	76.7	76.0-77.2	FG					PB	1	
Private	P	Tenmile River	78.9			W						
Sinpatch Rd.		Tenmile River	79.5	78.9-80.1	FG					PB	1	
Furnace Bank Rd		Wassaic	81.4	80.8-82.0	FG					PB	1	
Station Rd.	3 P	Wassaic	82.0	81.6-82.1	FG							

HAR 44 HIGHWAY GRADE CROSSINGS (continued) HARLEM LINE

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

1. Switch at MP 64.1 cuts out approach circuit to these crossings when reverse.
2. Switch at MP 68.8 cuts out approach circuit to this crossing when reverse.
3. Southward movements at Wassaic Station must activate crossing warning devices for Station Rd. manually using push buttons located at south end of platform. RTC must have 1-S signal requested. This lights the green "1S Signal Request" light in the control box. When this light is lit, pressing the "TD" (Train Departure" button activates crossing warning devices, and the 1S signal will clear when gates are horizontal. If 1S signal is clear and train cannot depart, crew must press the "TD Cancel" button to put signal to Stop and de-activate crossing.

HAR 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS HARLEM LINE

Bulletin Boards, Standard Clock and Employee Register are located in:

- North White Plains - Register Room (Yard office – 1st Floor)
- Brewster Maintenance Facility – 2nd Floor
- Wassaic - Crew Room

HAR 46 SIGNAL ASPECTS NOT COVERED BY RULE 11

HAR 46-A ROUTE INDICATORS – CP 112

Route indicators, for information only, located on overhead bridge at MP 11.5 for northward trains on No. 3, 1, 2 and 4 tracks. Route indicator will show whether trains are lined for the Harlem Line or New Haven Line at CP 112.

- Arrow pointing right – New Haven Line
- Arrow pointing up – Harlem Line
- No arrow – Route undetermined

Unless otherwise instructed, engineers receiving a route indication arrow that does not conform with the train's scheduled routing should bring their train to a stop prior to passing northward signal at CP 112 and communicate with RTC.

HAR 47 YARDS AND YARD TRACKS HARLEM LINE

HAR 47-A DESIGNATED YARDS

The following areas are designated yards:

<u>LOCATION</u>	<u>UNDER CONTROL OF</u>
NORTH WHITE PLAINS	Yardmaster - NWP
BREWSTER	Yardmaster - Brewster

Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

NOTE: If no yardmaster is on duty at Brewster, crews will contact the Mechanical Foreman for train locations.

HAR 47-B MOUNT VERNON WEST YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:
 - Track 5 – 900 feet on south end

HAR 47-C NORTH WHITE PLAINS YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:

East of Main Line:

- Tracks 10 lead, 11, 12, 13, 14, 15, 16, 17
- Tracks 20 lead, 21, 22, 23, 24, 25

West of Main Line (Repair Yard)

- Track 5 – 507 feet of south end; 175 feet on north end.
- Track 6 – 391 feet on south end; 99 feet on north end.
- Tracks 7, 8, and 10 – entire length.
- Tracks 6X and 8X – entire length equipped with third rail; energized upon request.

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Shop tracks 5 and 6 North and South, Shop Tracks 6X through 8X, and Yard Tracks 7, 8, and 10.	Mechanical Foreman	All Times	1	8704 Or 8705
Shop Tracks 0X through 5X	Maintenance of Way Shop Foreman	0730-1600	~	8470

HAR 47-D BREWSTER YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:
 - Tracks 6, 8, 10, 12, 14, 26, 28, 32, 34, 36, North Yard Lead and South Yard Lead – Entire length.
 - Track 42: 589 feet on south end; 684 feet on north end.
 - Track 40: 527 feet on south end; 378 feet on north end.

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Shop Tracks 36, 38, 40, 42	Mechanical Foreman	All Times	2	1308

3. WYE TRACK
 - a. Cars or engines must not be left unattended on the South Wye track unless authorized by the District Superintendent.
 - b. MAS on Wye Tracks - **5 MPH**

4. NORMAL POSITION OF YARD SWITCHES - [Rule 19-A(2)]

Facing point hand-operated crossover for southward movements from No. 6 lead track (freight lead) to south lead track (passenger lead) is to be lined for south lead track.

Facing point hand-operated switch for southward movements from south lead track to north wye track is to be lined for north wye track.

Hand-operated switch connecting north wye track and south wye track to be lined for north wye track.

5. NORMAL POSITION OF DERAILS

The normal position of derails at the following locations is in the non-derailing position:

Brewster: Tracks 6 & 8 north.

HAR 47-E WASSAIC YARD

1. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Yard Tracks 8 and 10.	Mechanical Foreman	Daily 1900 hrs to 0700 hrs, except 1900 hrs Saturday through 0700 hrs Sunday.	2	4260 Or 4288

HAR 48 OTHER INSTRUCTIONS HARLEM LINE

HAR 48-A DUAL CONTROL SWITCHES [Rule 19-B]

Dual control switches are in service at:

- CP 152 (only switch from track 2 to South Wye and switch from track 2 to South Yard Lead, plus split point derail on freight lead).
- CP 153 (only switch from track 2 to Yard Lead).
- CP 155
- CP 159
- CP 160
- CP 169
- CP 170
- CP 177
- CP 178

HAR 48-B REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]

Code Point Indicator Signs are located at:

For Southward Movements

- MP 20.1
- MP 18.3
- MP 7.5

For Northward Movements

- MP 10.2
- MP 17.8

HAR 48-C REQUIREMENT FOR FORM M FOR TRACK WORK [Rule 21]

Between CP 106 and Botanical Garden (MP 9.5), Form M Line 1, Line 2, or Line 3 authority is required for anyone working on the track, with or without mechanized equipment, except when working within interlocking limits.

HAR 48-D ELECTRIC OPERATION THROUGH HIGH-SPEED TURNOUTS AND CROSSOVERS

Electric trains must not draw power while diverging at greater than 40 mph through the high-speed turnout listed below:

- CP 112 – N21 crossover
- CP 116 – 24 crossover
- CP 117 – all turnouts
- CP 119 – all turnouts
- CP 121 – all turnouts

HAR 48-E DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

Designated Repair Facilities

- North White Plains
- Brewster

Repair Points:

- Wassaic

HAR 48-F SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS [Rule 14-G]

Trains must not clear Main Track at the following non-electric locked switches:

- King Lumber Track 2 MP 43.4

NEW HAVEN LINE SPECIAL INSTRUCTIONS

NHV 40 STATIONS - NEW HAVEN LINE

The direction from CP 112 to Division Post/Amtrak is Eastward.
Tracks 5, 3, 1, 2, 4, and 6 are numbered north to south.

Stations are listed west to east. Passenger Stations are shown in BOLDFACE type.	NOTES	MP	RTC Dist.	Radio Ch.	Tracks (north to south) and Method of Operation					
					Trk 5	Trk 3	Trk 1	Trk 2	Trk 4	Trk 6
CP 112 (Harlem Line)	INT	11.8	A	2		IR	IR	IR		
CP 212	INT	12.5				CSS	CSS	CSS	IR CSS	
MOUNT VERNON EAST		14.0	E	3		CTC	CTC	CTC	CTC	
PELHAM		15.2				CSS	CSS	CSS	CSS	
CP 215	INT	15.4								
CP 216 (Hell Gate Line/Amtrak)	INT	16.3								
NEW ROCHELLE		16.6								
CP 217	INT	f 16.7								
LARCHMONT		18.7								
MAMARONECK		20.5								
HARRISON		22.2								
CP 223	INT	23.5								
RYE		24.1								
PORT CHESTER		25.7								
State Line (NY/CT)		26.1								
GREENWICH		28.1								
CP 229	INT	29.0								
COS COB		29.6								
CP 230 (Movable Bridge)	INT	30.0								
RIVERSIDE		30.3								
OLD GREENWICH		31.3								
CP 232	INT	32.4								
CP 233	INT	32.9								
STAMFORD		33.1				IR CSS	IR CSS	IR CSS	IR CSS	
CP 234	INT	33.3								
Stamford Yard	a,b	33.7		1	CTC	CTC	CTC	CTC	CTC	
CP 235 (New Canaan Branch)	INT	34.5		3	CSS	CSS	CSS	CSS	CSS	
NOROTON HEIGHTS		36.2	F							
DARIEN		37.7								
ROWAYTON		39.2								
CP 240	INT	40.8								
SOUTH NORWALK	g	41.0								
CP 241 (Danbury Branch) (Movable Bridge)	INT	41.3								

**NHV 40 STATIONS - NEW HAVEN LINE (continued)**

Stations are listed west to east Passenger Stations are shown in BOLDFACE type.	NOTES	MP	RTCDist.	Radio Ch.	Tracks (north to south) and Method of Operation				
					Trk 3	Trk 1	Trk 2	Trk 4	Trk 6
CP 241(Danbury Branch) (Movable Bridge) <i>INT</i>		41.3	F	3	CTC CSS	CTC CSS	CTC CSS	CTC CSS	
EAST NORWALK		42.1							
WESTPORT		44.2							
CP 244 (Movable Bridge) <i>INT</i>		44.3							
GREEN'S FARMS		47.2							
CP 248 <i>INT</i>		48.6							
SOUTHPORT		48.9							
FAIRFIELD		50.6							
FAIRFIELD METRO		52.3							
CP 255 <i>INT</i>		55.3							
BRIDGEPORT		55.4							
CP 256 (Movable Bridge) <i>INT</i>		55.8							
CP 257 <i>INT</i>		56.8							
East Bridgeport Yard	b	57.0							
STRATFORD		59.0	G	1 3					
CP 261 (Waterbury Branch) (Movable Bridge) <i>INT</i>		60.7							
MILFORD		63.3							
CP 266 <i>INT</i>	h	66.3							
CP 271 <i>INT</i>	h	71.3							
CP 272 <i>INT</i>	c, d	71.9							
New Haven Yard	c, e	72.1							
NEW HAVEN	c	72.3							
CP 273 <i>INT</i>	c	72.4							
NEW HAVEN-STATE ST.		72.7							
CP 274 <i>INT</i>		72.7							
Division Post/Amtrak	d	72.9				CTC CSS	CTC CSS	CTC CSS	CTC CSS

IR and CSS
apply on all main tracks
between CP 271 and
CP 274

NHV 40-A NOTES FOR NEW HAVEN LINE STATIONS

- Radio Channel 1 in service for Stamford Yard operations only.
- Employee stop for trains designated in Employee Train Schedules.
- Between CP 272 and CP 273, tracks 3, 1, 2, 4, 6, 8, 10, 12 and 14 are main tracks.
- The distance between MP 72 and MP 73 is 6,235 feet.
- Radio Channel 1 in service for New Haven yard operations only.
- No 6, 8 & 10 tracks designated other than main track. **[Rule 7-N]**
- No 5 & No 6 track designated other than main track. **[Rule 7-N]**
- No 5 track designated other than main track. **[Rule 7-N]**

NHV 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS NEW HAVEN LINE

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

NHV 41-A PASSENGER TRAINS

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 5	Trk 3	Trk 1	Trk 2	Trk 4	
MP 11.8 - MP 15.0								60
CP 112 - CP 212	11.8	12.5		45	~	~	~	
MP 15.0 - MP 17.2								70
Pelham - CP 216	15.8	16.0		60	60	60	60	
Curve through CP 216	16.0	16.3		50	50	30	30	
CP 216 – New Rochelle	16.3	16.5		50	50	45	45	
CP 216 to/from Hell Gate Line	16.0	16.3			45	45		
CP 216 - Larchmont	16.5	16.7		~	~	45	~	
CP 216 - Larchmont	16.5	16.6		~	~	~	30	
CP 216 - Larchmont	16.6	16.9		~	~	~	45	
CP 216 - Larchmont	16.5	17.2		50	~	~	~	
MP 17.2 - MP 21.4								90
CP 217 - Larchmont	17.2	17.5		75	75	75	75	
MP 21.4 - CP 235 (MP 34.5)								75
Curves west & east of Harrison	21.4	23.1		70	70	70	70	
East of CP 223	23.6	23.8		60	70	70	70	
Curves west & east of Rye	23.8	24.7		60	60	60	60	
1 st curve east of Port Chester	25.7	26.1		45	45	45	45	
State Line - Greenwich	26.1	26.3		60	60	60	60	
State Line - CP 229	26.3	28.2		70	70	70	70	
1 st curve east of Greenwich	28.2	28.4		60	60	60	60	
Greenwich - CP 230	28.4	29.7		70	70	70	70	
CP 230 Movable Bridge	29.7	30.0		50	50	50	50	
CP 230 - Riverside	30.0	30.2		60	60	60	60	
CP 232 - CP 233	32.5	32.8		60	60	60	60	
CP 233 - CP 234	32.8	33.2	45	50	50	50	45	
CP 234	33.2	33.6	60	50	50	50	50	
CP 234 - CP 235	33.6	34.5	60	60	60	60	60	

**NHV 41-A PASSENGER TRAINS** (continued)

LOCATION	Between		Speed Restrictions (MPH)							Max Auth Speed (MPH)
	MP	MP	Trk 3	Trk 1	Trk 2	Trk 4	Trk 6	Other Tracks		
CP 235 (MP 34.5) – MP 42.0										70
CP 240 - CP 241	40.6	41.1	~	60	60	60				
CP 241	41.1	41.5	45	45	45	45				
CP 241	41.5	41.6	30	30	30	30				
MP 42.0 – CP 272 (MP 71.8)										75
CP 244 Movable Bridge	44.1	44.5	40	40	40	40				
Southport – Fairfield	49.3	49.6	70	70	70	70				
Fairfield - CP 255	52.5	54.7	70	70	70	70				
Curve west of Bridgeport	54.7	55.4	30	30	30	30				
Bridgeport - CP 257	55.4	56.5	45	45	45	45				
CP 257	56.5	57.0	60	60	60	60				
Stratford - CP 261	59.8	60.3	60	60	60	60				
CP 261 Movable Bridge	60.3	60.5	40	40	40	40				
CP 261	60.5	61.1	60	60	60	60				
Milford	63.1	63.6		60	60	60				
CP 271 - CP 272	71.3	71.8	45	~	~	~				
CP 272 (MP 71.8) - Div. Post/Amtrak										50
CP 272	71.8	72.0	30	~	~	30				
CP 272 - CP 273	72.0	72.4	30	45	45	30	30			
CP 272 - CP 273	71.8	72.5	Tracks 8, 10, 12, 14							30
CP 273 - Div. Post/Amtk	72.4	72.9		45	45	30	30			

NHV 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

LOCATION	Between		Speed Restrictions (MPH)					Max Auth Speed (MPH)
	MP	MP	Trk 5	Trk 3	Trk 1	Trk 2	Trk 4	
MP 11.9 - MP 15.0								35
CP 112 - CP 212	11.8	12.5		25	25	25	25	
MP 15.0 - CP 272 (MP 71.8)								40
Curve through CP 216	16.0	16.5		25	25	25	25	
CP 216 to/from Hell Gate	16.0	16.3			10	10		
CP 216 - Larchmont	16.5	16.9		~	~	25	25	
East of CP 217	16.9	17.0		~	~	30	~	
Port Chester - State Line	25.7	26.1		25	25	25	25	
CP 230 Movable Bridge	29.5	30.0		30	30	30	30	
CP 233 - CP 234	32.9	33.6	25	25	25	25	25	
CP 234 - CP 235	33.6	34.5	20	~	~	~	~	
CP 241	41.1	41.6		30	30	30	30	
CP 244 Movable Bridge	44.1	44.5		30	30	30	30	
Curve west of Bridgeport	54.7	55.4		10	10	25	25	
CP 256 - CP 257	56.7	57.0		~	~	~	25	
CP 272 (MP 71.8) - Div. Post/Amtrak								10

NHV 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

LOCATION	Between		Max. Authorized Speed (MPH)				
	MP	MP	Trk 5	Trk 3	Trk 1	Trk 2	Trk 4
CP 112 - CP 217	11.8	16.7		20	20	20	20
CP 216 to/from Hell Gate	16.0	16.3			10	10	
CP 217 - CP 223	16.7	23.5		25	25	25	25
CP 223 - Rye	23.5	24.2		20	20	20	20
Rye - Port Chester	24.2	25.2		25	25	25	25
Rye - Port Chester	25.2	25.7		30	30	30	30
Port Chester - State Line	25.7	26.1		25	25	25	25
State Line - CP 229	26.1	29.0		30	30	30	30
CP 229 - CP 233	29.0	32.9		20	20	20	20
CP 233 - CP 234	32.9	33.3	20	20	20	20	20
CP 234	33.3	33.6	25	25	25	25	25
CP 234 - CP 235	33.6	34.5	20	~	~	~	~
CP 234 - CP 235	33.6	34.6		30	30	30	30
CP 235 - East of Darien	34.6	38.0		40	40	40	40
East of Darien - CP 240	38.0	40.8		30	30	30	30
CP 240 - West of Westport	40.8	43.1		20	20	20	20
West of Westport - CP 244	43.1	44.3		25	25	25	25
CP 244 - Green's Farms	44.3	47.0		30	30	30	30
Green's Farms - East of Fairfield	47.0	52.0		40	40	40	40
East of Fairfield – Bridgeport	52.0	54.7		25	25	25	25
Curve west of Bridgeport	54.7	55.4		10	10	25	25
Bridgeport – CP 256	55.4	55.8		25	25	25	25
CP 256 - West of Stratford	55.8	57.7		20	20	20	20
West of Stratford - CP 261	57.7	60.7		30	30	30	30
CP 261	60.7	61.1		25	25	25	25
CP 261 - Milford	61.1	62.5			25	25	25
Milford - West of CP 271	62.5	70.0			30	30	30
West of CP 271	70.0	71.2			25	25	25
CP 271 - CP 272	71.2	71.8		20	20	20	20
CP 272 - Div. Post/Amtrak	71.8	72.9	All Tracks - 10				

NHV 41-D SPECIAL SPEED INSTRUCTIONS
1. MEASURED MILES [Rule 7-M(3)]

Measured Mile signs for the purpose of validating on-board speedometer readings are located at:

- MP 19 and MP 20 (westward and eastward)
- MP 68 and MP 67 (westward only)

2. WEATHER RESTRICTIONS [SI 7-C]

The following speed restrictions apply when Weather Restrictions are in effect:

Restriction Level	In effect for:	Required for temperatures of:	Maximum Speed	Tracks	Between	
Level 1	Electric trains only	80°F or above; 32°F or below	60 MPH (curves only)	3,1,2,4	MP 45.6	MP 46.0
			Permanent 60/50 MPH speed signs, blue and white in color, installed on catenary poles at the point of restriction.	3,1,2,4	MP 46.4	MP 46.7
				3,1,2,4	MP 49.2	MP 49.7
				3,1,2,4	MP 52.6	MP 53.0
Level 2	Electric trains only	90°F or above; 15°F or below	50 MPH (curves only)	All tracks and locations shown in Level 1		
			70 MPH	3,1,2,4	CP 241	CP 261
Level 3	Electric trains only	5°F or below	50 MPH (curves only)	All tracks and locations shown in Level 1		
			60 MPH	3,1,2,4	CP 241	CP 261
Level 4	Electric trains only	95°F or above	All restrictions shown in Level 3 are in effect			
	All trains	95°F or above	80 MPH Maximum Speed; other speed restrictions may be designated in the DTOBO			
Level 5	Electric trains only	100°F or above	40 MPH (curves only)	All tracks and locations shown in Level 1		
			50 MPH	3,1,2,4	CP 241	CP 261
	All trains	100°F or above	70 MPH Maximum Speed; other speed restrictions may be designated in the DTOBO			

3. AMTRAK

Amtrak trains consisting entirely of baggage or material handling cars (MHC) must not exceed **80 MPH**.

4. FREIGHT TRAINS

- Freight trains on No 3 track passing high-level platform at Southport Station (MP 48.9) must not exceed **5 MPH**. Due to close clearances, crew member must observe train on platform side and be prepared to stop movement.
- Freight trains passing high-level platforms at New Haven station must not exceed **5 MPH**.



