



**NATIONAL RAILROAD PASSENGER CORPORATION  
 NORTHEAST CORRIDOR REGION  
 NEW YORK - WASHINGTON  
 BULLETIN ORDER No. NYW6-06  
 Effective 12:01 A.M., Monday, March 28, 2016**

**Other New York - Washington Bulletin Orders in effect: NYW6-01SCH-a, NYW6-03SUM**

**Publications in effect when this BO was composed:**

NEC Timetable GO	601	New York – Washington Notice(s)	6-01, S02, 03
NEC Region GO(s)	2015-S6, 2016-01, 02	NEC Region General Notice(s)	2015-01S, 02, 03
Mid-Atlantic Sub GO	NONE	Mid-Atlantic Sub General Notices	NONE
System General RF Notice	81	MARC Operations Notice	14-03
Supt Train Ops Notice	NONE	Penn Coach Yard Bulletin	5-8

**I. Train Schedule Changes and/or Additions**

*See Supplemental BO NYW6-01SCH-a (All Lines)*

**II. Main Lines: (HUD: A to CP 12 Only), (LLC), (NYT), (NYS), (NYP), (PW), (WT)**

No Changes or Additions

**III. Main Line: New York to Philadelphia (NYP)**

**A. PC: Levittown - Tullytown Station**

**04/01/16**

*Effective 12:01am on 4/01/16*

1. A new low level temporary platform is erected 200 feet east of the old platform for discharging passengers on 4 track at the station.
2. The low level platform for discharging passengers on No. 3 track, across No. 4 track is relocated 200 feet east of the old platform.
3. The western most 200 feet of the No. 1 track platform is out of service.

**IV. Main Line: Philadelphia to Harrisburg (PH)**

**A. 240-G1: Signal Rules and Current of Traffic**

**03/05/16**

*The following is added to the above the table in SI 240-G1 as indicated by dotted underline:*

ACSES Rules: See SI 580-G1.

**B. 580-G1: ACSES Rules in Effect for all Amtrak Trains**

**03/24/16**

*Item III.B in Bulletin Order NYW6-05, ACSES Rules in Effect for all Amtrak Trains, is cancelled. New SI 580-G1 is added as follows.*

ACSES Rules 580 through 591 and all ACSES related Special Instructions (see pages 338-346) are in effect for Amtrak trains on all main tracks between Zoo and MP 103 as follows:

- Westbound from the eastern limits of Stiles Interlocking on Tracks 2 and 4, and from the eastern limit of Valley Interlocking on Track 1, to MP 103.
  - Eastbound from the automatic signals located at MP 101.4 to a point 300 feet west of Zoo Interlocking.
1. The controlling engine of **all Amtrak trains** operating in this territory must be equipped with on-board ACSES apparatus that is cut in and operative, except when failure occurs en route, or when hauled by an engine exempted in Special Instruction 580-S2.
  2. **Non-Amtrak Trains:** Trains operated by railroads other than Amtrak are not required to be equipped with ACSES apparatus while operating in this territory.

**C. 582-G1: ACSES Display and Enforcement of Track Speeds****3/19/16***New SI 582-G1 is added as follows.*

Until further notice, Temporary Speed Restriction data will not be sent to trains on the Philadelphia to Harrisburg Line. The “NO TSR RESPONSE MPxxx.x” text message as described in SGRFN 48, along with the flashing “–” symbol will display, and the No Valid TSR Data light will be illuminated. This message need NOT be reported to the train dispatcher.

If ACSES displays the Missing Transponder Symbol (“–”), or the Missing Temporary Speed Symbol the train will operate according to track and signal speed limits, not exceeding 110 MPH.

**D. 583-G1 ACSES Positive Stop: Radio Release****03/05/16***New SI 583-G1 is added as follows.*

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking signals located within or adjacent to ACSES equipped territory.

Note: Positive Train Stop and Data radio release are not in service at State Interlocking.

**V. System Instructions****A. 37-S5: Engines and Equipment: Max Speeds, Unless Otherwise Restricted; Dimensions** **03/28/16****1. Engines****03/28/16***The following engines are added to SI 37-S5 as indicated by dotted underline (inserted text) below.*

Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltpl. Lite	With Train		
<b>P &amp; W</b>						
<u>4301</u>	SD70M-2	30	50	70	5	B, C, K
<b>NS/PRR</b>						
<u>600-601</u>	<u>GPTEB</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B</u>
<u>610-621</u>	<u>RP-M4C</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B</u>
<u>622-699</u>	<u>RP-M4C</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B,C</u>
<u>4650-4661</u>	<u>GP59E</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B</u>
<u>4662-4699</u>	<u>GP59ECO</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B</u>
<u>4770-4799</u>	<u>GP33ECO</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B,C</u>
<u>5900-5901</u>	<u>GP22ECO</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B</u>
<u>7263,7264,7283,7286</u> <u>7319</u>	<u>SD70ACU</u>	<u>30</u>	<u>50</u>	<u>70</u>	<u>5</u>	<u>B,K</u>

**B. 47-S2. Tracks Equipped For AC Electrical Operation****03/14/16***The following location is added to the second paragraph of SI 47-S2 as indicated by dotted underline (inserted text) below:*