NHV 42 EQUIPMENT RESTRICTIONS NEW HAVEN LINE

NHV 42-A CLEARANCES

- Maximum height permitted:

Between	Car Type	Trk 5	Trk 3	Trk 1	Trk 2	Trk 4
CP 112 – CP 216	Open top		15'4"	15'4"	15'0"	15'0"
	Closed top		15'6"	15'6"	15'2"	15'2"
CP 216 – CP 233	Open top		15'4"	15'4"	15'4"	15'4"
	Closed top		15'6"	15'6"	15'6"	15'6"
CP 233 – CP 235	Open top	15'4"	15'4"	15'4"	15'4"	15'4"
	Closed top	15'6"	15'6"	15'6"	15'6"	15'6"
CP 235 – CP 261	Open top		15'4"	15'4"	15'4"	15'4"
	Closed top		15'6"	15'6"	15'6"	15'6"
CP 261 – Div. Post	Open top	15'4"		15'4"	15'4"	15'4"
	Closed top	15'6"		15'6"	15'6"	15'6"

NOTE: Center beam and bulkhead flat cars will be considered "closed top" cars for clearance purposes.

- Cars exceeding Plate C are prohibited on the New Haven Line unless authorized in advance by the Operations Control Center.

NHV 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 112 - Division Post/Amtrak: 263,000 lbs.

NHV 43 ELECTRICAL OPERATION NEW HAVEN LINE

NHV 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

- MAIN TRACKS between:
 - CP 112 and MP 14.9: All tracks

NHV 43-B TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

- MAIN TRACKS between:
 - MP 14.9 and Division Post/Amtrak: All tracks
- OTHER TRACKS:
 - Tracks 4 and 6 between Division Post/Amtrak and Phase Break (2100 feet east of Division Post)

NHV 43-C PHASE BREAKS, PHASE GAPS AND DEAD SECTIONS

At the following locations, between the catenary pole numbers indicated, electric trains must have controllers in the coast or off position. No power must be taken until all pantographs on train are clear of the designated area. Phase Break (PB), Phase Gap (PG), and Dead Section (DS) signs in service where noted below.

LOCATION	BETWEEN CAT POLES		TRACKS	TYPE	SIGNS IN SERVICE
West of Pelham	37		3,1,2,4	Dead Section	DS
Pelham-New Rochelle	53	55	3,1,2,4	Phase Gap	PG
Hell Gate Line	205H		1,2	Dead Section	DS
West of CP 223	183	185	3,1,2,4	Phase Break	PB
CP 230	312	313	3,1,2,4	Phase Gap	PG
East of CP 241	536	538	3,1,2,4	Phase Break	PB
East of CP 257	814	815	3,1,2,4	Phase Break	(none)

NHV 43-D ELECTRIC OPERATION – WESTPORT TO CP 244

Eastward electric trains making a station stop at Westport will not exceed P-2 power, and M-8 electric trains will not exceed minimum power, when departing Westport station until east of CP 244 movable bridge.

NHV 43-E ELECTRIC OPERATION THROUGH CP 271

All electric trains must coast through crossovers at CP 271. If train is stopped in the interlocking while diverging, P-2 power must not be exceeded until all pantographs are clear of the crossovers. M-8 electric trains will not exceed minimum power until all pantographs are clear of crossovers.

**NHV 44 HIGHWAY GRADE CROSSINGS
NEW HAVEN LINE**
(None)

**NHV 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS
NEW HAVEN LINE**

Bulletin Boards, Standard Clock, and Employee Register are located in:

- New Haven – Union Station, 4th floor West
- New Haven – West End Passenger Yard Facility (also Amtrak Northeast Division)
- New Haven – Motor Storage (also Amtrak Northeast Division)
- East Bridgeport Yard – Freight House
- Stamford – Register Room

**NHV 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
NEW HAVEN LINE****NHV 46-A** CP 272, CP 273, CP 274

Interlocking signals at CP 272, CP 273 and CP 274 have a horizontal number/letter plate displayed as part of the aspect.

**NHV 47 YARDS, YARD TRACKS AND TERMINAL AREAS
NEW HAVEN LINE****NHV 47-A** DESIGNATED YARDS

The following areas are designated yards:

LOCATION

Stamford

New Haven Yard

UNDER CONTROL OF

Yardmaster - Stamford

Yardmaster - New Haven

Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

NHV 47-B NEW ROCHELLE YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - Track 6 between CP 217 (Cat 76) eastward to Cat 82.
 - Track 8 between CP 217 (Cat 73A) eastward to Cat 83.

2. NORMAL POSITION OF YARD SWITCHES [**Rule 19-A(2)**]

Facing point hand operated switches for eastward movement from No. 8 to No. 6 track, and from No. 8 to No. 10 track, are to be lined for No. 8 track.

NHV 47-C STAMFORD YARD

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - All tracks except Passenger Yard tracks 6, 8, 10, 12, 14, 16, 18, 20, and tracks 46, 47, 48, 49
2. DESIGNATED MECHANICAL TRACKS [**Rule 16-B**]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Yard Tracks 40, 41, 43, and 45 through 49; and Shop Tracks 42 and 44	Mechanical Foreman	All Times	1	5603



3. ROUTE INDICATORS

Route indicators are in service in Stamford Yard, under control of Yardmaster, capable of displaying the following aspects:

- Flashing White: Permission to proceed over or through switches.
- Flashing Yellow: Do not proceed; Not lined or routed.

4. PERMISSION TO USE TRACKS

Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

5. CAR WASH

- a. MAS through the car wash building – **Restricted Speed not exceeding 3 MPH.**
- b. All trains must operate through the car wash building in a westward direction only, unless otherwise instructed by the Yardmaster.

6. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Tracks 10 and 12 (between cat 378X and cat 379), tracks 6 and 8 (cat 379), Loop track (cat 380), Loop track and track 8 (cat 384).

NHV 47-D EAST BRIDGEPORT YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

- Track 6 from CP 257 eastward to hand-operated switch into track 4 (3141 feet).
- Tracks 8, 12, 14, 18, 20, 24, 26, 28, 30, 32 – entire length.
- East ladder and West ladder tracks – entire length.

2. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Track 8 east (cat 811), track 12 west (cat 806), track 12 east (cat 811), track 14 west (cat 806), track 14 east (cat 810A), track 18 west (cat 807), track 18 east (cat 810)

3. NORMAL POSITION OF YARD SWITCHES [Rule 19-A(2)]

The normal position of hand-operated switch from yard track 32 to yard track 44 is lined for yard track 32.

**NHV 47-E NEW HAVEN YARD****1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION****West End**

- Track 13W: Entire Length except last 150 ft
- Derby Lead: From facing point switch in track 11W to end of track.
- No 5 Track: From Derby connecting switch west for 2500 ft.
- Motor Lead: Entire Length from facing switch in No 5 track and pit motor storage tracks.
- Tracks 61 through 74
- Boneyard Tracks 57, 56, 55, 54
- Track 41 (Loop track)
- Tracks 42 and 43: Entire Length except 881 ft through Running Repair shop building.
- East end of tracks 21 and 22 (CSR Shop)

East End

- No. 1 Track: 430 ft west end and 500 ft east end
- No. 2 Track: 270 ft west end and 735 ft east end
- No. 3 Track: 400 ft west end and 735 ft east end
- Tracks 16, 17, 18, 19, 38, 101 and 102.
- Track 103: From switch in No 38 track to switch for No 102 track.

Amtrak Motor Storage

- Tracks 11, 13

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Yard Tracks 17, 18, 19; Shop Tracks 1, 2, 3, East and West; CSR Shop Tracks 21, 22, 23; Running Repair Shop Tracks 42, 43; Yard Tracks 101 through 104; and Wheel True Track.	Mechanical Foreman	All Times	1	2811
SLE Shop Tracks 24 through 27, East and West; and Yard Tracks 27A, 29, 81 through 84.	Shore Line East Shop Foreman	All Times	~	203 773.6181

3. BLUE SIGNAL PROTECTION-STATION [Rule 16]

In the application of Rule 16, all station platform tracks between CP 272 and CP 274 at New Haven are considered Main Tracks, and Rule 16-D applies.

**4. CHANGING ENGINES**

When engines are changed on through trains at New Haven station, the hand brake on the car next to the engine must be applied before the engine is cut off, and must not be released until the replacement engine is coupled to the train.

5. PERMISSION TO USE TRACKS

Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

6. PANTOGRAPH POSITION WHEN ENTERING SHOP

The lead pantograph on M-4 and M-6 triplets must be lowered before entering New Haven MU shop tracks 1, 2 or 3 from either the east or west end.

7. NORMAL POSITION OF YARD SWITCHES

The normal position of hand-operated switch from yard track 69 to yard track 41 is lined to yard track 69.

**NHV 48 OTHER INSTRUCTIONS
NEW HAVEN LINE****NHV 48-A REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]**

Code Point Indicator Signs are located at:

For eastward movements

- MP 22.3
- MP 27.6
- MP 39.5
- MP 58.7

For westward movements

- MP 62.5
- MP 58.7
- MP 43.1
- MP 19.2

**NHV 48-B** AMTRAK OPERATION

1. HIGH-SPEED TRAINSETS

a. TILT MECHANISM

Amtrak high-speed train sets (lead units in Amtrak series 2000 – 2039) must have the tilt mechanism cut out while operating on Metro-North territory. Eastward trains must contact RTC prior to reaching CP 216 and westward trains must contact RTC prior to reaching CP 274 to confirm that tilt mechanism is cut out.

b. EMERGENCY EVACUATION RAMPS

Protection on the adjacent tracks must be obtained from RTC prior to erecting the emergency evacuation ramps.

c. PANTOGRAPH SELECTION SWITCH

Pantograph selection switch must be positioned to prevent the automatic raising of the rear pantograph in the event of damage to the lead pantograph.

2. HIGH-SPEED TRAINSETS AND HHP-8 ENGINES

When operating high-speed train sets and multiple HHP-8 (Amtrak series 650-664) engines, 50,000 ft-lbs. powering effort must not be exceeded.

NHV 48-C METRO-NORTH EQUIPMENT EAST OF CP 274

Metro-North electric equipment must have pantographs locked down if operated east of the Phase Break located at MP 73.0 (Amtrak – New England Division) or west of the Dead Section at CP 216 (Amtrak – New York Division)

NHV 48-D ADJACENT MOVEMENT OF EQUIPMENT – BRIDGEPORT

Between Catenary 756 (MP 54.5) and the westerly limit of CP 255, adjacent movement of trains or engines on tracks 1 and 2 is prohibited when either movement includes freight equipment. Protection against adjacent movements will be provided by signal indication.

**NHV 48-E** OPERATION ON TRACK 5 BETWEEN CP 234 and CP 235.

Due to trains making employee stops at Stamford Yard on track 3, trains operating on track 5 between CP 234 and CP 235 must not pass the crosswalk at Stamford Yard (MP 33.7) until the engineer determines that there is no train on track 3 receiving or discharging employees at that location.

Signs with a black "E" on a white background are installed adjacent to track 5. Sign for eastward movements is located at Cat 372; sign for westward movements is located at Cat 389.

NHV 48-F EMPLOYEE STOPS - STAMFORD YARD

1. For trains making employee stops at Stamford Yard on tracks 3, 4 or 5, crew must ensure that employees board and detrain only on the south side of track 4 or north side of tracks 3 or 5.
2. For trains making employee stops at Stamford Yard on tracks 1 or 2, unless the intervening tracks are out-of-service by Bulletin Order, the engineer must obtain a hold on the adjacent track from the RTC, and crew must ensure that employees board and detrain only on the track where the hold is in place.

NHV 48-G DESIGNATED REPAIR FACILITIES

Designated Repair Facilities:

- New Haven
- Stamford

NHV 48-H SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS [Rule 14-G]

Trains must not clear Main Track at the following non-electric locked switches:

- | | | |
|-----------------|---------|---------|
| - Rings End | Track 3 | MP 36.9 |
| - Miller Supply | Track 4 | MP 68.2 |

NEW CANAAN BRANCH SPECIAL INSTRUCTIONS

NCN 40 STATIONS - NEW CANAAN BRANCH

The direction from CP 235 to New Canaan is Eastward.

Mileposts are measured from CP 233.

Stations are listed west to east. Passenger Stations shown in BOLDFACE type.		MP	RTC Dist. Radio Chan.	Method of Operation Main Track
CP 235 (New Haven Line)	<i>INT</i>	1.6	E 3	CTC/CSS
GLENBROOK		2.2		
SPRINGDALE		3.5		
TALMADGE HILL		5.7		
CP 307	<i>INT</i>	7.6		
NEW CANAAN		7.9		Other than Main Track: Rule 7-N applies

NCN 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS NEW CANAAN BRANCH

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column are for general reference only. Milepost locations will govern.

NCN 41-A PASSENGER AND FREIGHT TRAINS

EASTWARD TRAINS

LOCATION	Between		MAS – Main Track (MPH)	
	MP	MP	Psg'r Trains	Freight Trains
CP 235 – MP 2.0	1.6	2.0	60	30
MP 2.0 – Glenbrook Rd.	2.0	2.3	20	20
Glenbrook Rd. – Talmadge Hill	2.3	5.7	40	30
Talmadge Hill – MP 7.4	5.7	7.4	40	25
MP 7.4 – CP 307	7.4	7.6	25	25
CP 307 – New Canaan	7.6	7.9	All tracks – 10	

WESTWARD TRAINS

LOCATION	Between		MAS–Main Track (MPH)	
	MP	MP	Psg'r Trains	Freight Trains
New Canaan – CP 307	7.9	7.6	All tracks – 10 Between “CC” sign and Grove St. - 5	
CP 307 – MP 2.5	7.6	2.5	40	30
MP 2.5 – Crescent St.	2.5	2.2	20	20
Crescent St. – MP 2.0	2.2	2.0	40	30
MP 2.0 – CP 235	2.0	1.6	60	30



NCN 42 EQUIPMENT RESTRICTIONS NEW CANAAN BRANCH

NCN 42-A CLEARANCES

Maximum height permitted: 15 feet 6 inches

NCN 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs.

NCN 43 ELECTRICAL OPERATION NEW CANAAN BRANCH

NCN 43-A TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

- MAIN TRACK between CP 235 and CP 307.
- NC 1, NC 2, and NC 3 TRACKS between CP 307 and New Canaan, plus hand-operated turnouts to these tracks.

NCN 43-B EMPLOYEE-IN-CHARGE

In the application of Electrical Instruction 6.3 of MN-290-OP, the RTC is designated as employee-in-charge of tracks NC1, NC 2 and NC 3.

NCN 44 HIGHWAY GRADE CROSSINGS NEW CANAAN BRANCH

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Instr.	Special Actions Required			Apparatus Provided		
							Action	Track(s)	Direction	Device	Track(s)	Pre-emption
Crescent St.		Glenbrook	2.2	1.6 - 2.5	FG					PB	M	Yes
Glenbrook Rd.		Glenbrook	2.3	1.8 - 2.5	FG					PB	M	Yes
Riverbend Drive So		Glenbrook	3.0	2.6 - 3.4	F							
Omega Drive		Springdale	3.4	3.0 - 3.7	FG					PB	M	
Largo Drive		Springdale	3.5	3.0 - 3.9	FG					PB	M	Yes
Camp Ave.		Springdale	4.0	3.5 - 4.5	FG					PB	M	Yes
Hoyt St.		Springdale	4.2	3.9 - 4.5	FG					PB	M	
Cemetery	P	Springdale	4.2									
Talmadge Hill Rd		New Canaan	5.7	5.4 - 6.0	FG					PB	M	Yes
Richmond Hill Rd		New Canaan	7.6	7.4 - 7.7	FG					PB	M	
Grove St	1	New Canaan	7.7	7.6 - 7.75	FG		CC (5mph)	All	W			

**NCN 44 HIGHWAY GRADE CROSSINGS (continued)
NEW CANAAN BRANCH**

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

1. CC Sign located 279 ft. east of Grove St.

**NCN 45 LOCATION OF BULLETIN BOARDS, STANDARD
CLOCKS, AND EMPLOYEE REGISTERS
NEW CANAAN BRANCH**

(None)

**NCN 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
NEW CANAAN BRANCH**

(None)

**NCN 47 YARDS AND YARD TRACKS
NEW CANAAN BRANCH**

1. NORMAL POSITION OF YARD SWITCHES [**Rule 19-A(2)**]

Facing point hand-operated switch for eastward movements from NC 1 track to NC 2 track is to be lined for NC 1 track.

Facing point hand operated switch for eastward movements from NC 2 track to NC 3 track is to be lined for NC 2 track.

**NCN 48 OTHER INSTRUCTIONS
NEW CANAAN BRANCH**

(none)

**DANBURY BRANCH SPECIAL INSTRUCTIONS****DAN 40 STATIONS - DANBURY BRANCH**

The direction from CP 241 to Division Post/Housatonic RR is Northward.

Stations are listed west to east. Passenger Stations are shown in BOLDFACE type.	NOTES		MP	RTC Dist.	Radio Chan.	Tracks (west to east) and Method of Operation			Siding Direction and Length				
						Single Track	Trk 1	Trk 2					
CP 241 (New Haven Line) <i>INT</i>			0.0	F	3		IR CSS	IR CSS					
CP 400 <i>INT</i>			0.1										
CP 401 <i>INT</i>	a		0.6										
MERRITT 7			3.7										
CP 407 <i>INT</i>			7.0										
WILTON			7.3										
CP 408 <i>INT</i>			7.4			MBS	IR CSS	IR CSS					
WILT <i>BL-RTC</i>			7.4										
CANNONDALE			8.9										
BRANCHVILLE			12.7										
HILL <i>BL-RTC</i>			12.7										E 1,000 ft
REDDING			17.1										
BETHEL			21.0										
DAN <i>BL-RTC</i>			23.1										
DANBURY			23.3										
CANAL (End of Block) <i>BL-RTC</i>			23.5										
Division Post / Housatonic RR			24.2			Other than Main Tracks: Rule 7-N applies							

DAN 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

a. No 6 track designated other than main track. **[Rule 7-N]**

DAN 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS DANBURY BRANCH

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column are for general reference only. Milepost locations will govern.

DAN 41-A PASSENGER TRAINS

LOCATION	Between		Speed Restrictions (MPH)			Max Auth Speed (MPH)
	MP	MP	Single Track	Trk 1	Trk 2	
CP 241 (MP 0.0) – MP 2.8						30
CP 241 – CP 400	0.0	0.1		10		
CP 400 – CP 401	0.1	0.3		10	10	
MP 1.0 – Cross St	1.0	1.7		25		
MP 2.8 – MP 22.1						50
	3.0	4.0		40		
CP 407 – CP 408	7.0	7.4		~	30	
Curve north of Wilt	7.4	7.6	35			
	14.6	15.5	35			
	20.0	20.6	30			
Bethel–Greenwood Ave Southward trains only	21.0	20.6	25			
MP 22.1 – MP 23.4						20
MP 23.4 – CANAL (MP 23.5)						10

DAN 41-B FREIGHT TRAINS

LOCATION	Between		Speed Restrictions (MPH)			Max Auth Speed (MPH)
	MP	MP	Single Track	Trk 1	Trk 2	
CP 241 (MP 0.0) – MP 2.8						15
CP 241 – CP 401	0.0	0.3		10	~	
CP 400 – CP 401	0.1	0.6		~	10	
MP 2.8 – CP 408						35
Two curves	3.0	3.3		25		
CP 407 – CP 408	7.0	7.4		~	25	
CP 408 – MP 22.1						40
Curve north of Wilt	7.4	7.6	35			
	14.6	15.5	35			
	20.0	20.6	30			
Bethel–Greenwood Ave Southward trains only	21.0	20.6	25			
MP 22.1 – MP 23.4						20
MP 23.4 – CANAL (MP 23.5)						10

**DAN 42 EQUIPMENT RESTRICTIONS
DANBURY BRANCH****DAN 42-A CLEARANCES**

Maximum height permitted: 15 feet, 6 inches

DAN 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

DAN 42-C PASSENGER CARS

Metro-North Inspection Car MN-3 is prohibited on Track 8 (inside loop track) between Danbury Station (MP 23.3) and CANAL

**DAN 43 ELECTRICAL OPERATION
DANBURY BRANCH****DAN 43-A TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION**

- No 1 track between CP 241 (Cat 1) and Cat 8.

DAN 43-B TRACKS EQUIPPED WITH CATENARY FOR AC OPERATION BUT NOT ENERGIZED

- No 2 track between CP 400 northward to a point 550 feet north of Cat 12.
- No 6 track between Cat 5 northward to a point 200 feet north of Cat 12.

**DAN 44 HIGHWAY GRADE CROSSINGS
DANBURY BRANCH**

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Instr.	Special Actions Required			Apparatus Provided		
							Action	Track(s)	Direction	Device	Track(s)	Pre-emption
Science Rd		Norwalk	0.6	0.4 - 0.9	FG							Yes
Jennings Place		Norwalk	0.9	0.6 - 1.1	F							
Private	P	Norwalk	1.0									
Boat Private	P	Norwalk	1.1									
Devine Private	P	Norwalk	1.3									
Commerce St		Norwalk	1.3	1.1 - 1.7	FG							
Cross St.		Norwalk	1.7	1.3 - 2.1	FG					D	1	Yes
Catherine St		Norwalk	2.0	1.7 - 2.4	FG					D	1	
New Canaan Av		Norwalk	2.2	1.7 - 2.7	FG					D	1	Yes
Broad St		Norwalk	2.6	2.1 - 3.2	FG					D	1	Yes
Perry Ave		Norwalk	2.9	2.3 - 3.5	FG					D	1	Yes
Glover Ave		Norwalk	3.4	3.0 - 3.8	FG					D	1	
Kent Rd		Wilton	4.9	4.5 - 5.4	FG							
Wilton Station		Wilton	7.3	6.9 - 7.7	FG					D	1,2	
Cannon Crossing		Cannondale	8.8	8.4 - 9.3	FG					D	M	
Seeley Rd		Cannondale	9.5	9.0 - 10.0	FG					D	M	
Money Hill Rd		Cannondale	9.9	9.4 - 10.3	FG					D	M	
Private	P	Cannondale	10.8									
No. Main St		Georgetown	12.1	11.6 - 12.6	FG							
Portland Av		Branchville	12.6	12.3 - 13.0	F		HOS	M	S			
Depot Rd		Branchville	12.7	12.3 - 13.3	F		S&W	Sid.	N/S			
Private	P	Redding	14.9									
Topstone Rd		Redding	15.1	14.7 - 15.4	FG							
Private	P	Redding	16.5									
Private	P	Redding	17.0			W						
Long Ridge Rd		Redding	17.2	16.8 - 17.6	F							
Taylor Av		Bethel	20.4	20.1 - 20.7	FG		HOS	M	N	R	M	
South St	1	Bethel	20.5	20.3 - 20.9	FG		HOS	M	N	R	M	
Greenwood Av	2	Bethel	20.6	20.2 - 21.0	FG		HOS	M	N	R	M	Yes
Great Pasture Rd		Danbury	21.7	21.3 - 22.2	FG					R	M	Yes
Shelter Rock Rd		Danbury	22.2	21.9 - 22.4	FG					R	M	
Triangle St		Danbury	22.6	22.4 - 22.8	FG					R	M	Yes
Taylor St		Danbury	22.8	22.5 - 23.0	FG					R	M	
East Liberty St		Danbury	23.0	22.8 - 23.2	FG		S&W	6	S	R		
Danbury Station	3	Danbury	23.4		FG		CC STOP	M/6	N/S			Yes
Danbury Museum		Danbury	23.5			W	S&W	6/8	N/S			

DAN 44 HIGHWAY GRADE CROSSINGS (continued) DANBURY BRANCH

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

HIGHWAY GRADE CROSSINGS - SPECIAL NOTES (Column 2):

1. Trains entering Main track from yard track at Taylor Ave. must not exceed **10 MPH** approaching South St.
2. Trains entering Main track from yard track at Taylor Ave. must not exceed **15 MPH** approaching Greenwood Ave.
3. Additional 12 second delay in crossing activation due to highway traffic preemption.

DAN 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS AND EMPLOYEE REGISTERS DANBURY BRANCH

Bulletin Boards, Standard Clock and Employee Register are located in:

- Danbury – T&E Crew Room

DAN 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 DANBURY BRANCH (None)

DAN 47 YARDS AND YARD TRACKS DANBURY BRANCH (None)

DAN 48 OTHER INSTRUCTIONS DANBURY BRANCH

DAN 48-A ATC MODE FORWARD SIGN [Rule 15-D(2)]

ATC Mode Forward Sign **[Rule 11-D(4)]** is located at CP 408 for southward movements.

DAN 48-B DUAL CONTROL SWITCHES [Rule 19-B]

Dual control switches in service at:

- CP 400
- CP 401
- CP 407
- CP 408



WATERBURY BRANCH SPECIAL INSTRUCTIONS

WB 40 STATIONS - WATERBURY BRANCH

The direction from CP261 to Division Post/Springfield Terminal RR is Northward.

Stations are listed south to north. Passenger Stations are shown in BOLDFACE type	MP	RTC Dist.	Radio Chan.	Method of Operation- Single Track	Siding Direction and Length
CP 261 (New Haven Line) <i>INT</i>	0.0	F	3	IR/CSS	
CP 500 <i>INT</i>	0.2			(both legs of Wye)	
CLIP <i>BL-RTC</i>	0.2			MBS	
HAT (Housatonic RR) <i>BL-RTC</i>	8.7				
DERBY	8.9				
ANSONIA	10.5				
SEYMOUR	14.4				
BEAK <i>BL-RTC</i>	17.8				
BEACON FALLS	17.8				
NAUGATUCK	22.0				
EAGLE <i>BL-RTC</i>	25.0				
Waterbury Lower Siding	26.6				E 900 ft
WATERBURY	26.9				
WATER (End of Block) <i>BL-RTC</i>	26.9				
Division Post/ Springfield Terminal RR	27.1			Other than Main Tracks: Rule 7-N applies	

WB 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC



WB 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK WATERBURY BRANCH

WB 41-A PASSENGER AND FREIGHT TRAINS

LOCATION	Between		MAS – Single Track (MPH)	
	MP	MP	Psg Trains	Freight Trains
CP 261 (MP 0.0) – CP 500 (MP 0.2)			10	
MP 0.2 – MP 7.5			59	30
Southward trains only	1.6	0.2	30	15
MP 7.5 – MP 7.7			59	30
MP 7.7 – MP 12.3			50	30
MP 8.1 - Hat	8.1	8.9	25	25
Ansonia – American Brass	10.4	11.2	25	25
Two curves	12.0	12.3	45	~
MP 12.3 – MP 25.4			59	30
Seymour – MP 14.7	14.4	14.7	30	10
MP 14.7 – MP 14.9	14.7	14.9	50	~
Beacon Falls – MP 18.5	17.8	18.5	40	~
MP 18.5 – MP 19.5	18.5	19.5	50	~
MP 19.5 – MP 20.3	19.5	20.3	45	~
MP 20.3 – MP 21.8	20.3	21.8	50	~
MP 21.8 - Naugatuck	21.8	22.6	40	~
Naugatuck - Eagle	22.6	24.2	50	~
MP 25.4 – MP 25.6			50	30
MP 25.6 – WATER (MP 26.9)			30	25

WB42 EQUIPMENT RESTRICTIONS WATERBURY BRANCH

WB42-A CLEARANCES

Maximum height permitted: 15 feet, 6 inches

WB42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

WB43 ELECTRICAL OPERATION WATERBURY BRANCH (None)

WB44 HIGHWAY GRADE CROSSINGS WATERBURY BRANCH

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Instr.	Special Actions Required			Apparatus Provided		
							Action	Track(s)	Direction	Device	Track(s)	Pre-emption
Gulf Oil	1	Milford	0.6				Swt			ACO		
Caswell St.	1	Milford	1.1	0.6 - 1.8	FG		HOS	M	N	R	M	
Oronoque Rd.		Milford	2.5	2.1 - 3.1	F					R	M	
Private	P	Milford	4.0									
Wheeler's Farm Rd.	P	Milford	4.3			W						
Great River Rd.	P	Milford	5.1	4.6 - 5.7	FG					R	M	
Division St.		Ansonia	9.7	9.1 - 10.5	FG		Swt			R	M	Yes
Farrel's Rd.		Ansonia	10.7	10.5 - 11.2	F							
American Brass-South		Ansonia	10.9	10.4 - 11.6	F							
American Brass-Main		Ansonia	11.0	10.4 - 11.6	F							
American Brass-Ped.		Ansonia	11.1	10.4 - 11.6	F							
American Brass-North		Ansonia	11.2	10.4 - 11.6	F							
Private	P	Seymour	14.8									
Uniroyal Private	P	Naugatuck	20.9									
Eagle St.		Waterbury	25.7	25.2 - 25.9	F		Swt			R	M	

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

- Occupying the main track between Gulf Oil and Caswell St. will continuously activate Caswell St. warning devices. This may be avoided by switching into yard track at Gulf Oil with hand operated switch lined reverse.



**WBY 45 LOCATION OF BULLETIN BOARDS, STANDARD
CLOCKS, AND EMPLOYEE REGISTERS
WATERBURY BRANCH**

(None)

**WBY 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
WATERBURY BRANCH**

(None)

**WBY 47 YARDS AND YARD TRACKS
WATERBURY BRANCH**

(None)

**WBY 48 OTHER INSTRUCTIONS
WATERBURY BRANCH**

WBY 48-A ATC MODE FORWARD SIGN [Rule 15-D(2)]

ATC Mode Forward Sign **[Rule 11-D(4)]** is located at CP 500 for southward movements.



BEACON LINE SPECIAL INSTRUCTIONS

BEA 40 STATIONS - BEACON LINE

The direction from CP 58 to State Line is Eastward.

Stations are listed west to east.	MP	RTC District	Radio Channel	Method of Operation- Single Track	Siding Direction and Length
CP 58 (Hudson Line) <i>INT</i>	0.0	B	2	IR/CSS	
RIVER <i>BL-RTC</i>	0.0				
Glenham	4.1				
Fishkill	6.2				
Hopewell	12.5				
HOPE <i>BL-RTC</i>	12.7				
Appalachian Trail	22.5				
Holmes	27.2				
HOLM <i>BL-RTC</i>	27.3				
POND <i>BL-RTC</i>	33.1				
Dykemans (Harlem Line)	33.6				
BING <i>BL-RTC</i>	36.4				
STATE LINE <i>BL-RTC</i>	40.9				
State Line (NY/Conn) Division Post / Housatonic RR	40.9			Yard Limits NORAC Rule 93	

BEA 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

BEA 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK BEACON LINE

BEA 41-A PASSENGER AND FREIGHT TRAINS

LOCATION	Between		MAS – Single Track (MPH)	
	MP	MP	Psg Trains	Freight Trains
RIVER – Private Crossing (MP 0.6)	0.0	0.6	Restricted Speed not exceeding 10 MPH	
Private Crossing (MP 0.6) – Division Post / Housatonic RR	0.6	40.9	25	10



BEA 42 EQUIPMENT RESTRICTIONS BEACON LINE

BEA 42-A CLEARANCES

Maximum height permitted: 15 feet, 6 inches

BEA 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

BEA 43 ELECTRICAL OPERATION BEACON LINE (None)

BEA 44 HIGHWAY GRADE CROSSINGS BEACON LINE

Crossing Name	Special Notes "P" if Private	Location	MP	Operating Limits	Type of Warn. Dev.	Spec Whistle Instr.	Special Actions Required
Private	P	Beacon	0.6				Stop and Warn [Rule 18-D] (except private crossings)- Both Directions
Private	P	Beacon	1.4				
Churchill St.		Matteawan	2.1				
East Main St.		Matteawan	2.2				
Herbert St.	P	Matteawan	2.4				
Mill St.		Matteawan	3.3				
Brewster Transit Mix	P	Matteawan	3.5				
Washington Ave.		Glenham	4.1				
Petticoat Lane		Glenham	4.4				
Private	P	Glenham	5.4				
Private	P	Glenham	5.9				
Private	P	Glenham	6.0				
Private	P	Fishkill	6.2				
Private	P	Fishkill	6.4				
Route 9		Fishkill	6.4				
Private	P	Fishkill	6.5				
Private	P	Fishkill	8.0				
Route 52		Fishkill	8.2				
Whites Rd.	P	Fishkill	9.0				
Mountain View Rd.		Fishkill	9.3				
Private	P	Fishkill	9.4				
Lomalia	P	Fishkill	9.7				
Private	P	Fishkill	9.8				
Broadway	P	Fishkill	10.3				

Continued next page



BEA 44 HIGHWAY GRADE CROSSINGS (continued)

BEACON LINE

Crossing Name	Special Notes "P" if Private	Location	MP	Oper. Limits	Type of Warn. Dev.	Spec. Whistle Instr.	Special Actions Required
Private	P	Fishkill	10.5				Stop and Warn [Rule 18-D] (except private crossings)- Both Directions
Private	P	Fishkill	10.8				
Route 82		Hopewell	11.6				
Route 376		Hopewell	12.3				
Private	P	Stormville	15.1				
Route 216		Stormville	15.4				
Private	P	Stormville	15.6				
Old Route 52		Stormville	16.1				
Private	P	Stormville	16.9				
Private	P	Stormville	17.2				
Private	P	Stormville	17.7				
S.Green Haven Rd.		Green Haven	18.4				
Private	P	Green Haven	19.9				
Depot Hill Rd.		Green Haven	20.6				
Bard St.	P	Green Haven	21.7				
Route 292		Appalachian Trail	22.8				
Private	P	Appalachian Trail	26.5				
Holmes Rd.		Holmes	27.3				
Private	P	Holmes	30.7				
Private	P	Holmes	33.1				
Beach Crossing	1 P	Southeast	35.2			W	
Pumphouse Rd.		Southeast	35.5				
Crosby Ave.		Southeast	36.3				
Joe's Hill Rd.		Southeast	39.7				
Private	P	Southeast	40.5				
Segar St.		Danbury	74.6		FG		Housatonic Railroad Man. Act. All tracks Both Directions
Main St.		Danbury	76.6		FG		
Maple Ave.		Danbury	76.9		FG		
Balmforth Ave.		Danbury	76.9		FG		
White St.		Danbury	77.0		FG		
Wildman St.		Danbury	77.5		FG		

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

- Between 0830 hours and 1930 hours daily, trains must Stop and Warn.



**BEA 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS
BEACON LINE**

(None)

**BEA 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
BEACON LINE**

(None)

**BEA 47 YARDS AND YARD TRACKS
BEACON LINE**

(None)

**BEA 48 OTHER INSTRUCTIONS
BEACON LINE**

BEA 48-A ATC MODE FORWARD SIGN [Rule 15-D(2)]

ATC Mode Forward Sign [Rule 11-D(4)] is located at River for westward movements.

No ATC Mode Forward Sign is in service at Dykemans for eastward movements to the Harlem Line. ATC must be placed in the forward (normal) position when train passes southward signal at CP 155. Rule 15-D(2), 2nd paragraph applies.

BEA 48-B SPEED SIGNS

Permanent speed signs for passenger trains, white numerals on a green background, are installed at the point where the speed restriction takes effect.



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SYSTEM SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTION A

MEDICAL SERVICES [Rule A, Paragraph 5]

SI A-A PROCEDURE FOR HANDLING NON-CRITICAL INJURIES AND ILLNESSES

1. If a non-critical injury or illness occurs on a train, and does not require immediate medical attention, the train crew will notify Rail Traffic Controller as soon as possible to arrange for assistance at next convenient location.
2. If a non-critical injury or illness does not occur on a train, local supervision must be notified and medical attention arranged as soon as possible.
3. Critical injuries and illnesses and other medical emergencies will be handled in accordance with Emergency Instruction **EM 9**. If there is any doubt regarding the seriousness of an injury or illness, Emergency Instruction **EM 9** will apply.

SI A-B REPORTING OF INJURIES

In all cases involving injuries or illnesses, necessary documentation will be completed as soon as possible, in accordance with Safety Rules and other instructions. Copies of injury reports must be faxed to the OCC.

SI A-C OTHER MEDICAL SERVICES

All medical services other than for immediate care following an injury or illness or federally mandated post-accident toxicological tests must be coordinated through the Metro-North Occupational Health Services Department (OHS).

SI A-D FATALITIES

In the event that a fatality occurs on or near Metro-North property, the MTA Police are to be notified immediately. The MTA Police will notify all necessary local authorities, including the coroner and/or medical examiner.

SPECIAL INSTRUCTION C
PERSONS ALLOWED TO RIDE IN CABS AND ON NON-PASSENGER TRAINS [Rule C, Paragraph 1 b.]

- SI C-A** Only the following personnel, in the discharge of their official duties, are permitted to ride in the operating cab of trains:
- Those Metro-North officials whose names appear in Appendix 2 of this Timetable
 - Engineering Department (Track and Structures, Power and Communications and Signals) managers, supervisors, foremen and craft employees, only in the discharge of their duties and in their assigned territories.
 - Mechanical Department managers, supervisors, foremen and craft employees performing equipment inspections and maintenance.
 - Rail Traffic Controllers
 - Safety Department personnel
 - MTA Police Officers
 - FRA, CDOT Rail Operations and NYS Public Transportation Safety Board personnel, upon presentation of valid identification.
 - Those Metro-North employees whose passes have been endorsed with a "Valid on Head End" sticker.
- SI C-B** Except for those individuals listed above, authorization to ride in the operating cab must be issued in writing by the Senior Vice President – Operations.
- SI C-C** Under no conditions may more than 4 people, including the assigned operating crew, be in the operating cab of a passenger train at any time.
- SI C-D** No one other than the assigned crew of the train is permitted to ride in non-leading end cabs of locomotives or MU cars, except when required in the performance of their duties. This prohibition includes off-duty Metro-North employees.
- SI C-E** Metro-North employees, on and off duty, are permitted to ride on scheduled deadhead trains.
- SI C-F** Customers and other persons who are not Metro-North employees are not permitted to ride on deadhead trains without approval from RTC or Operations Services supervision.
- SI C-G** Only those persons listed in **SI C-A** and those holding written authorization from Senior Vice President – Operations shall be permitted to ride on non-revenue trains of other than passenger equipment, such as freight trains, light engines, and work trains.

SI C-H FOREIGN RAILROADS

Instructions issued by foreign railroads regarding access to operating cabs and other areas of their trains will apply on Metro-North territory, except that the persons listed in **SI C-A** will have access to all foreign railroad trains, including operating cabs, in the performance of their duties. Special instruction **SI C-C** applies to all foreign railroad passenger trains on Metro-North property.

SPECIAL INSTRUCTION G

DRUG AND ALCOHOL TESTING (Rule G, Paragraph 3)

SI G-A For mandatory reasonable suspicion or reasonable cause testing, the Metro-North OHS facility at 420 Lexington Avenue, New York should be utilized during office hours (Monday-Friday 0800-1630; Saturday 0800-1200). For locations other than Manhattan, or when the OHS facility is closed, supervisors should contact the Chief RTC, who will make the arrangements to have a technician report to the site.

HEALTH STREET may be used for obtaining samples of mandatory reasonable suspicion or reasonable cause testing if other alternatives are not available. The telephone number for HEALTH STREET's 24-hour answering service is **888-378-2499**.

SI G-B For post accident/incident toxological testing, supervisors must use those hospitals listed in instructions issued by the Program Manager, Drug and Alcohol Testing.

SPECIAL INSTRUCTION 1 **QUALIFICATIONS, RESPONSIBILITIES AND DUTIES**

SI 1-A RULES QUALIFICATIONS [Rule 1-A]

SI 1-A(1) AMTRAK EMPLOYEES

Amtrak train and engine service employees whose assignment on Metro-North territory is wholly within New Haven Terminal (between CP 271 and Division Post/Amtrak) or within the limits of CP 216/CP 217 or CP 12 are not required to attend Metro-North Operating Rules classes. Those Metro-North rules required for operating within these areas will be included in Amtrak Rules classes. However, these employees must qualify with Metro-North on the physical characteristics of the territory over which they operate.