Amtrak main tracks are equipped for AC electrical operation, **EXCEPT: PH Line** – State Interlocking No. 8 track from 1455 feet west of No.65 Switch (turnout to 10X Track) to No.78 Switch (turnout to 7 Track)

**C. 133-S1. Protection of Out-of-Service Tracks – Forest Interlocking****03/21/16***The following location is deleted as shown by strikethrough (deleted text) from SI 133-S1, item 3.a) NHB Line – Forest Interlocking due to the implementation of Panel Blocking Devices.*

**3.** If the work area cannot be protected by Panel Blocking Devices, a C&S employee must de-energize the track circuits for the work area. This requirement is in addition to the above barricade requirement. Work in the following areas **cannot** be protected by Panel Blocking Devices, and therefore requires C&S employee assistance:

- a) Work within the following interlocking limits: **NHB Line** – Read, ~~Forest~~, Plains.

## D. 165-S1. Form D Inquiry and Delivery Procedures

03/21/16

*In SI 165-S1, Note 8 at the end of the table is revised as show by dotted underline (inserted text) and strikethrough (deleted text) as follows.*

**NOTE 8:** Conductors/~~Engineer~~ must not inquire about Form D's and/or other new instructions that may be in effect for their train prior to the scheduled sign up time.

## E. 580-S2 Trains Equipped with ACSES Apparatus

03/05/16

*SI 580-S2, page 344, is modified as indicated by dotted underline below.*

On the Main Line–New Haven to Boston (NHB), all trains must be equipped with operative on-board ACSES apparatus. On the Main Line–New York to Philadelphia (NYP), Main Line–Philadelphia to Washington (PW), Main Line–Philadelphia to Harrisburg (PH), and Main Line- Harold to CP 216 (NYS), all Amtrak trains must be equipped with operative on-board ACSES apparatus.

Trains must not be dispatched from their initial terminal with failed on-board ACSES data radio apparatus.

- 1. MARC HHP-8 Locomotives:** When used to haul Amtrak trains, the ACSES apparatus on MARC HHP-8 locomotives must be cut in and operative.
- 2. Exempt Amtrak Engines:** On the NYS, PW, PH, & NYP Lines, the following Amtrak engines are exempt from the above ACSES requirements: Model P-42BH engine Nos. 1–100 & 112–207; Model P32 engine Nos. 512, 513 & 514; Model SW1001 engine No. 569; Model GP38 engine No. 724; Model P-40BH engine Nos. 800–823, 825–836 & 838–841.

## F. 584-S1. Failure of ACSES On-Board Apparatus to Release Temporary Speed Restriction 03/14/16

*SI 584-S1 is revised as follows to refer to AMT-3 procedures and clarify ACSES must be retested once recycled.*

If the on-board ACSES apparatus fails to release a temporary speed restriction after passing the Approach Speed Limit Sign for trains approaching the restriction in the opposite direction, the Engineer must recycle and retest the ACSES system as outlined in AMT-3, Section 7.4.2.I., *Temporary Speed Restriction (TSR) Enforcement*.

If the temporary speed restriction does not clear after recycling, the engineer must declare an ACSES failure, cut out ACSES, and notify the Dispatcher. Rule 584 applies.

## VI. Rule Review

### A. Crew Resource Management- Running Brake Tests

The goal of Crew Resource Management (CRM) is to help you avoid becoming involved in operating rule violations, and ensure employee and passenger safety. It's up to each employee to make these tools part of your daily routine to help ensure safety every time you show up for work. Use these three CRM principles when conducting running brake tests.

#### 1. Tool # 1 “Technical Proficiency” – System and Procedural Knowledge

It is important for all crew members to know and comply with AMT-3 rules and instructions pertaining to conducting running brake tests when required. In situations where the application of a rule may not be clear to you, review the rule before taking action.

(AMT-3) P4.2.4A Running Brake Test Requirement
1. After leaving initial terminal
2. Any point where motive power, engine crew or train crew has been changed.
3. Any point where a brake pipe angle cock or end cock has been turned.
4. After any standing brake test has been made.
5. After striking debris on tracks.
6. Electro-pneumatic brake circuit cables between power units and/or cars are disconnected.
7. Periodically, when communication of the two-way end of train device fails en route.
8. When indicated by special instructions
<b>Note-</b> Special instructions in effect for UPRR & BNSF. Refer to AMT-3 P4.2.4

9. When inadequate brake performance is detected as per Instruction P6.1.1.
10. After test of back up hose/valve.

**2. Tool #2 - Situational Awareness**

Prioritizing tasks is a crucial part of our jobs. You must be able to recognize the most critical task that you are performing and give your full attention to that task. Make a common practice to ask yourself this question. *Am I required to conduct a brake test when this task is completed?* If you are not sure, use your resources- AMT-3, Special Instructions for your territory or discuss it with other crew members or supervisor.

**3. Tool # 3 “Teamwork/Communication”**

A thorough and complete job briefing is one of the most important aspects of our jobs. Be sure to involve ALL employees to reduce the possibility of missing safety critical information and ask questions if instructions are not understood. Keep in mind AMT-3 is in effect for all Amtrak crews operating on both Amtrak and Host Railroads and that Conductors and Engineers must communicate that a running brake test has been performed.

**M. J. DeCataldo**  
**General Manager, NEC Services**