SI 1-A(2) METRO-NORTH EMPLOYEES OPERATING ON FOREIGN RAILROADS

MNR train and engine service employees who operate:

- Over the Housatonic RR's Maybrook Line between State Line and Wildman Street in Danbury; or
- Over Amtrak's Main Line New Haven – Boston between Division Post (MP 72.9) and MP 73.0

are not required to attend NORAC Operating Rules classes. Those NORAC rules required for operating within these areas will be included in Metro-North rules classes. However, these employees must still meet Housatonic RR or Amtrak requirements for qualification on physical characteristics of the territory over which they operate.

SI 1-B OPERATING MANUAL REQUIRED WHILE ON DUTY - TRAIN SERVICE EMPLOYEES [Rule 1-G(3)]

Train service employees whose assignment is wholly within yard areas are not required to carry their operating manual while performing service. They must, however, have this manual in their possession when reporting for duty, and must have it available for easy access if needed during their work assignment.

SPECIAL INSTRUCTION 5 **COMMUNICATIONS DEVICES**

SI 5-A RADIO FREQUENCIES [Rule 5-D(4)]

The following radio frequencies are in use for train operations:

Channel 1 (56/56) – Frequency 160.950

Hudson Line (CP 8 north); also North White Plains, Stamford, and New Haven Yards

Channel 2 (78/78) – Frequency 161.280

Hudson Line (GCT-south limit CP 8), Harlem Line and Beacon Line

Channel 3 (29/29) – Frequency 160.545

New Haven Line and all Branches; also Highbridge and Harmon Yards

SPECIAL INSTRUCTION 6 **HEADLIGHT AND MARKERS**

SI 6-A NEW YORK STATE LAW REGARDING MARKERS [Rule 6-B]

Within New York State, the last car of a passenger, mail, work or wreck train shall be equipped with electric markers of sufficient candle power to be visible for a distance of 3000 ft. under normal weather conditions. Battery-operated flashing or constant burning markers are considered compliant with this requirement. The use of reflectorized markers on cabooses at any time is prohibited beyond 25 miles from yard limits.

SPECIAL INSTRUCTION 7 **TRAIN OPERATION**

SI 7-A DELAYS AFFECTING EMPLOYEE'S ABILITY TO COMPLETE WORK ASSIGNMENT

When, due to train delays or other unforeseen circumstances, train and engine service employees are unable to cover subsequent legs of their assignment, the RTC shall be notified if the employee is en route, or Operations Manager or Yardmaster notified if the employee is at a terminal or crew base. Notification should be made as soon as possible once the situation is known.

SI 7-B REDUCED WHEEL-RAIL ADHESION

When a reduced wheel-rail adhesion condition exists that affects train operation, engineers must immediately inform the RTC. This report must include the location of occurrence, whether the condition affects train powering or braking, if the condition was caused by a cab signal change to a more restrictive indication, and whether a penalty or emergency brake application was initiated due to the condition.

When notified by the RTC or indicated in the DTOBO that **Reduced Wheel-Rail Adhesion Instructions SI 7-B** are in effect, trains consisting of M - series cars must proceed in accordance with the instructions for the level indicated.

Level 1: If exceeding 60 MPH approaching a Code Change Indicator sign [**Rule 11-G(6)**], reduce speed to **60 MPH** prior to reaching such sign. MAS may be resumed once the entire train has passed the Code Change Indicator sign. When approaching a passenger station where a stop is to be made, reduce to Medium Speed prior to entering station. Snow brake must not be activated.

Level 2: In addition to Level 1 restrictions, where cab signal indication or Timetable maximum authorized speed table permits a speed greater than 40 MPH, proceed at a speed 5 MPH lower than such speed. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Level 3: Proceed not exceeding 45 MPH. Snow brake must be off. If Limited Cab is displayed, proceed not exceeding 35 MPH. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Locations of Code Change Indicator signs are found in Special Instructions **HUD 48-A**, **HAR 48-B** and **NHV 48-A**.

SI 7-C WEATHER RESTRICTIONS

During periods of extreme temperatures, speed restrictions will be imposed due to the possibility of catenary damage and rail irregularities. Crews will be notified by the RTC or indicated in the DTOBO when **Weather Restriction Instructions SI 7-C** are in effect.

Informational messages concerning Weather Restrictions may also be found on the GCT departure monitors. Weather Restrictions are designated Level 1, Level 2, Level 3, or Level 4, based on temperatures. The specific speed restrictions associated with each level of Weather Restriction are found in the Line Special Instructions **HUD 41-D**, **HAR 41-D** and **NHV 41-D**.

SI 7-D **SPEEDS**

SI 7-D(1) MIXED CONSISTS

Trains made up of both passenger and non-passenger equipment must operate at freight train speeds. This restriction does not apply to freight-type cars such as baggage cars and Amtrak material handling cars that are specially equipped for operation in passenger trains.

SI 7-D(2) PASSENGER TRAINS WITH ASSIST ENGINE

Passenger trains with assist engine providing traction power on rear of consist, when brakes are controlled from engine on leading end of movement, must not exceed **30 MPH**. This restriction does not apply to push-pull equipment with locomotives on both ends of the train when controls are trainlined and train is being operated from head end of consist.

SI 7-D(3) LOCOMOTIVES OPERATING BACKWARDS [Rule 7-O]

When locomotives in which the engineer has line of vision only in the forward direction are operated, light or with a train, in the opposite direction, Rule 7-O will apply. Movements must be at **Restricted Speed**.

This instruction does not apply to road switcher locomotives in which the engineer has a line of vision in both directions, regardless of the arrangement of the control stand in the locomotive.

SI 7-E **RESTRICTED SPEED – MOVABLE POINT FROGS & SLIP SWITCHES**

When trains and track cars are required to operate at Restricted Speed **[Rule 7-M(1)]** within interlocking limits, they must be prepared to stop short of an improperly lined movable point frog. Movable point frogs are power operated, and must be properly lined for straight and diverging movements. The photo in **Fig. A** shows a movable point frog that is properly lined for a straight movement on the track to the right.

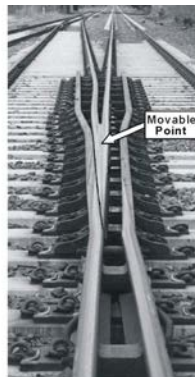


Fig. A

The photo in **Fig. B** shows a slip switch with a movable point frog that is properly lined for a straight movement on the track in the center. **Note:** Some slip switches do not have movable point frogs.

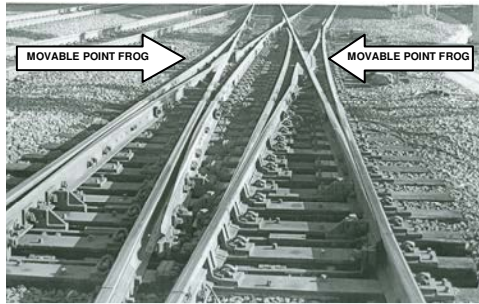


Fig. B

Listed below are interlockings where movable point frogs or slip switches (some incorporating movable point frogs), are installed. However, the list does not relieve employees from being prepared to stop within one half the range of vision short of a movable point frog or slip switch not properly lined at **any** interlocking, when movement at Restricted Speed is required.

Movable Point Frogs

CP 10
 CP 46
 CP 53
 CP 117
 CP 121
 CP 217
 CP 233
 CP 235
 CP 240
 CP 248

Slip Switches:

CP 1
 CP 34
 CP 272

SI 7-F COMPLIANCE WITH RESTRICTED SPEED

Tests for compliance with Restricted Speed are randomly conducted by Metro-North Supervisors. When testing for that part of Restricted Speed that requires the ability to stop short of obstruction, a diamond shaped reflectorized orange sign with the words "STOP OBSTRUCTION" in black letters, will be placed in gauge of track. Such sign will be considered an obstruction and will be used for a track on which Restricted Speed is required by Operating Rule or Special Instruction.



SPECIAL INSTRUCTION 8
PASSENGER TRAIN OPERATION

SI 8-A PASSENGER TRAIN SPOTTING

SI 8-A(1) STATION STOP MARKERS

Where station stop markers are in service, engineer must stop front of train at the marker corresponding to the number of cars in consist, unless otherwise instructed by the conductor.

SI 8-A(2) BRIDGE PLATES

When it is known that bridge plates will be used at one or more stations, the head end of the train will be used for revenue service and head car(s) spotted at the bridge plates. To the extent possible, the train crew will load customers for these stations in the proper cars at the origination point of the train, and will provide customers sufficient advance notice to move to the cars to be spotted at the bridge plates to avoid unnecessary train delay. To determine whether bridge plates are in use or other unusual operational conditions exist, conductors of trains departing GCT during off-peak periods will check the employee monitors prior to boarding train.

**SI 8-B** DOORS AND WINDOWS**SI 8-B(1)** END AND BARREL DOORS

Barrel and end doors at the head and rear end of trains must be kept closed and secured at all times while the train is in motion. These doors must not be locked.

SI 8-B(2) PASSENGER DOORS

When en-route door problems occur, a minimum of one door leaf on each side of each passenger-carrying car must remain operational or all customers must be removed from that car.

SI 8-B(3) OPERATING CAB DOORS

The engineer must keep the operating cab door on M-series equipment closed at all times, except when observing student engineer or conducting railroad-related business with a supervisor or train crew member.

SI 8-B(4) OPERATION ON DOOR BY-PASS

Trains will not be operated on door by-pass unless authorized by the RTC or an Operations Manager.

- a. En-route, the Conductor may authorize movement on door by-pass only to the next station where the RTC can be contacted.
- b. Prior to signaling the engineer to proceed, the crew must walk through the entire train to confirm that all doors are closed.
- c. The customers must be informed to stay clear of the doors.

SI 8-C HEATING, VENTILATION, AIR CONDITIONING, LIGHTS

Crew windows must be kept closed except for immediate use or when HVAC system is not functioning properly. Lighting and HVAC controls should be turned on as soon as crew reports to train, but not more than 30 minutes before departure. Lighting and HVAC should not be turned on in non-revenue cars unless these cars will be used for revenue service within 30 minutes.

Lighting and HVAC must be turned off when train reaches final destination, unless otherwise instructed. Switches for emergency lighting must always remain on.

SPECIAL INSTRUCTION 9

FREIGHT TRAIN OPERATION

SI 9-A MOVEMENT OF FREIGHT TRAINS WITH FAILED END OF TRAIN DEVICES

Movement of non-MNR freight trains with a failed End of Train Telemetry Device must:

- Notify the RTC as soon as possible or upon entering MNR territory.
- Not exceed 30 MPH.

RTC must provide absolute block protection on adjacent tracks while freight train is in motion.

In Manual Block System territory, non-MNR freight trains with a failed End of Train Telemetry Device, must report clear of the main track to the RTC only after an employee has determined that the rear car has cleared by observing the marker or last car number.

SI 9-B PLACEMENT OF CARS FOR LOADING AND UNLOADING

1. Cars placed for loading or unloading must not be coupled to any other equipment, nor moved, until:
 - All persons on or about the cars are notified; and
 - All tank car couplings, transfer plates and other obstructions on, under or about the cars have been removed.
2. A sign reading "Stop – Tank Car Connected" indicates that tank cars are connected for loading or unloading. Such cars must not be coupled to or moved. Other cars must not be placed on the same track obstructing the view of this sign unless the person in charge is notified and makes arrangement for the immediate movement of the sign to an unobstructed location.

SI 9-C SWITCHING

1. Running switches, or drops of cars, should be avoided whenever possible. Running switches are prohibited:
 - With cars containing livestock, passengers, or hazardous materials
 - On tracks containing such cars
 - On tracks leading to buildings or trestles.
2. Employees are prohibited from riding the side ladder of multilevel cars stenciled "Extreme Width – 10 feet 3 inches" or larger.
3. When switching extreme width cars, extra distance between the point of switch and the clearance point must be allowed to prevent cornering of cars on switching leads.

SI 9-D **FREIGHT CARS AND LOCOMOTIVES**

- SI 9-D(1)** Cars and locomotives with single-axle trucks must not be operated as the rear car on any train.
- SI 9-D(2)** Other than light engine moves, a maximum of twelve (12) units may be coupled together at the head end of the train. This includes units not being used to power the train (idling or dead). The maximum number of operating traction motors is twenty-four (24).
- SI 9-D(3)** Light engine moves, with or without a caboose, are restricted to a maximum of fifteen (15) locomotive units.
- SI 9-D(4)** Only one Yard Switcher type unit, not being used to power the train, may be handled next to the locomotive consist. Additional units must be placed in train in accordance with instructions issued by the operating railroad.
- SI 9-D(5)** Flat cars with solid or friction bearings must not be operated in a Trailer-on-Flat-Car (TOFC) train.
- SI 9-D(6)** Cars over 50 ft., 6 in. long must not be operated through No. 6 turnouts diverging when coupled to other cars.

SI 9-E **BACK-UP MOVEMENTS**

When necessary to make a back-up movement with a train in excess of fifty (50) cars, the engineer must not exceed the following amperage ratings unless all locomotives in the consist are equipped with alignment control couplers or coupler stops:

- 3 locomotive units working – 800 amps
- 4 locomotive units working – 600 amps
- 5 locomotive units working – 500 amps
- 6 locomotive units working – 400 amps

SI 9-F **SPEED RESTRICTIONS-FREIGHT TRAINS**

The following are Maximum Authorized Speeds (MPH) unless otherwise restricted, except as noted:

- a. Circus trains, unless higher MAS is authorized by Senior Vice President – Operations – **30 MPH**.
 - b. Freight trains with 30 or more cars of mineral freight – **40 MPH**
 - c. JENNIE-type cars
 - Loaded in mineral trains – **30 MPH**
 - Empty in mineral trains – **40 MPH**
 - Loaded or empty in other than mineral trains – **40 MPH**
- Conductor must notify engineer that JENNIE-type cars are in consist.

- d. Freight trains with open top cars loaded with pulp wood
 - Tangent track - **25 MPH**
 - Curves - **15 MPH**
- e. Unit coal and ore trains consisting of 100 ton cars – **40 MPH**
- f. Test weight or scale cars will be operated in accordance with the freight railroad instructions, not to exceed **25 MPH**. The RTC must be notified that such cars are in consist.

SI 9-G **RAILROAD MAINTENANCE TRAINS**

SI 9-G(1) **SPEED RESTRICTIONS – RAILROAD MAINTENANCE TRAINS**

- a. Railroad maintenance trains without cranes will operate at freight train speeds.
- b. Trains with the Rail Washer equipment will operate at freight train speeds not to exceed **40 MPH**.
- c. Trains operating with Jordan spreaders will not exceed **25 MPH**.
- d. Trains handling Speno Ballast Cleaning equipment, cars SR BCX 1 to 8 and 11 to 18, inclusive, will not exceed **30 MPH**.
- e. Trains handling empty welded rail cars will operate at freight train speeds.
- f. Trains handling loaded welded rail cars will not exceed **40 MPH**, except that D&H welded rail trains, loaded or empty, will not exceed **35 MPH**.

SPECIAL INSTRUCTION 11
SIGNAL ASPECTS AND INDICATIONS

SI 11-A **PROCEED CAB** **[Rule 11-B(1)]**

Proceed Cab (Rule 11-B(1)) will authorize a train with engineer not on leading end of movement to proceed at Restricted Speed.

SI 11-B **RESUME SPEED SIGN** **[Rule 11-E(4)]**

If the Resume Speed Sign is missing, the train may resume speed after the entire train has passed the next whole mile post.

SPECIAL INSTRUCTION 17 **EQUIPMENT**

SI 17-A REPORTING EQUIPMENT DEFECTS

1. Form ME-8 for reporting MU and passenger car defects is located in the head and rear control cabs. Crews must enter on the ME-8 a description of all defects found, as well as other information as instructed on back of ME-8 form.
2. When defects occur that require attention prior to the train's final destination, engineer will notify the RTC as soon as possible. The RTC will make necessary arrangements and inform engineer of the location where repairs will be made. The engineer will inform Mechanical Department representative by radio as soon as train arrives at the point indicated for repairs.
3. All defects that affect train performance, safety, or customer comfort, in addition to being recorded on the ME-8 form, must be reported to the Yardmaster or Mechanical Foreman at final destination of train and to Fleet Management at extension 2130 or 1-888-83-FLEET.

SI 17-B EQUIPMENT CHARACTERISTICS - LOCOMOTIVES

SI 17-B(1) SPECIFICATIONS AND RESTRICTIONS - METRO-NORTH, AND AMTRAK AND CDOT-OWNED UNITS IN MNR SERVICE

Unit numbers	Notes & Rest.	Model	HP	Fuel (gal)	ATC equipped	Max. Authorized Speed (MPH)		
						Single Light	Multiple Light	With Train
101-106		GP-35	2000	2600	ATC	30	45	60
110-115 125-130		BL20-GH	2250	2500	ATC	30	45	75
201-231	3	P32AC-DM	3200	1800	ATC	30	45	110
401-402		BL14-CG	1400	1000	ATC	30	30	50
404-405	1	DES-70B	600	600	ATC	30	30	50
700-717	3	P32AC-DM	3200	1800	ATC	30	45	110
833, 834, 836, 838, 840-843	2	P-40BH	4000	2200	ATC	30	45	110
4415-4431		ALP-44	5200		ATC	30	45	100
4600-4628		ALP-46	7000		ATC	30	45	100

NOTES & RESTRICTIONS

1. Account single-axle trucks, units 404-405 must not be operated single light or multiple light in CTC/CSS or IR/CSS territory unless provided with absolute block protection.
2. Prohibited south of CP 3 unless authorized by Senior Vice President – Operations.
3. Prohibited from operating as single light units.

**SI 17-B(2) SPECIFICATIONS AND RESTRICTIONS -
CDOT-OWNED SHORELINE EAST UNITS**

Unit numbers	Notes & Rest.	Model	HP	Fuel (gal)	ATC equipped	Max. Authorized Speed (MPH)		
						Single Light	Multiple Light	With Train
6694-6699	1	GP-40-2H	3000	1500	ATC	50	50	80

NOTES & RESTRICTIONS

- May not be operated in third-rail territory.

**SI 17-B(3) SPECIFICATIONS AND RESTRICTIONS -
FOREIGN RAILROAD UNITS**

- Unless otherwise indicated, specifications and restrictions for foreign railroad units on MNR will be as shown in the Employee Timetable of the operating railroad.
- All foreign railroad locomotives are prohibited south of CP 5 except Amtrak units P32AC-DM, units 700-717
- All foreign railroad locomotives are prohibited in third-rail territory unless modified to clear third rail. Locomotives so modified are indicated by a painted outline on the plow. Conductors on trains operating in third rail territory are responsible for knowing that all locomotives in consist comply with this instruction.
- Between CP 112 and Division Post/Amtrak, P&W SD-60 class locomotives GMTX 9014 or GMTX 9059 must not be operated when coupled to loaded freight cars with a maximum weight of 263,000 pounds or greater.
- Between CP 112 and Division Post/Amtrak, P&W SD-60 class locomotives GMTX 9014 and GMTX 9059 must not be operated when coupled together.
- Between CP 112 and Division Post/Amtrak, P&W B40-8W class locomotives PW 562, PW 580, PW 582, and PW 4005 are prohibited.

SI 17-B(4) SPECIAL RESTRICTIONS

- Amtrak Acela high-speed train sets, units 2000-2039, are restricted to **2 MPH** when coupling. When operating with over-inflated air springs, train must not exceed **30 MPH** and **15 MPH** when diverging.
- Employees are prohibited from riding on cab steps of Amtrak locomotive types P-42BH, P-32BWH, P-32AC-DM and P-40BH (including P-40BH units leased to Metro-North) while in motion.
- Private Passenger Car New York Central 3 (Amtrak 800384) may operate unrestricted, not exceeding MAS.

SI 17-B(5) OPERATION OF LIGHT ENGINES

1. Single light and multiple light engine movements made up exclusively of the following engines, with operative blended dynamic brakes, may operate at passenger train speeds, not to exceed the maximum authorized light engine speed for the engine model being operated.
 - Metro-North units
P-32AC-DM (units 201-231)
P-40BH (units 833-843)
 - CDOT units
GP-40-2H (units 6694-6699)
 - Amtrak units
P-32AC-DM (units 700-717)
P-40BH (units 800-843)
P-42BH (units 1-207)
AEM-7 (units 900-953)
HHP-8 (units 650-664)
2. Single light and multiple light engine movements which include any locomotives not listed in paragraph 1 will operate at freight train speeds, not to exceed the maximum authorized light engine speed for the model(s) being operated.
3. When operating multiple light engines of different models, the maximum authorized speed for the movement will be the lowest of the "multiple light" speeds shown for the locomotive models in consist.

SI 17-C EQUIPMENT CHARACTERISTICS - MULTIPLE-UNIT (MU) CARS

SI 17-C(1) SPECIFICATIONS AND RESTRICTIONS

Unit numbers	Type	Notes & Rest.	Model	Max. No. of units permitted in consist	Max. Auth. Speed (MPH)
4000-4335	DC		M-7	12	100
8000-8141	DC		M-3	12	100
8400-8849	AC/DC		M-2	12	100
8900-8985	AC/DC		M-4	12	100
9000-9081	AC/DC		M-6	12	100
9100-9299	AC/DC		M-8	12	100

SI 17-D EQUIPMENT CHARACTERISTICS - PASSENGER CARS

SI 17-D(1) SPECIFICATIONS AND RESTRICTIONS - METRO-NORTH AND CDOT-OWNED EQUIPMENT USED IN MNR SERVICE

Unit numbers	Type	Notes & Rest.	Model	Max. Auth. Speed (MPH)
CDOT 1001,1671,1673, 1675	Cab	1	SPV	90
CDOT 1621 - 1631	Coach	1	SPV	90
6100-6129, 6200-6229 6300-6329, CDOT 6219-6227	Cab		Bombardier	100
6150-6199, 6230-6299 6350-6499, CDOT 6230 - 6240	Coach		Bombardier	100
MN-1, MN-2, MN-3	Coach		Inspection Cars	100
CDOT 1701-1719	Cab	2	VRE	79
CDOT 1730-1774	Coach	2	VRE	90
NJT 7000-7075	Cab		Multi-Level Cab	100
NJT 7200-7320, 7500-7614	Coach		Multi-Level Coach	100
NJT 5000-5008, 5011-5031, 6000-6083, 6700-6714	Cab		Comet	100
NJT 5200-5205, 5235-5264, 5300-5459, 5500-5582, 6200-6213, 6500-6601, 6750-6799	Coach		Comet	100

NOTES & RESTRICTIONS

1. SPV cars may not exceed 60 mph unless hauled by a locomotive with blended/dynamic brakes.
2. VRE cars are prohibited south of CP 1 and on MO Wye Track 5.

SI 17-E MOVING M-SERIES CARS USING COMPROMISE COUPLERS

When moving M-series equipment with a locomotive using a compromise coupler, the following restrictions apply:

- Movements will operate at freight train speeds not to exceed **30 MPH**.
- Movements in excess of 10 cars are permitted only to rescue a disabled train. Customers must be unloaded at the next station, and the equipment moved to the nearest location to clear main tracks. Movement must not exceed **10 MPH**.
- Not more than one locomotive unit or non-M series car may be placed behind cars that are being towed using a compromise coupler.
- Compromise coupler alignment pin wedge must be securely applied. Use of a compromise coupler without the locking wedge is prohibited.



SPECIAL INSTRUCTION 18

HIGHWAY GRADE CROSSINGS

SI 18-A HIGHWAY GRADE CROSSING TABLES

Timetable Special Instructions sections **HUD 44, HAR 44, NCN 44, DAN 44, WBY 44** and **BEA 44** list highway grade crossings, in the following format:

(Column No.)	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Crossing Name	Special Notes "P" if Private		Location	MP	Operating Limits	Type of Warn. Dev.	Special Whistle Inst.	Action	Track(s)	Direction	Device	Track(s)	Pre-emption
									Special Actions Required			Apparatus Provided		

- Column 2, *SPECIAL NOTES*, will be defined below each table.
- In Column 3, "P" indicates a private crossing; all other crossings are public.
- Column 7 *TYPE OF WARNING DEVICES*:
F - Flashers **G** - Gates
- Column 8, *SPECIAL WHISTLE INSTRUCTIONS*, defined as follows:
W Engine horn signal 4-E(5)(c) will be sounded.
- Column 9, *SPECIAL ACTIONS REQUIRED*, defined as follows:

CC STOP *CC* signs located approximately 70 ft. to either side of highway. Trains must **Stop** in advance of *CC* sign, but clear of crossing. Do not pass over crossing until gates have been in the horizontal position for at least 5 seconds.

CC(-MPH) Trains must not exceed the speed indicated between the *CC* sign and the crossing, to ensure that flashers have been active for at least 20 seconds and/or gates, if equipped, have been in the horizontal position for at least 5 seconds before passing over the crossing.

HOS Hand operated switch is located in proximity to the crossing. Trains entering main track via hand operated switch must not pass over crossing until flashers have been active for at least 20 seconds and gates, if equipped, have been in the horizontal position for at least 5 seconds before passing over the crossing.

Man. Act. *MANUAL ACTIVATION*: Trains must **Stop** before passing over crossing, and a member of the crew must manually activate the warning devices using switch or pull-out in yellow box mounted on the crossing case. After completing movement, device must be restored to its original position and case must be locked.

S&W *STOP AND WARN*: **Rule 18-D** applies.

Swt Switching moves within operating limits may cause warning devices to be continuously activated, in which case, crossing must be protected by a member of the crew. If push buttons are provided, they must be used.

6. Column 12, *APPARATUS PROVIDED*, defined as follows:

PB Push buttons are provided to manually interrupt operation of the warning devices on the tracks indicated in column 13. The push buttons will operate only if equipment is at least 70 ft. from the highway. In multiple track locations, the push buttons are generally located adjacent to the affected track. Instructions for use of push buttons are in Special Instruction **SI 18-B**.

ACO *ACTIVATION CUT-OUT:* Hand operated switch automatically interrupts activation of crossing warning devices when switch is lined reverse.

R *REACTIVATION:* Crossing will reactivate and remain continuously activated if train makes a complete movement over crossing, but remains within the operating limits more than 10 minutes.

D Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. **Rule 18-G(6)** applies.

7. Column 14, *PRE-EMPTION*, defined as follows

If "Yes" appears in this column, crossing warning devices are interconnected with and pre-empt normal operation of highway traffic signals. Activation of flashers or gates at crossings equipped in this manner may be delayed for a period of time to allow highway signals to cycle before the crossing activates.

SI 18-B MANUAL INTERRUPTION FEATURE OF CROSSINGS

When push buttons are provided to manually interrupt operation of automatic highway grade crossing warning devices, the following procedures will apply:

To interrupt operation: Press the *RAISE* button for the track that is occupied; do not push the button for any other track.

To re-activate protection: Press the *LOWER* button.

A crew member must remain stationed at the push button location at all times while the warning devices are interrupted, and engineers must communicate with this crew member prior to operating over crossing. The box containing the push button must be locked when unattended.

Movement over crossing, exiting and re-entering operating limits, or equipment that shunts intermittently will reactivate the warning devices. The push button must be operated again to continue interruption of warning devices.

SI 18-C CONNECTICUT LAW REGARDING BACKING MOVEMENTS OVER CROSSINGS

In Connecticut, the following rule applies where public crossings at grade are present:

1. Train backing movements over crossings are prohibited where adequate run-around facilities are available, usable and feasible at the point where a reverse train movement is to be made.
2. When train backing movements must be made over a public crossing that is equipped with signs only, such movement must **Stop** before entering the crossing and must be accompanied by a member of the crew on the ground.
3. Where adequate run-around facilities are available at any point during train backing movements, such facilities must be used to eliminate the need for further backing movements.
4. These provisions do not apply to switching backing movements, except that such movements over public crossings equipped only with signs must be accompanied by a member of the crew on the ground.

SPECIAL INSTRUCTION 21
REMOVING TRACKS FROM SERVICE

SI 21-A ELECTRICAL CLEARANCE FORM MP 261

If a qualified person in the field is not available, the Power Director will test and confirm deenergization of third rail and provide information required by line 3 of Form MP 261.

SPECIAL INSTRUCTION 23
MOVEMENT OF TRACK CARS

SI 23-A TRACK STRUCTURE ASSESSMENT VEHICLE

Amtrak Track Structure Assessment Vehicle TC A68402 may operate at passenger train speeds not exceeding 50 MPH (forward and backward).

**SI APPENDIX - 1 SPEED TABLES**CONVERSION FROM TIME TO SPEED (MPH)

Time per mile		Speed (MPH)	Time per mile		Speed (MPH)	Time per mile		Speed (MPH)
min	sec		min	sec		min	sec	
0	36	100	0	55	65	2	00	30
0	38	95	1	00	60	2	24	25
0	40	90	1	05	55	3	00	20
0	42	85	1	12	50	4	00	15
0	45	80	1	20	45	6	00	10
0	48	75	1	30	40	12	00	5
0	51	70	1	43	35			

CONVERSION FROM DISTANCE AND SPEED TO TIME

Distance (Miles)	SPEED (Miles per hour)							
	20	30	40	50	60	70	80	90
0.25	0-45	0-30	0-23	0-18	0-15	0-13	0-11	0-10
0.50	1-30	1-00	0-45	0-36	0-30	0-26	0-23	0-20
0.75	2-15	1-30	1-08	0-54	0-45	0-38	0-34	0-30
1.00	3-00	2-00	1-30	1-12	1-00	0-51	0-45	0-40
1.25	3-45	2-30	1-53	1-30	1-15	1-04	0-56	0-50
1.50	4-30	3-00	2-15	1-48	1-30	1-17	1-08	1-00
1.75	5-15	3-30	2-38	2-06	1-45	1-30	1-19	1-10
2.00	6-00	4-00	3-00	2-24	2-00	1-43	1-30	1-20
2.25	6-45	4-30	3-23	2-42	2-15	1-56	1-41	1-30
2.50	7-30	5-00	3-45	3-00	2-30	2-09	1-53	1-40
2.75	8-15	5-30	4-08	3-18	2-45	2-21	2-04	1-50
3.00	9-00	6-00	4-30	3-36	3-00	2-34	2-15	2-00
4.00	12-00	8-00	6-00	4-48	4-00	3-26	3-00	2-40
5.00	15-00	10-00	7-30	6-00	5-00	4-17	3-45	3-20

TIME CONSUMED (minutes and seconds)

SI APPENDIX - 2 METRO-NORTH RAILROAD OFFICIALS

Individuals indicated as "S/LE" are qualified under Federal regulations as Supervisors of Locomotive Engineers for training, certification, and recertification of Locomotive Engineers.

EXECUTIVE

H. R. Permut President

OPERATING DIVISION

R. E. Lieblong	Senior Vice President - Operations
V. Direnno	General Superintendent - Grand Central Terminal
D. A. Treasure	Chief of Staff - Operations
M. C. Corbett	Senior Director - Operations and Performance Analysis
C. Armstrong	Director of Regulatory Oversight
J. Grumblatt	Director - Equipment Utilization and Operations Analysis
J. Hunt	Deputy Director - Fleet Management

OPERATING RULES DEPARTMENT

A. F. Favilla	Director - Operating Rules
H. A. Prince	Program Manager - Drug and Alcohol Testing
L. Hannah	Rules Examiner
R. A. Bass	Rules Examiner
E. Shields	Rules Examiner

OPERATIONS SERVICES DEPARTMENT

S. L. Herrington	Assistant Vice President - Operations Services
J. A. McNulty III	Deputy Chief of Operations
J. Walker	Senior Hearing Officer

OPERATIONS SERVICES - OCC

S. Neville	Deputy Chief - OCC
P. Ryan	Assistant Deputy Chief
J. Kroll	Assistant Deputy Chief

Chief Rail Traffic Controllers:

J. Lagana	R. Walsh	M. Morris	C. O'Connor
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OPERATIONS SERVICES - CREW MANAGEMENT

Superintendent - Crew Management

OPERATIONS SERVICES - GENERAL AND SYSTEM ROAD FOREMEN

M. Sciortino (S/LE)	General Road Foreman of Engines
F. Mokisel (S/LE)	System Road Foreman of Engines
C. Taft (S/LE)	System Road Foreman of Engines
T. Palmer (S/LE)	System Road Foreman of Engines
J. Minarovich (S/LE)	System Road Foreman of Engines
K. Mahoney (S/LE)	System Road Foreman of Engines

OPERATIONS SERVICES – CONDUCTOR COMPLIANCE

R. Allen	Director of Qualification and Licensing
D. Bell (S/LE)	Assistant Director – GCT/Hudson Line
K. Page	Assistant Director – Harlem Line
S. DePalma	Assistant Director – New Haven Line
A. Perciballi	Compliance Officer

OPERATIONS SERVICES - FIELD OPERATIONS

G. Meyers	Line Superintendent Harlem
J. Longobardi (S/LE)	Line Superintendent New Haven
F. Chidester	Line Superintendent Hudson & West of Hudson
M. Donnarumma	District Superintendent - Stamford
P. Wilhelmy	District Superintendent - New Haven
M. C. Salvatore	District Superintendent - Brewster
G. Batchelor	District Superintendent - North White Plains
T. O'Connor	District Superintendent - Harmon
E. M. Schiefelbein	Superintendent - GCT
E. Perez (S/LE)	District Superintendent - GCT
C. Gullotta	District Superintendent - GCT
K. Catone	Asst. Director-Capital Projects Harlem & Hudson
D. McCarthy	Asst. Director-Capital Projects New Haven

Operations Managers

E. Servance	G. Chirinos	H. Davies
J. Brandt	A. Lato (S/LE)	A. Ramos
S. Milden	C. Stephney	T. Holz
S. O'Brien	R. Chu	M. Gurdineer
T. Quinn	J. Frank	K. Reddy
M. Battalico	K. Kearny	R. McLaine

MECHANICAL DEPARTMENT

J. Kesich	Chief Mechanical Officer
M. Yaeger	Deputy Chief Mechanical Officer - M of E Support Services
J. Hogan	Assistant Chief Mechanical Officer - New Haven Line
J. Militano	Assistant Chief Mechanical Officer - Hudson and Harlem Lines
F. Schweithelm	Deputy Assistant CMO - New Haven Line
A. Cecere	Deputy Assistant CMO - Harlem Line
D. Miller	Deputy Assistant CMO - Hudson Line
P. DeCarlo	Assistant Director - GCT
J. Weston	Assistant Director - Projects and Fleet/Facility Liaison

MAINTENANCE OF WAY DEPARTMENT

R. Puciloski	Asst. Vice President - Maintenance of Way & Chief Engineer
J. Wagner	Deputy Chief Engineer
J. Pepitone	Director - Power Systems
A. Santini	Director - Communications and Signals Systems
D. Melillo	Director - Track and Structures
J. Raguseo	Director - Operating Capital Projects

SUPERVISORS OF LOCOMOTIVE ENGINEERS – TRAINING DEPARTMENT

L. G. Bova (S/LE)	Deputy Director - Training
K. Sciabarassi (S/LE)	Assistant Deputy Director
J. Meinck (S/LE)	Training Officer
J. Santiago (S/LE)	Training Officer
D. Knapp (S/LE)	Training Officer
T. Geissler (S/LE)	Training Officer
M. Salvatore (S/LE)	Training Officer
A. Proetta	Training Officer

SI APPENDIX - 3 FREQUENTLY USED TELEPHONE NUMBERS

OPERATIONS CONTROL CENTER (outside number 212.340.xxxx)

Asst Chief RTC	GCT	3306/3307	Dist. A	Lower Harlem	2040
Asst Chief RTC	Outlying	2050/2051/ 2052/2053	Dist. B	Upper Harlem/ Beacon Line	2039
Asst Chief RTC	Freight	2046	Dist. C	Lower Hudson	2041
Dist. U	Upper Level	3302/3312	Dist. D	Upper Hudson	2042
Dist. L	Lower Level	3301/3311	Dist. E	Inner NH/NC Br.	2037
Dist. P	CP1-CP4	3303/3313	Dist. F	Outer NH/ Dan.& Wby Br.	2038
Dist. M	Mott Haven	3304/3314	Dist. G	CP261-CP274	2048

POWER DIRECTOR

Harlem & Hudson	2221 or 800.836.8658	New Haven	2100 or 800.836.6467
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MTA POLICE

EMERGENCY DISPATCH CENTER	6911 800.MTAPD911 or 888.682.9117	DISTRICT HQs	
		GCT	2480/2484/2485
		Mount Vernon West	1772/1773
		Beacon	1908/1909
		Stamford	5722/5723

OPERATING RULES DEPARTMENT

Director – Operating Rules	212.499.4352	Rules Examiner – NHV	203.786.2952
Rules Examiner – H&H	914.461.0551	Rules Examiner – GCT	212.499.4317

TRAINING DEPARTMENT (outside number 212.340.xxxx)

Appointments – Rules Class		Physical characteristics - Engineers	2155/3101/3169
MNR Employees (CMS Office)	2747	Physical characteristics - Conductors	3142/3169/4952

OPERATIONS SERVICES

CREW MANAGEMENT		2731/2733 2735	POUGHKEEPSIE	Operations Mgr	3546/3547
SYSTEM ROAD FOREMEN OF ENGINES	General RFE	2660	NWP	Operations Mgr	8603/8601
	System RFE-NH	2997	914.686.xxxx	Yardmaster	8605
	System RFE-H&H	1894	BREWSTER	Operations Mgr.	1320/1367
	System RFE-GCT	2666	845.940.xxxx	Yardmaster	1322
GCT 212.340.xxxx	Operations Mgr	2601/2162	STAMFORD	Operations Mgr	5770/5771
	Ops Mgr - Capital	3204	203.363.xxxx	Yardmaster	5691/5692
	Track 25	2325/2329	NEW HAVEN 203.786.xxxx	Operations Mgr	2828/2830
	Yardmaster	3305		Yardmaster	8015
HARMON 914.271.xxxx	Operations Mgr	1547/1816		West End Yard	8021/8022
	Ops Mgr-Capital	1847		Ops Mgr-Capital	2829
	Yardmaster	1556			
CONDUCTOR COMPLIANCE	Director Qualification & Lic.	212.499.4434	CONDUCTOR COMPLIANCE	Assistant Director Harlem Line	914.461.0635
	Assistant Director GCT & Hudson	212.499.4475		Assistant Director New Haven Line	203.786.8178

FLEET MANAGEMENT

MECHANICAL	2130/2129 or 888.83FLEET	OPERATIONS	2111
Equipment Defects		Consist Management	
Hot Cars	888.RAILHOT	Deadhead Equipment	



New York, New York

February 1, 2011

GENERAL ORDER No. 101

Effective: 0001 Hours, Sunday, February 27, 2011

(a) OPERATING RULES

Metro-North Railroad Operating Rules, Form MN-400, dated February 27, 2011 in effect.

(b) TIMETABLE

Timetable No. 1 in effect. Except for employee schedules, this timetable contains the necessary information and instructions in General Orders up to and including General Order No. 416 all of which must be removed from Bulletin Boards.

Employees must examine each page of their copy of Timetable No. 1 to see that it is complete and note changes. When revised pages are issued, each page will indicate the date of the latest revision and the number of the General Order that authorized that revision.

Employee Operating Schedule Booklet A and Booklet B, dated October 17, 2010 in effect.

(c) EQUIPMENT OPERATING INSTRUCTIONS

Metro-North Railroad Equipment Operating Instructions, Form MN-401, dated November 1, 2001 and revised April 3, 2005 in effect.

(d) ELECTRICAL INSTRUCTIONS FOR OPERATING EMPLOYEES

Metro-North Railroad Electrical Instructions for Operating Employees, Form MN-290 OP, dated February 27, 2011 in effect.

(e) ROADWAY WORKER SAFETY MANUAL

Metro-North Railroad Roadway Worker Safety Manual, Form RW-1, dated February 27, 2011 in effect.

(f) SAFETY INSTRUCTIONS

Metro-North Railroad General Safety Instructions, dated April 3, 2005 in effect.

(g) ON-BOARD SERVICE MANUAL

Metro-North On-Board Service Manual, Form MN-1401, dated February 5, 2006 in effect.

R. E. LIEBLONG
Senior Vice President - Operations



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New York, New York

May 17, 2011

GENERAL ORDER No. 102

Effective: 0001 Hours, Sunday, May 22, 2011

(a) OPERATING RULES

Rule 10-A Movement Permit Form M changed as follows:

Metro-North Railroad		MOVEMENT PERMIT FORM M													
Permit No. _____ - Date _____, 20____ BDA at _____ hrs <small>district sequence number month day year</small>															
TO: _____ at _____ <small>Line</small>															
1	USE _____ TRK from _____ to _____ until _____														
1B	TRAIN OR TRACK CARS AHEAD: _____														
2	USE _____ TRK between _____ and _____ until _____														
3	TRK _____ OUT OF SERVICE between _____ and _____ until _____														
<small>This section for use of Form M Addressee only</small> ADDITIONAL EQUIPMENT OR EMPLOYEES authorized to use out-of-service track – Rule 21-E applies															
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%; text-align: left;"><small>Name of employee-in-charge</small></th> <th style="width: 30%; text-align: left;"><small>Working at or between</small></th> <th style="width: 20%; text-align: left;"><small>Time Form M read or shown to employee-in-charge</small></th> <th style="width: 20%; text-align: left;"><small>Time employee-in-charge reports clear of out-of-service track</small></th> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </table>				<small>Name of employee-in-charge</small>	<small>Working at or between</small>	<small>Time Form M read or shown to employee-in-charge</small>	<small>Time employee-in-charge reports clear of out-of-service track</small>	_____	_____	_____	_____	_____	_____	_____	_____
<small>Name of employee-in-charge</small>	<small>Working at or between</small>	<small>Time Form M read or shown to employee-in-charge</small>	<small>Time employee-in-charge reports clear of out-of-service track</small>												
_____	_____	_____	_____												
_____	_____	_____	_____												
4	PROTECTION BY WORKING LIMITS STOP SIGNS - Rule 22(A) applies Line _____ TRK; Working Limits Stop Signs at: _____ and _____ Mobile Unit No _____														
TEMPORARY SPEED RESTRICTIONS:															
5	Line _____ TRK between _____ and _____ Speed _____ MPH Line _____ TRK between _____ and _____ Speed _____ MPH														
6	STOP AND WARN AT CROSSING(S): _____														
7	REMAIN AT _____ on _____ TRK until _____ arrives to assist.														
8	PROCEED AT RESTRICTED SPEED on _____ TRK from _____ to _____ where _____ stands disabled.														
9	MBS RULES IN EFFECT instead of CTC/CSS on _____ TRK between _____ and _____.														
10	TEMPORARY BLOCK LIMIT(S) _____ located at _____ _____ located at _____ ESTABLISHED: _____ located at _____														
11	BLOCK(S) CLEAR: _____ TRK from _____ to _____ at _____ hrs _____ TRK from _____ to _____ at _____ hrs _____ TRK from _____ to _____ at _____ hrs _____ TRK from _____ to _____ at _____ hrs														
12	MEET _____ at _____ with _____ to take siding.														
13	FORM M LINE _____ AUTHORITY EXTENDED until _____ at _____														
14	OTHER INSTRUCTIONS AND INFORMATION: _____ _____ _____														
TIME EFFECTIVE: _____ hrs on ____ / ____ / ____ RTC: _____ Name and Craft of Employee Receiving Form M: _____															
TIME CANCELLED: _____ hrs on ____ / ____ / ____ RTC: _____															
TIME FULFILLED: _____ hrs on ____ / ____ / ____															

Rev: May-11

Operating Rules, page 61, changed.

**(b) OPERATING RULES**

Rule 10-F, item 4, changed as follows:

4. Line 1: Use ... TRK from ... to ... until ...

Used to authorize:

- Scheduled trains, extra trains and track cars, under MBS rules,
 - Track cars, under CTC rules,
- for a one-way movement from the first listed location to the second listed location. It is not required for Scheduled Trains to receive a time limit for their line 1 authority. When a time limit has been given, one extension of time may be authorized on the original Form M authority using Line 13.

Operating Rules, page 67, changed.

(c) OPERATING RULES

Rule 12-C, changed as follows:

- 12-C** To occupy a block, a train or track car must be given authority by the RTC indicating that there are no trains or track cars in that block.

- Scheduled trains must receive a Form M Line 1 authority and Form M Line 11 indicating that the block is clear.
- Extra trains and track cars must receive a Form M Line 1 for movement in one direction or Form M Line 2 for movement in either direction, plus a *BLOCK(S) CLEAR* indication on Form M Line 11.

The Form M Line 1 authority may be issued for multiple blocks prior to all blocks being clear, with additional Form M Line 11 *BLOCK(S) CLEAR* indications added to the Form M when subsequent blocks become clear.

Operating Rules, page 80, changed.

(d) OPERATING RULES

Rule 12-G(1), changed as follows:

- 12-G(1)** Trains with Form M Line 1 and Line 11 *BLOCK(S) CLEAR* indication may make a reverse movement within the block they are occupying, as follows:

- a. The move may be made at Restricted Speed without authority of the RTC. All provisions of Rule 7-O apply if the engineer is not on the leading end of the movement. The reverse movement may not pass a block limit.
- b. The RTC may issue a new Form M, with Line 1 authority and Line 11 *BLOCK(S) CLEAR* indication from the point where the train is standing to the next block limit in the desired direction of travel. This move may be made at MAS if the engineer is operating from the leading end of the movement.
- c. Trains with Form M Line 2 and Line 11 authority may operate in either direction between the block limits indicated.

Operating Rules, page 81, changed.

**(e) NEW HAVEN LINE****LARCHMONT – MAMARONECK**

Facing point hand operated electric lock switch with pipe-connected derail for eastward movements, located at MP 19.7 on No. 3 track, removed from service.
Facing point hand operated electric lock switch with independent hand operated fixed derail for eastward movements, located at MP 19.7 on No. 3 track, in service.

(f) NEW HAVEN LINE**CP 248**

Facing point interlocked crossover for eastward movements from No. 3 to No. 1 track, located 677 feet east of MP 48, in service.
Facing point interlocked crossover for westward movements from No. 1 to No. 3 track, located 1369 feet east of MP 48, in service.
Facing point interlocked crossover for eastward movements from No. 1 to No. 3 track, located 3407 feet east of MP 48, in service.
Facing point interlocked crossover for westward movements from No. 3 to No. 1 track, located 4100 feet east of MP 48, in service.

Crossovers are equipped with movable point frogs and are designed such that Normal Cab may be displayed for diverging movements.

(g) HARLEM LINE
BREWSTER YARD

Note added to Special Instruction HAR 47-A as follows:

NOTE: If no yardmaster is on duty at Brewster, crews will contact the Mechanical Foreman for train locations.

Special Instruction HAR 47-A, page 35, changed.

(h) NEW HAVEN LINE
MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
PASSENGER TRAINS

Special Instruction NHV 41-A changed as follows:

60 MPH speed restriction on tracks 3, 1, 2, and 4 at CP 223 (MP 23.1 – MP 23.6), withdrawn.

Location CP 272 – Div. post/Amtk changed to read CP 273 – Div. Post/Amtk.

CP 272 – CP 273 reference to speed on **All other yard tracks - 10**, withdrawn.
Refer to definition of YARD TRACKS in the MN 400, page 22, for MAS on Yard Tracks.

Special Instruction NHV 41-A, pages 41 and 42, changed.



**(i) DANBURY BRANCH
HIGHWAY GRADE CROSSINGS**

Special Instruction DAN 44 changed as follows:

Southward movements on yard track 6 entering main track at MP 23.0 must Stop and Warn (Rule 18-D) at East Liberty St. crossing (MP 23.0).

Special Instruction DAN 44, page 60, changed.

**(j) TIMETABLE
METRO-NORTH RAILROAD OFFICIALS**

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 92 and 93, changed.

**(k) OPERATING RULES
REVISED PAGES**

Employees must replace pages 61, 62, 67, 68, 69, 70, and 79 through 82 in the Operating Rules with accompanying revised pages.

**(l) TIMETABLE
REVISED PAGES**

Employees must replace pages 35, 36, 41, 42, 59, 60, and 91 through 94 in Timetable No 1 with accompanying revised pages.

R. E. LIEBLONG
Senior Vice President - Operations

New York, New York**April 8, 2012****GENERAL ORDER No. 103**

Effective: 0001 Hours, Sunday, April 15, 2012

(a) OPERATING RULES
DEFINITIONS

New definition NON-SHUNTING EQUIPMENT added as follows:

NON-SHUNTING EQUIPMENT – Equipment that may not shunt track circuits, including a single light engine, a single MU car or a single pair of MU cars, track cars, and equipment indicated in the Timetable Special Instructions.

Operating Rules, page 18, changed.

(b) OPERATING RULES

Rule 5-E(6) withdrawn.

Rule 5-E(7) renumbered to 5-E(6).

Rule 5-E(5) changed as follows:

5-E(5) All radio transmissions that are used to give instructions regarding movement of trains and track cars, or to transmit safety-sensitive information, the receiving employee must repeat the instructions or information to the transmitting employee, who will verify the accuracy of the transmission. Except in an emergency, radio transmissions that are incomplete, inaudible, unclear, or not understood, must not be acted upon.

Operating Rules, page 45, changed.

(c) OPERATING RULES

Rule 7-C changed as follows:

7-C Employees qualified on the operating rules and located in the control compartment will observe and communicate to each other, in a clear and audible manner, each signal affecting the movement of their train, by its name, as soon as the signal becomes clearly visible. The signal must be observed until passed.

Operating Rules, page 49, changed.

(d) OPERATING RULES

Rule 7-Q changed as follows:

7-Q UNATTENDED ENGINE

An engine must not be left unattended unless:

- The Independent Brake valve is set to the Full-Application position,
- The Automatic Brake valve is placed in the Full-Service position,
- The Throttle/Controller is in "IDLE" or "OFF" position,
- The Reverser lever is placed in the Neutral position and removed. If not removable, secure the Reverser lever in the Neutral position,
- The Generator Field switch is placed in the "Off" position, and
- The Hand Brake or Parking Brake is fully applied.

Unattended engine(s) in other than passenger service will in addition to the above, place the isolation switch in the "ISOLATE" position.

Operating Rules, page 54, changed.

(e) OPERATING RULES

FORM M

Rule 10-A, Form M revised to reflect printed document.

Operating Rules, page 61, changed.

(f) OPERATING RULES

Rules 13-H and 13-J changed as follows:

13-H REVERSE MOVEMENTS

When necessary to reverse direction where interlocking rules are in effect, trains must have interlocking signal indication or verbal permission from the RTC. Movements not governed by interlocking signal indication must not be made until all interlocking appliances have been lined and blocked.

13-J NON-SHUNTING EQUIPMENT

13-J(1) Equipment that may not shunt track circuits must have the permission of the RTC before operating within interlocking limits. Prior to permission being issued, routes to be used must be lined and secured with blocking devices. Following moves are prohibited and protection against both following and opposing moves must be provided.

The employee in charge of the movement must notify the RTC when the movement has cleared interlocking limits.

13-J(2) The RTC must not remove the blocking devices protecting any portion of the affected route until the employee in charge has reported clear of the opposing signal governing that portion of the route.

When necessary to change any route for which permission has been issued, the RTC must first ensure the equipment is stopped and notify the employee in charge of the move that the route is being changed.

Operating Rules, page 91, changed.

(g) OPERATING RULES

Rules 14-F, 14-H, and 14-I changed as follows:

14-F Trains and track cars will not move without verbal permission of the RTC when:

- Movement has been stopped between controlled points by instruction of the RTC; or
- A new crew takes charge of unattended equipment located on a main track.

14-H NON-SHUNTING EQUIPMENT

14-H(1) Equipment that may not shunt track circuits must have the permission of the RTC before operating in CTC territory.

14-H(2) When authorized by the RTC, non-shunting equipment will operate as follows:

- a. Signals governing the route will be displayed, unless otherwise prohibited by the rules or due to signal failure.
- b. Prior to allowing non-shunting equipment to enter a block, the RTC must set signals for opposing movements to Stop position and apply blocking devices to prevent following movements as soon as the non-shunting equipment enters the interlocking. Trains and engines will not be permitted to follow the non-shunting equipment within a controlled block.
- c. In an emergency situation, trains and track cars may be permitted to follow non-shunting equipment in a controlled block provided Form M authorizes movement and:
 - The non-shunting equipment is known to be stopped, and
 - The following movement is provided the location of the non-shunting equipment (Form M Lines 7 and 8 are sufficient to meet this requirement if the non-shunting equipment is disabled).

The train or track car following the non-shunting equipment must operate at **Restricted Speed**.

Operating Rules, pages 93 and 94, changed.

14-I REVERSE MOVEMENTS

In CTC territory, except when operating with Form M Line 2 authority, trains must have verbal permission of the RTC in order to make a reverse movement. Before permission is given, the RTC must determine that the track to be used is clear of opposing movements.

- If there are no following trains in the same controlled block, blocking device protection must be afforded at the interlocking where opposing movements can be held.
- If there are one or more following trains in the same controlled block, the RTC will instruct the train immediately following to stop, and will not issue permission for the reverse movement until the engineer of the following train confirms that his train is stopped and provides the RTC with his location.

Operating Rules, page 94, changed.

(h) OPERATING RULES

Rule 18-H changed as follows:

18-H NON-SHUNTING EQUIPMENT

Equipment that may not shunt track circuits must Stop and Warn [**Rule 18-D**] at grade crossings equipped with automatic warning devices.

Operating Rules, page 112, changed.



(i) OPERATING RULES

Rule 21-K(4), corrected reference to paragraphs c and d.

Operating Rules, page 121, changed.

(j) OPERATING RULES

Rule 23-R(2) changed as follows:

23-R(2) Track cars will not exceed **1 MPH**:

- Through self-guarded frogs
- Through switch point guards

Operating Rules, page 135, changed.

(k) OPERATING RULES

New rule 23-T added as follows:

23-T UNATTENDED TRACK CARS

Unattended Track Cars must be secured to prevent movement.

Operating Rules, page 136, changed.

(l) OPERATING RULES

Index pages **Index -1** through **Index -10** changed.

(m) HUDSON LINE

UPPER LEVEL

110 feet of the south end of No 90 track removed from service.

Interlocking signal 15N, governing northward movements on No 15 track, relocated 39 feet south of present location and raised to platform level.

Interlocking signal 17N, governing northward movements on No 17 track, relocated 48 feet south of present location and raised to platform level.

Interlocking signal 32N, governing northward movements on No 32 track, relocated 22 feet south of present location.

(n) HUDSON LINE

LOWER LEVEL

Interlocking signal UN, governing northward movements on Ladder U, relocated 43 feet north of present location.

Interlocking signal US, governing southward movements on Ladder U, relocated 43 feet north of present location.

430 feet of the south end of No 101 track removed from service.

(o) HUDSON LINE

LOWER LEVEL – CP 1

100 feet of the north end of track A removed from service.



(p) EQUIPMENT RESTRICTIONS
HUDSON LINE

Diesel engines operating multiple light, or operating multiple or single with train, are prohibited from diverging between ladder O and ladder M through Upper Level switch No 407 in Grand Central Terminal.

(q) ELECTRICAL OPERATION
HUDSON LINE

Third Rail on Upper Level, G.C.T., tracks 63, 64 and 65 removed from service.

(r) HUDSON LINE
CP 19 – HASTINGS-ON-HUDSON

Side track at Hastings-on-Hudson removed from service between a point 1000 feet north of derail (MP 19.2) and end of track.

(s) HUDSON LINE
TARRYTOWN – PHILIPSE MANOR

Yard track No 6 between hand operated crossover connecting to No 4 track (MP 26.2) and north end of track, removed from service.

(t) HUDSON LINE
NEW HAMBURG – CP 72

IBM sidetrack located at MP 69.8, out of service from a point 1000 feet south of switch to end of track. Tie barricade installed.

(u) HUDSON LINE
POUGHKEEPSIE

Yard track No 15, removed from service.

(v) HUDSON LINE
MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
PASSENGER TRAINS

Special Instruction HUD 41-A, changed as follows:

Speed restriction of 30 MPH on No 2 track between MP 32.8 – MP 33.2, added.
Speed restriction of 30 MPH on No 1, and 2 tracks between MP 34.1 – MP 34.3, added.

Special Instruction HUD 41-A, page 13, changed.

(w) HUDSON LINE
MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
FREIGHT TRAINS HAULED BY OTHER ENGINES

Special Instruction HUD 41-C, changed as follows:

Speed restriction of 35 MPH on No 1, and 2 tracks between MP 44.6 – MP 45.8, added.

Special Instruction HUD 41-C, page 15, changed.

**(x) HUDSON LINE****HIGHWAY GRADE CROSSINGS**

Special Instruction HUD 44, changed as follows:

Bank St., Chelsea, MP 62.5, Special Note "1" added.

SPECIAL NOTES (Column 2):

5. Trains and engines using hand operated switch at MP 63.2 (American Lumber) on No 1 track, must clear CC sign located at MP 63.3 prior to proceeding south through Bank Street Crossing.

Special Instruction HUD 44, page 18, changed.

(y) HUDSON LINE**YARDS AND YARD TRACKS**

Special Instruction HUD 47-B, changed as follows:

Reference to Ladder D, withdrawn.

Special Instruction HUD 47-B, page 20, changed.

(z) HARLEM LINE**TUCKAHOE – CP 116**

1130 feet of the north end of the side track at Tuckahoe, removed from service.
Tie barricade installed.

(aa) HARLEM LINE**MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
FREIGHT TRAINS HAULED BY OTHER ENGINES**

Special Instruction HAR 41-C, changed as follows:

Speed restriction of 30 MPH on No 1, and 2 tracks between MP 30.3 – MP 30.7, changed to Speed restriction of 30 MPH on No 1, and 2 tracks between MP 30.3 – MP 33.5.

Special Instruction HAR 41-C, page 30, changed.

(ab) NEW HAVEN LINE**STAMFORD YARD**

595 feet of the west end of No 6 track in the passenger yard (TRK 106), removed from service. Stop Sign and barricade installed.

(ac) NEW HAVEN LINE**FAIRFIELD – CP 255**

Special Instruction NHV 40, changed as follows:

Newly constructed passenger station designated "Fairfield Metro", located at MP 52.3, consisting of 1040 foot long high level platform adjacent to No 3 track, and 1040 foot long high level platform adjacent to No 4 track, in service.

Special Instruction NHV 40, page 40, changed.

(ad)NEW HAVEN LINE

**MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
PASSENGER TRAINS**

Special Instruction NHV 41-A, changed as follows:

Speed restriction of 30 MPH on No 1 track between MP 41.5 – MP 41.6, added.
Speed restriction of 60 MPH on No 3, 1, 2, and 4 tracks between Stratford and CP 261 (MP 59.8 – MP 60.3), added.

Special Instruction NHV 41-A, page 42, changed.

(ae)NEW HAVEN LINE

**MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
FREIGHT TRAINS HAULED BY METRO-NORTH ENGINES**

Special Instruction NHV 41-B, changed as follows:

Speed restriction of 25 MPH on No 3, and 1 tracks between MP 54.7 – MP 55.4, changed to 10 MPH.

Special Instruction NHV 41-B, page 43, changed.

(af) NEW HAVEN LINE

**MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
FREIGHT TRAINS HAULED BY OTHER ENGINES**

Special Instruction NHV 41-C, changed as follows:

Speed restrictions on No 3, 1, 2, and 4 tracks between East of Fairfield – CP 256 (MP 52.0 – MP 55.8), changed as follows:

LOCATION	Between		Max. Authorized Speed (MPH)				
	MP	MP	Trk 5	Trk 3	Trk 1	Trk 2	Trk 4
East of Fairfield – Bridgeport	52.0	54.7		25	25	25	25
Curve west of Bridgeport	54.7	55.4		10	10	25	25
Bridgeport – CP 256	55.4	55.8		25	25	25	25

Special Instruction NHV 41-C, page 44, changed.

(ag)NEW HAVEN LINE

**SPECIAL SPEED INSTRUCTIONS
FREIGHT TRAINS**

Special Instruction NHV 41-D, Item 4 paragraph c, added as follows:

Metro-North freight trains on No 3 track passing high-level platform at Darien Station (MP 37.7) must not exceed **5 MPH**. Due to close clearances, crew member must observe train on platform side and be prepared to stop movement. Tenant road freight trains are prohibited from operating on No 3 track through Darien Station (MP 37.7).

Special Instruction NHV 41-D, page 45, changed.

**(ah) ELECTRICAL OPERATION**
NEW HAVEN LINE

Special Instructions NHV 43-D and NHV 43-E changed as follows:

NHV 43-D ELECTRIC OPERATION – WESTPORT TO CP 244

Eastward electric trains making a station stop at Westport will not exceed P-2 power, and M-8 electric trains will not exceed minimum power, when departing Westport station until east of CP 244 movable bridge.

NHV 43-E ELECTRIC OPERATION THROUGH CP 271

All electric trains must coast through crossovers at CP 271. If train is stopped in the interlocking while diverging, P-2 power must not be exceeded until all pantographs are clear of the crossovers. M-8 electric trains will not exceed minimum power until all pantographs are clear of the crossovers.

Special Instructions NHV 43-D and NHV 43-E, page 47, changed.

(ai) NEW HAVEN LINE
NEW HAVEN YARD

Facing point hand operated switch for westward movements from No 45 track to newly constructed No 81 track, located 166 feet west of the 45/85 switch, in service.

Facing point hand operated switch for westward movements from No 81 track to newly constructed No 83 track, located 87 feet west of the No 45/81 switch, in service.

Facing point hand operated switch for westward movements from No 81 track to newly constructed No 82 track, located 92 feet west of the No 81/83 switch, in service.

The following newly constructed tracks in New Haven Yard, in service:

No 81 track between switch for No 45 track and a point 920 feet west thereof.

No 83 track between switch for No 81 track and a point 825 feet west thereof.

No 82 track between switch for No 81 track and a point 736 feet west thereof.

Tracks listed above are Mechanical Tracks use of which requires permission of Shore Line East Shop Foreman (Telephone number: 203.773.6181).

(aj) NEW HAVEN LINE
NEW HAVEN YARD

Facing point hand operated switch for eastward movements from loop track No 41 to material storage tracks, removed from service.

Annex track and switch connected to 16 lead, removed from service.

(ak)NEW HAVEN LINE
NEW HAVEN YARD

Item 1 of Special Instruction NHV 47-E, Tracks Equipped with Energized Catenary for AC Operation, changed as follows:

East End

- No 1 Track: 430 ft west end and 500 ft east end.
- No 2 track: 270 ft west end and 735 ft east end.
- No 3 track: 400 ft west end and 735 ft east end.
- Tracks 16, 17, 18, 19, 38, 101 and 102.
- Track 103: From switch in No 38 track to switch for No 102 track.

Item 2 of Special Instruction NHV 47-E, Designated Mechanical Tracks, changed as follows:

No 85 track redesignated as Yard Track use of which requires permission of New Haven Yardmaster (Radio Channel: 1 / telephone extension: 8015)

Mechanical Tracks	Use of Tracks Requires Permission of	During Following Times	Radio Chan.	Tele. Ext.
Yard Tracks 17, 18, 19; Shop Tracks 1, 2, 3, East and West; CSR Shop Tracks 21, 22, 23; Running Repair Shop Tracks 42, 43; Yard Tracks 101 through 104; and Wheel True Track.	Mechanical Foreman	All Times	1	2811
SLE Shop Tracks 24 through 27, East and West; Yard Tracks 27A, 29, and 81 through 84.	Shore Line East Shop Foreman	All Times	~	203 773.6181

Special Instruction NHV 47-E, page 50, changed.

(al) NEW CANAAN BRANCH
MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
PASSENGER AND FREIGHT TRAINS

Special Instruction NCN 41-A, changed as follows:

Speed restriction for freight trains of 25 MPH on Main track between MP 5.7 - MP 7.4 for eastward trains, added.

Special Instruction NCN 41-A, page 54, changed.

(am)DANBURY BRANCH
HIGHWAY GRADE CROSSINGS

Special Instruction DAN 44, changed as follows:

North Main Street crossing (MP 12.0) and associated automatic warning devices, removed from service and relocated 600 feet north of present location.

North Main Street crossing (MP 12.1) equipped with highway crossing gates and flashers, in service. Operating limits are between MP 11.6 and MP 12.6.

Special Instruction DAN 44, page 60 changed.



(an)WATERBURY BRANCH

**MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
PASSENGER AND FREIGHT TRAINS**

Special Instruction WBY 41-A, changed as follows:

Speed restriction for freight trains of 10 MPH on Main track between
MP 14.4 - MP 14.7, added.

Special Instruction WBY 41-A, page 63, changed.

**(ao)SYSTEM SPECIAL INSTRUCTION
COMMUNICATING SIGNALS**

Special Instruction SI 4-A withdrawn.

System Special Instructions page 75, changed.

**(ap)SYSTEM SPECIAL INSTRUCTION
TRAIN OPERATION**

Special Instruction SI 7-B, Level 3. The reference to **HUD 48-B** changed to
read **HUD 48-A**.

System Special Instructions page 76, changed.

**(aq)SYSTEM SPECIAL INSTRUCTIONS
OPERATION UNDER INTERLOCKING RULES**

Special Instruction SI 13-A withdrawn.

System Special Instructions page 83, changed.

**(ar)SYSTEM SPECIAL INSTRUCTION
SPECIAL RESTRICTIONS**

Reference to Amtrak Turbo equipment is withdrawn.

System Special Instruction SI 17-B(4) is changed as follows:

SI 17-B(4) SPECIAL RESTRICTIONS

1. Amtrak Acela high-speed train sets, units 2000-2039, are restricted
to **2 MPH** when coupling. When operating with over-inflated air springs,
train must not exceed **30 MPH** and **15 MPH** when diverging.
2. Employees are prohibited from riding on cab steps of Amtrak locomotive
types P-42BH, P-32BWH, P-32AC-DM and P-40BH (including P-40BH units
leased to Metro-North) while in motion.
4. Private Passenger Car New York Central 3 (Amtrak 800384) may operate
unrestricted, not exceeding MAS.

System Special Instructions page 85, changed.

**(as)TIMETABLE
METRO-NORTH RAILROAD OFFICIALS**

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 92 and 93, changed.



(at)TIMETABLE

FREQUENTLY USED TELEPHONE NUMBERS

List of frequently used telephone numbers revised.

Special Instruction SI Appendix 3, page 94, changed.

(au)OPERATING RULES

REVISED PAGES

Employees must replace pages 17, 18, 45, 46, 49, 50, 53, 54, 61, 62, 91 through 94, 111, 112, 121, 122, 135, 136 and Index pages 1 through 10 in the Operating Rules with accompanying revised pages.

(av)TIMETABLE

REVISED PAGES

Employees must replace pages 13, 14, 15 through 20, 29, 30, 39 through 50, 53, 54, 59, 60, 63, 64, 75, 76, 83 through 86, and 91 through 94 in Timetable No 1 with accompanying revised pages.

(aw)TRACK CHARTS

REVISED PAGES

Employees must replace pages TC 16, TC 17, TC 28, TC 29, TC 32, and TC 33. Revised pages accompany this General Order

R. E. LIEBLONG
Senior Vice President - Operations



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New York, New York

April 8, 2013

GENERAL ORDER No. 104

Effective: 0001 Hours, Sunday, April 14, 2013

(a) OPERATING RULES
HOURS OF SERVICE REQUIREMENTS

Operating Rule F, Item 4 changed as follows:

Train and engine service employees in passenger service must notify the RTC one hour before the expiration of their legal work time if they have reason to believe that they will not be able to complete their assignment within that period. Train and engine service employees in other than passenger service must notify the RTC three hours before the expiration of their legal work time. Train and engine service employees in covered service whose final release is scheduled before midnight and are required to remain on duty beyond midnight, for any reason, must contact the crew dispatcher immediately upon completion of that assignment to report their adjusted final release time.

Operating Rule F, Item 4, page 9 changed.

(b) OPERATING RULES
DEFINITIONS

The definitions of EQUIPMENT, CLEARANCE POINT, DERAIL, and FOULING A TRACK are withdrawn from Operating Rule 19-A, and added to SECTION III - DEFINITIONS.

EQUIPMENT – Railroad cars, engines, or track cars.

CLEARANCE POINT – The location near a turnout beyond which it is unsafe for passage on an adjacent track.

DERAIL – A non-interlocked derail, hand operated or motor powered, which is affixed to the rail in a permanent nature, as opposed to a portable device.

FOULING A TRACK – Having the end of equipment in such proximity to a connecting track that insufficient clearance exists between tracks, and movement on connecting track would result in collision.

Operating Rules, pages 18 and 21, changed.

The definition of INTERLOCKING APPLIANCE changed as follows:

INTERLOCKING APPLIANCE - A movable apparatus within an interlocking that either allows or prevents movements over designated routes, including switches, movable frogs, mitre rails, and derails.

An interlocking appliance is blocked when an approved device is applied to the control console that prevents the control for that appliance from being operated.

An interlocking appliance is secured when a qualified employee either applies an approved device to the appliance that prevents it from operating, or electrically disables the appliance and mechanically locks it in the required position.

Operating Rules, page 19, changed.



The definition of BULLETIN ORDER changed as follows:

BULLETIN ORDER (BO) – Order issued by authority of the Senior Vice President – Operations that contains temporary items affecting the movement of trains. Bulletin Orders remain in effect until fulfilled or cancelled.

Operating Rules, page 22, changed.

(c) OPERATING RULES

QUALIFICATIONS, RESPONSIBILITIES AND DUTIES

Operating Rule 1-B changed as follows:

1-B Employees covered by the Operating Rules who have not performed service on MNR for over 30 days must report to a Rules Examiner, Operations Manager, Supervisor of Locomotive Engineers – System, Conductor Compliance Officer, or other designated officer prior to accepting assignment for the purpose of:

- Reviewing the employee's qualifications,
- Reviewing any changes in rules, instructions, or physical characteristics, and
- Inspecting and updating the employee's Operations Manual.

1-B(1) Locomotive engineers returning to service must report to a Supervisor of Locomotive Engineers - System prior to accepting assignment.

1-B(2) Conductors returning to service must report to a Conductor Compliance Officer prior to accepting assignment.

Operating Rule 1-B, page 25, changed.

(d) OPERATING RULES

TRAIN SERVICE EMPLOYEES

Operating Rules 1-G(7) and (8) added as follows:

1-G(7) CONDUCTOR CERTIFICATION

- a. Only a certified conductor is permitted to perform the duties of a Conductor.
- b. While on duty conductors must carry a valid certificate issued by MNR. Certificates are issued by the Office of Conductor Compliance.
- c. Conductors are responsible for ensuring the accuracy of information on the certificate.
- d. Certificates may not be laminated.
- e. Damaged, illegible or lost certificates must be replaced. Conductors must contact the Office of Conductor Compliance for a replacement certificate before commencing their next assignment. Replacement certificates may be issued by Operations Managers.
- f. Conductors must notify the RTC immediately if they discover that they do not have their certificate in their possession while on duty. When authorized by the RTC the conductor may complete his assignment for that day.

- g. Certificates are valid for a period of 36 months from the date of issue. Conductors are responsible for notifying Office of Conductor Compliance sixty days before expiration of their certificate.
- h. Conductors will be observed annually for operating rules compliance. Observations may be conducted on a Type 2 simulator. Simulator testing may not be used for more than two annual tests within any 36 month period.
- i. Conductors must notify the Office of Conductor Compliance of any suspension of their driver's license or motor vehicle related conviction within three days of final judgment.

1-G(8) SUPERVISION OF STUDENT CONDUCTORS

- a. Conductors will allow student conductors to perform the duties of a conductor when this can be done safely and without causing unnecessary train delay.
- b. Student conductors will perform conductor duties only under the direct personal supervision of the conductor.
- c. Conductors must complete all required forms associated with supervising student conductors.

Operating Rules 1-G(7) and (8) pages 32 and 33, added.

(e) OPERATING RULES

COMMUNICATING SIGNALS

Operating Rule 4-E(5) c. changed and Operating Rule 4-E(5) i. added as follows:

	Sound	Indication
c.	-- o --	<p>1. Approaching a public highway grade crossing. Engine horn must begin to be sounded at a point ¼ mile before crossing, except if speed of train does not exceed 60 MPH, and/or stop is to be made before reaching crossing, horn must begin to be sounded no less than 15 but no more than 20 seconds before entering crossing. When stop made is in close proximity to crossing, horn may begin to be sounded less than 15 seconds before entering crossing provided crossing is not obstructed, and</p> <ul style="list-style-type: none"> a. crossing is equipped with gates and flashers and the gates are fully lowered, or b. there is no conflicting highway traffic approaching the crossing. <p>Prolong or repeat signal until engine occupies the crossing, or in the case of multiple crossings, until engine occupies the last crossing;</p> <p>2. Approaching and passing standing trains and equipment on an adjacent track.</p>
i.	-- o	Approaching roadway workers or their equipment on or near track, regardless of any whistle prohibitions. After this initial warning, two short whistle signals must be sounded intermittently until the head end of train has passed the roadway workers or their equipment.

Operating Rule 4-E(5), page 40, changed.

(f) OPERATING RULES

ENGINEER OPERATING EQUIPMENT FROM OTHER THAN THE LEADING END OF THE MOVEMENT

Operating Rules 7-O(2) d. and 7-O(3) changed as follows:

7-O(2) d. On passenger equipment, if the intercom or PA system is being used for voice communications, radio rules must be followed.

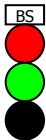

7-O(3) paragraph b. is withdrawn. Paragraph c. is changed to paragraph b.

Operating Rules 7-O(2) and 7-O(3), page 53, changed.

OPERATING RULES

SIGNAL ASPECTS AND INDICATIONS

Operating Rule 11-C(1) and 11-G(5) changed as follows:

11-C(1)		NAME: INDICATION: Terminal Proceed Proceed at <u>Restricted</u> Speed.
11-G(5)		NAME: INDICATION: Portable Whistle Post Sound Engine Horn Rule 4-E(5)(i).

Operating Rules 11-C(1) and 11-G(5) pages 74 and 78, changed.

(g) OPERATING RULES

MBS RULES

Operating Rules 12-C and 12-G(1) changed as follows:

12-C To occupy a block, a train or track car must be given authority by the RTC indicating that there are no trains or track cars in that block.

- Scheduled trains must receive a Form M Line 1 authority and Form M Line 11 indicating that the block is clear.
- Extra trains and track cars must receive a Form M Line 1 for movement in one direction or Form M Line 2 for movement in either direction, plus a **BLOCK(S) CLEAR** indication on Form M Line 11.

The Form M Line 1 authority may be issued for multiple blocks prior to all blocks being clear, with additional Form M Line 11 **BLOCK(S) CLEAR** indications added to the Form M when subsequent blocks become clear.

Trains with Form M Line 2 and Line 11 authority may operate in either direction between the block limits indicated.

12-C(1) Before admitting a train to a block, the RTC must examine the Record of Train Movement and verify that switches are properly lined.

Operating Rule 12-C page 80, changed.

Rule 12-G(1) REVERSE MOVEMENTS changed as follows:

Rule 12-G(1), paragraph c. withdrawn and added to **Rule 12-C**.

Operating Rule 12-G(1) page 81, changed.

(h) OPERATING RULES
INTERLOCKING RULES

Operating Rules 13-F(2) and 13-F(5) changed as follows:

13-F(2) The RTC must determine that affected interlocking appliances are properly positioned, and must apply blocking devices to all affected interlocking appliances that are to be used.

If a signal cannot be displayed due to the control console showing an interlocking appliance not properly lined, the RTC will not give verbal permission for a movement to pass the Stop Signal until that appliance is lined, and secured, as confirmed by a qualified employee, and blocking device has been applied.

13-F(5) The receiving employee must repeat this permission to the RTC and the RTC must then confirm it prior to beginning movement.

Operating Rules 13-F(2) and 13-F(5), page 90, changed.

(i) OPERATING RULES
CTC RULES

Operating Rule 14-I REVERSE MOVEMENTS changed as follows:

14- I(1) In CTC territory, except when operating with Form M Line 2 authority, trains must have verbal permission of the RTC in order to make a reverse movement. Before permission is given, the RTC must determine that the track to be used is clear of opposing movements.

- If there are no following trains in the same controlled block, blocking device protection must be afforded at the interlocking where opposing movements can be held.
- If there are one or more following trains in the same controlled block, the RTC will instruct the train immediately following to stop, and will not issue permission for the reverse movement until the engineer of the following train confirms that his train is stopped and provides the RTC with his location.

14- I(2) Passenger trains, when stopped at an Interlocking Signal governing their route, may accept signal indication to make a reverse movement without verbal permission of the RTC.

Operating Rule 14-I page 94, changed.

**(j) OPERATING RULES****HIGHWAY GRADE CROSSINGS**

Operating Rule 18-G(6) changed as follows:

- 18-G(6)** Trains making scheduled or unscheduled stops within the operating limits of a crossing equipped with automatic crossing protection will approach the crossing prepared to stop until the engineer can ensure automatic warning devices have been activated for at least 20 seconds.

Operating Rule 18-G(6) page 112, changed.

(k) OPERATING RULES**OPERATION OF SWITCHES, SIGNALS, AND INTERLOCKING APPLIANCES**

Operating Rule 19-A(8) changed as follows:

- 19-A(8)** Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used and the movement must be completed before the position of either switch is changed. Hand-operated crossover switches must remain in corresponding position, except when:

- a. Used to provide blue signal protection; or
- b. Used for inaccessible track protection for roadway workers; or
- c. Maintenance, testing or inspection of crossover switches is being performed in Centralized Traffic Control (CTC) territory; or
- d. One crew is using both tracks connected by the crossover during continuous switching operations.

When not in use, crossover switches must remain in correspondence.

Operating Rule 19-A(8), page 114, changed.

(l) OPERATING RULES**PROTECTION OF WORK AREAS**

Operating Rule 22-D(5) changed as follows:

- 22-D(5)** Prior to commencing any work, the conductor-flag must conduct a safety briefing with other assigned train service employees and with all contractor employees at the work area. The briefing with the contractor employees must be documented on the Roadway Worker Safety Briefing Form, Form RWSB (Rule RW-3). When working conditions change, an additional safety briefing will be conducted.

Operating Rule 22-D(5), page 130, changed.

(n) OPERATING RULES

Index pages **Index -1** through **Index -10** changed.

(o) TIMETABLE

HUDSON LINE SPECIAL INSTRUCTIONS

References to Division Post / CSX MP 75.8 changed to Division Post / Amtrak MP 75.8

Introduction page 2, titles of pages 13 - 24, Special Instructions HUD 40 pages 3 and 4, HUD 41 pages 13 - 15, HUD 42 pages 17 and 18, HUD 43 and HUD 44 page 18, HUD 45 and HUD 46 page 19, HUD 47 page 20, HUD 48 page 22 changed.

(p) EQUIPMENT RESTRICTIONS

HUDSON LINE (GCT – CP8)

Special Instruction GCT 42-B, changed as follows:

GCT 42-B ENGINES

1. Diesel engines (except unit nos. 404, 405) operating multiple light, or multiple with train, are prohibited on track 19, Upper Level.
2. Diesel engines operating multiple light, or operating multiple or single with train, are prohibited from diverging between ladder O and ladder M through Upper Level switch No 407 in Grand Central Terminal.

Special Instruction GCT 42-B, page 7, changed.

(q) HUDSON LINE

**MAXIMUM AUTHORIZED SPEEDS - MAIN TRACKS
PASSENGER TRAINS**

Speed restriction of 30 MPH on No 2 track and No 1 track between MP 34.1 – MP 34.3, withdrawn.

Special Instruction HUD 41-A, page 13, changed.

(r) HUDSON LINE

SPECIAL SPEED INSTRUCTIONS

Special Instruction HUD 41 - D, item No 2 changed as follows:

2. WEATHER RESTRICTIONS [**SI 7-C**]

The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions

Weather Restriction Level 2 – no restrictions

Weather Restriction Level 3 – no restrictions

Weather Restriction Level 4 – temperatures of 95°F and above

- **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Weather Restriction Level 5 – temperatures of 100°F and above

- **70 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Special Instruction HUD 41 - D, item No 2, page 16 changed.

(s) HIGHWAY GRADE CROSSINGS

HUDSON LINE

Special Instruction HUD 44 changed as follows:

Special action (**D**) required for movements on No 1 and No 2 tracks at Pirate Canoe MP 71.0, added.

Special Instruction HUD 44 page 18, changed.

(t) LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS
HUDSON LINE (CP8 – Division Post/Amtrak)

Croton West Yard (also Albany Division/CSX) withdrawn.

Special Instruction HUD 45 page 19, changed.

(u) STATIONS
HARLEM LINE

Notes for Harlem Line Stations changed.

Special Instruction HAR 40 page 26, changed.

(v) HARLEM LINE
SPECIAL SPEED INSTRUCTIONS

Special Instruction HAR 41 - D, item No 2 changed as follows:

2. WEATHER RESTRICTIONS [**SI 7-C**]

The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions

Weather Restriction Level 2 – no restrictions

Weather Restriction Level 3 – no restrictions

Weather Restriction Level 4 – temperatures of 95°F and above

- **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Weather Restriction Level 5 – temperatures of 100°F and above

- **70 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

Special Instruction HAR 41 - D, item No 2, page 31 changed.

(w) NEW HAVEN LINE
MAXIMUM AUTHORIZED SPEEDS - MAIN TRACKS
PASSENGER TRAINS

Speed restriction of 30 MPH on tracks 3, 2, and 4 MP 41.5 – MP 41.6, added.

Special Instruction NHV 41-A, page 42, changed.

(x) NEW HAVEN LINE
SPECIAL SPEED INSTRUCTIONS

Restriction Level 5 added to Special Instruction NHV 41 - D, Item 2 as follows:

Restriction Level	In effect for:	Required for temperatures of:	Maximum Speed	Tracks	Between
Level 5	Electric trains only	100°F or above	40 MPH (curves only)	All tracks and locations shown in Level 1	
			50 MPH	3,1,2,4	CP 241 CP 261
	All trains	100°F or above	70 MPH Maximum Speed; other speed restrictions may be designated in the DTOBO		

Special Instruction NHV 41-D, Item 4, paragraph c is withdrawn.

Special Instruction NHV 41 - D, Items 2 and 4, page 45 changed.

(y) NEW HAVEN LINE
STAMFORD YARD

Item 6 of Special Instruction NHV 47-C changed as follows:

6. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Tracks 10 and 12 (between cat 378X and cat 379), tracks 6 and 8 (cat 379), Loop track (cat 380), Loop track and track 8 (cat 384).

Special Instruction NHV 47-C, page 49, changed.

(z) NEW HAVEN LINE
EAST BRIDGEPORT YARD

Special Instruction NHV 47-D changed as follows:

Item 1 changed:

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION:

- Track 6 from CP 257 eastward to hand-operated switch into track 4 (3141 ft)
- Tracks 8, 12, 14, 18, 20, 24, 26, 28, 30, and 32 – entire length.
- East ladder and West ladder tracks – entire length.

New Item 3 added:

3. NORMAL POSITION OF YARD SWITCHES

The normal position of hand-operated switch from yard track 32 to yard track 44 is lined to yard track 32.

Special Instruction NHV 47-D, page 49, changed.

(aa) NEW HAVEN LINE
EAST BRIDGEPORT YARD

Facing point hand-operated switch for westward movements from No 44 track to newly constructed No 54 track, located 150 feet west of the No 44 switch, in service.

Facing point hand-operated switch for westward movements from No 54 track to newly constructed No 50 track, located 200 feet west of the No 54 switch, in service.

Facing point hand-operated switch for westward movements from No 54 track to newly constructed No 52 track, located 300 feet west of the No 54 switch, in service.

Facing point hand-operated crossover switch for westward movements from No 50 track to No 52 track, located 600 feet west of the No 50 switch, in service.

Facing point hand-operated crossover switch for eastward movements on No 52 track, located 600 feet west of the No 52 switch, in service.

The following newly constructed Yard tracks in East Bridgeport Yard, in service:

No 50 track between switch for No 54 track and a point 800 feet west thereof.

No 52 track between switch for No 54 track and a point 700 feet west thereof.

No 54 track between switch for No 44 track and a point 1100 feet west thereof.

(ab) NEW HAVEN LINE
NEW HAVEN YARD

Facing point hand operated switch for eastward movements from loop track No 41 to material storage tracks, removed from service.

(ac)DANBURY BRANCH

CP 241 – BERK

Interlocking designated **CP 400**, located at MP 0.1, in service.

Controlled signal **1S** governing southward movements on single track located at MP 0.3, removed from service.

BERK Block Limit – RTC located at MP 0.3, removed from service.

ATC Mode Forward Sign for southward movements located at MP 0.3, removed from service.

Single Track between MP 0.0 and CP 400 redesignated No 1 track.

Middle Track (Dock Yard Track 6) at CP 400 redesignated No 2 track.

Interlocking signal governing northward movements on No 1 track located 634 feet north of MP 0.0, in service.

Interlocking signal governing southward movements on No 1 track located 940 feet north of MP 0.0, in service.

Interlocking signal governing southward movements on No 2 track located 940 feet north of MP 0.0, in service.

Signals capable of displaying "Proceed Cab" [Rule 11-B(1)], "Absolute Block Signal" [Rule 11-B(2)], and "Stop Signal" [Rule 11-B(3)].

Interlocking Rules and Cab Signal System Rules (IR/CSS) in effect on No 1 track between CP 241 and CP 400; MAS is 10 MPH for passenger and 10 MPH for freight.

Facing point Interlocked dual controlled switch for northward movements from No 1 to No 2 track located 684 feet north of MP 0.0, in service.

(ad)DANBURY BRANCH

BERK – GLOVE

Interlocking designated **CP 401**, located at MP 0.6, in service.

BERK Block Limit – RTC located at MP 0.6, in service.

ATC Mode Forward Sign for southward movements located at MP 0.6, in service.

Single Track between CP 400 and CP 401 redesignated No 1 track.

Middle Track (Dock Yard Track 6) between CP 400 and CP 401 redesignated No 2 track.

Hill Track (Dock Yard Track 8) redesignated No 6 track, other than main track
[Rule 7-N]

Interlocking signal governing northward movements on No 1 track located 2966 feet north of MP 0.0, in service.

Interlocking signal governing northward movements on No 2 track located 2966 feet north of MP 0.0, in service.

Interlocking signal governing southward movements on No 1 track located 3455 feet north of MP 0.0, in service.

Signals capable of displaying "Proceed Cab" [Rule 11-B(1)], "Absolute Block Signal" [Rule 11-B(2)], and "Stop Signal" [Rule 11-B(3)].

Interlocking Rules and Cab Signal System Rules (IR/CSS) in effect on No 1 and No 2 tracks between CP 400 and CP 401.

Facing point Interlocked dual controlled switch for southward movements from No 1 to No 2 track located 3267 feet north of MP 0.0, in service.

Facing point hand operated switch for northward movements in No 2 track located at MP 0.5, removed from service.

Facing point hand operated electric lock switch and associated independent electric lock derail, for northward movements in No 2 track, located at MP 0.5,



in service. To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point.

Signal capable of displaying "Approach Restricting" [Rule 11-D(1)] for southward movements located at MP 0.6, removed from service.

Signal capable of displaying "Approach Restricting" [Rule 11-D(1)] for southward movements located at MP 0.9, in service.

(ae) DANBURY BRANCH

CP 401 – WILT

Interlocking designated **CP 407**, located at MP 7.0, in service.

BERK Block Limit – RTC located at MP 0.6 and associated approach block limit signals, removed from service.

ATC Mode Forward Sign for southward movements located at MP 0.6, removed from service.

Signal capable of displaying "Approach Restricting" [Rule 11-D(1)] for southward movements located at MP 0.9, removed from service.

GLOVE Block Limit – RTC located at MP 3.6 and associated approach block limit signals, removed from service.

Single Track between CP 401 and CP 407 redesignated No 1 track.

Wilton Siding at CP 407 redesignated No 2 track.

Interlocking signal governing northward movements on No 1 track located 99 feet north of MP 7.0, in service.

Interlocking signal governing southward movements on No 1 track located 448 feet north of MP 7.0, in service.

Interlocking signal governing southward movements on No 2 track located 448 feet north of MP 7.0, in service.

Signals capable of displaying "Proceed Cab" [Rule 11-B(1)], "Absolute Block Signal" [Rule 11-B(2)], and "Stop Signal" [Rule 11-B(3)].

Centralized Traffic Control and Cab Signal System Rules (CTC/CSS) in effect on No 1 track between CP 401 and CP 407.

Facing point Interlocked dual controlled switch for northward movements from No 1 to No 2 track located 149 feet north of MP 7.0, in service.

(af) DANBURY BRANCH

WILT - HILL

Interlocking designated **CP 408**, located at MP 7.4, in service.

WILT Block Limit – RTC relocated to MP 7.4, and associated block limit signal, in service.

ATC Mode Forward Sign for southward movements located at MP 7.4, in service.

Single Track between CP 407 and CP 408 redesignated No 1 track.

Wilton Siding between CP 407 and CP 408 redesignated No 2 track.

Interlocking signal governing northward movements on No 1 track located 1755 feet north of MP 7.0, in service.

Interlocking signal governing northward movements on No 2 track located 1755 feet north of MP 7.0, in service.

Interlocking signal governing southward movements on No 1 track located 2040 feet north of MP 7.0, in service.

Signals capable of displaying "Proceed Cab" [Rule 11-B(1)], "Absolute Block Signal" [Rule 11-B(2)], and "Stop Signal" [Rule 11-B(3)].

Interlocking Rules and Cab Signal System Rules (IR/CSS) in effect on No 1 and No 2 tracks between CP 407 and CP 408.

Facing point Interlocked dual controlled switch for southward movements from No 1 to No 2 track located 1991 feet north of MP 7.0, in service.
Signal capable of displaying "Approach Restricting" [Rule 11-D(1)] for southward movements located at MP 8.0, in service.

(ag)DANBURY BRANCH STATIONS

Special Instruction DAN 40 changed as follows:

Stations are listed west to east. Passenger Stations are shown in BOLDFACE type.	NOTES		RTC Dist.	Radio Chan.	Tracks (west to east) and Method of Operation			Siding Direction and Length	
		MP			Single Track	Trk 1	Trk 2		
CP 241 (New Haven Line) <i>JNT</i>		0.0	F	3		IR CSS	IR CSS		
CP 400 <i>JNT</i>		0.1							
CP 401 <i>JNT</i>	a	0.6							
MERRITT 7		3.7							
CP 407 <i>JNT</i>		7.0							
WILTON		7.3							
CP 408 <i>JNT</i>		7.4			MBS	IR CSS	IR CSS		
WILT <i>BL-RTC</i>		7.4							
CANNONDALE		8.9							
BRANCHVILLE		12.7							
HILL <i>BL-RTC</i>		12.7							E 1,000 ft
REDDING		17.1							
BETHEL		21.0							
DAN <i>BL-RTC</i>		23.1							
DANBURY		23.3							
CANAL (End of Block) <i>BL-RTC</i>		23.5							
Division Post / Housatonic RR		24.2			Other than Main Tracks: Rule 7-N applies				

DAN 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

b. No 6 track designated other than main track. **[Rule 7-N]**

Special Instruction DAN 40 page 57, changed.

(ah)MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
DANBURY BRANCH

Special Instruction **DAN 41-A PASSENGER AND FREIGHT TRAINS** page 58, withdrawn.

DAN 41-A PASSENGER TRAINS changed as follows:

MAS of 30 MPH for Passenger Trains on No 1 track between CP 241 and MP 2.7 changed to MAS of 30 MPH for Passenger Trains on No 1 track between CP 241 and MP 2.8.



MAS of 50 MPH for Passenger Trains on No 1 track between MP 2.7 and MP 22.1 changed to MAS of 50 MPH for Passenger Trains on No 1 track between MP 2.8 and MP 22.1.

Permanent Speed Restriction of 30 MPH for Passenger trains on No 2 track, between CP 407 and CP 408, added.

LOCATION	Between		Speed Restrictions (MPH)			Max Auth Speed (MPH)
	MP	MP	Single Track	Trk 1	Trk 2	
CP 241 (MP 0.0) – MP 2.8						30
CP 241 – CP 400	0.0	0.1		10		
CP 400 – CP 401	0.1	0.3		10	10	
MP 1.0 – Cross St	1.0	1.7		25		
MP 2.8 – MP 22.1						50
	3.0	4.0		40		
CP 407 – CP 408	7.0	7.4		~	30	
Curve north of Wilt	7.4	7.6	35			
	14.6	15.5	35			
	20.0	20.6	30			
Bethel–Greenwood Ave Southward trains only	21.0	20.6	25			
MP 22.1 – MP 23.4						20
MP 23.4 – CANAL (MP 23.5)						10

DAN 41-B FREIGHT TRAINS changed as follows:

MAS of 25 MPH for Freight Trains on No 1 track between CP 241 and MP 2.7 changed to MAS of 15 MPH for Freight Trains on No 1 track between CP 241 and MP 2.8.

Permanent Speed Restriction of 10 MPH for Freight Trains on No 2 track, between CP 400 and CP 401, added.

MAS of 35 MPH for Freight Trains on No 1 track between MP 2.8 and CP 408, added.

Permanent Speed Restriction of 25 MPH for Freight trains on No 2 track, between CP 407 and CP 408, added.

LOCATION	Between		Speed Restrictions (MPH)			Max Auth Speed (MPH)
	MP	MP	Single Track	Trk 1	Trk 2	
CP 241 (MP 0.0) – MP 2.8						15
CP 241 – CP 401	0.0	0.3		10	~	
CP 400 – CP 401	0.1	0.6		~	10	
MP 2.8 – CP 408						35
Two curves	3.0	3.3		25		
CP 407 – CP 408	7.0	7.4		~	25	
CP 408 – MP 22.1						40
Curve north of Wilt	7.4	7.6	35			
	14.6	15.5	35			
	20.0	20.6	30			
Bethel–Greenwood Ave Southward trains only	21.0	20.6	25			
MP 22.1 – MP 23.4						20
MP 23.4 – CANAL (MP 23.5)						10

Special Instructions DAN 41-A and DAN 41-B page 58, added.

(ai) ELECTRICAL OPERATION
DANBURY BRANCH

Special Instruction DAN 43 changed as follows:

DAN 43 ELECTRICAL OPERATION
DANBURY BRANCH

DAN 43- A TRACKS EQUIPPED WITH CATENARY FOR AC OPERATION
BUT NOT ENERGIZED

- No 2 track between CP 400 northward to a point 550 feet north of Cat 12.
- No 6 track between Cat 5 northward to a point 200 feet north of Cat 12.

Special Instruction DAN 43 page 59, changed.

(aj) HIGHWAY GRADE CROSSINGS
DANBURY BRANCH

Special Instruction DAN 44 changed as follows:

Special action required for movements on yard track at Science Rd MP 0.6, withdrawn.

Special action required for southward movements on Main Track at Glover Ave MP 3.4, withdrawn.

Special Note **1** for Wilton Station MP 7.3, withdrawn.

Special action required for movements on siding at Wilton Station MP 7.3, withdrawn.

Reference to Activation Cut-Out (**ACO**) apparatus being provided at Wilton Station MP 7.3, withdrawn.

Reference to Reactivation (**R**) apparatus being provided at New Canaan Ave MP 2.2, Broad St MP 2.6, Perry Ave MP 2.9, Glover Ave MP 3.4, and Kent Rd MP 4.9, Cannon Crossing MP 8.8, Seeley Rd MP 9.5, and Honey Hill Rd MP 9.9, withdrawn.

Reference to motion sensors and/or predictor (**D**) apparatus being provided at Cross St MP 1.7, Catherine St MP 2.0, New Canaan Ave MP 2.2, Broad St MP 2.6, Perry Ave MP 2.9, Glover Ave MP 3.4, and Wilton Station MP 7.3, Cannon Crossing MP 8.8, Seeley Rd MP 9.5, and Honey Hill Rd MP 9.9, added.

Operating Limits at Cross St MP 1.7, Catherine St MP 2.0, New Canaan Ave MP 2.2, Broad St MP 2.6, Perry Ave MP 2.9, and Glover Ave MP 3.4 crossings, changed.

Special Instruction DAN 44, page 60, changed.

(ak) OTHER INSTRUCTIONS
DANBURY BRANCH

Special Instruction DAN 48-A changed as follows:

DAN 48-A ATC MODE FORWARD SIGN [Rule 15-D(2)]

ATC Mode Forward Sign **[Rule 11-D(4)]** is located at CP 408 for southward movements.



Special Instruction DAN 48-B added as follows:

DAN 48-B DUAL CONTROL SWITCHES [Rule 19-B]

Dual control switches in service at:

- CP 400
- CP 401
- CP 407
- CP 408

Special Instruction DAN 48-A and DAN 48-B page 61, changed.

(al) HIGHWAY GRADE CROSSINGS
WATERBURY BRANCH

Plains Rd crossing at grade (MP 1.7), and associated automatic protection, removed from service.

Special Instruction WBY 44, page 64, changed.

(am)SYSTEM SPECIAL INSTRUCTIONS
SPECIAL INSTRUCTION 1

System Special Instruction **SI 1-C** TRAIN SERVICE EMPLOYEES – CONDUCTOR'S SUPERVISION is withdrawn.

System Special Instruction 1, page 74, changed.

(an)SYSTEM SPECIAL INSTRUCTIONS
SPECIAL RESTRICTIONS

System Special Instruction SI 17-B(3), Items 4, 5 and 6 added as follows:

SI 17-B(3) SPECIFICATIONS AND RESTRICTIONS – FOREIGN RAILROAD UNITS

4. Between CP 112 and Division Post/Amtrak, P&W SD-60 class locomotives GMTX 9014 or GMTX 9059 must not be operated when coupled to loaded freight cars with a maximum weight of 263,000 pounds or greater.
5. Between CP 112 and Division Post/Amtrak, P&W SD-60 class locomotives GMTX 9014 and GMTX 9059 must not be operated when coupled together.
6. Between CP 112 and Division Post/Amtrak, P&W B40-8W class locomotives PW 562, PW 580, PW 582, and PW 4005 are prohibited.

System Special Instruction SI 17-B(3), page 85 changed.



(ao)SYSTEM SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTION 18

SI 18-A HIGHWAY GRADE CROSSING TABLES, Item 6 changed as follows:
Abbreviation "D" added to Highway Grade Crossing Tables Column 12.

6. Column 12, *APPARATUS PROVIDED*, defined as follows:

- D** Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. **Rule 18-G(6)** applies.

System Special Instruction 18-A page 89, changed.

(ap)TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

SI Appendix – 2, pages 92 and 93, changed.

(aq)TIMETABLE

FREQUENTLY USED TELEPHONE NUMBERS

List of frequently used telephone numbers revised.

Special Instruction SI Appendix 3, page 94, changed.

(ar) OPERATING RULES

REVISED PAGES

Employees must replace pages 9, 10, 17 through 36, 39, 40, 53, 54, 73, 74, 77 through 84, 89, 90, 93, 94, 111 through 114, 129 through 132, and Index pages 1 through 10 in the Operating Rules with accompanying revised pages.

(as) TIMETABLE

REVISED PAGES

Employees must replace pages 1 through 4, 7, 8, 13 through 26, 31, 32, 41, 42, 45, 46, 49, 50, 57 through 64, 73, 74, 85, 86, and 89 through 94 in Timetable No 1 with accompanying revised pages.

(at) TRACK CHART

REVISED PAGES

Employees must replace revised track chart pages accompany this General Order.

R. E. LIEBLONG
Senior Vice President - Operations