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Metro-North Commuter Railroad

TIMETABLE NO. 1

**IN EFFECT 12:01 A.M., SUNDAY
APRIL 28, 1985**

FOR EMPLOYEES ONLY

E.A. BONI

GENERAL SUPERINTENDENT-TRANSPORTATION

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
²⁴ ₃₁	25	26	27	28	29	30

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
²³ ₃₀	24	25	26	27	28	29

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

METRO-NORTH COMMUTER RAILROAD

P.E. Stangl: President
D.N. Nelson: Vice President-Operations

TRANSPORTATION DEPARTMENT

E.A. Boni: General Superintendent - Transportation
J.J. Giulietti: Supt. - New Haven & Harlem Lines
L.G. Bova: Supt. - Hudson Line
J.W. Sharpe: Gen. Road Fore of Engines
S.M. Padilla: Supt. - Train Operations
R.R. Leonzo: Supt.-Manpower Control
P. Toscano: Chief Train Dispatcher
A.F. Favilla: Chief Train Dispatcher

ROAD FOREMEN/TRAINMASTERS

J. Brandt	P. Hansen	J. Riley
E. Byrne	D. Healy	W. Schilling
T. Carroll	M. Kiniry	A. Smith
J. Clark	J. Lodyko	G. Simone
M. Corbett	J. Manning	J. Sorrentino
J. Cannon	V. Marshak	F. Stermann
R. DeAndrus	J. Miller	J. Swanberg
P. Hirsh	B. Ortman	M. Stoessner
	J. Pasanello	L. Whelan

ENGINEERING

W.G. Lehn: Chief Engineer
R. Lieblong: Assistant Chief Engineer - M of W
J.H. Smith: Assistant Chief Engineer - C & S
R.W. Walker: Assistant Chief Engineer - Power
L.W. Maglione: Assistant Chief Engineer - S & F

MECHANICAL

R.C. Kirner: Chief Mechanical Officer
J.A. McNulty: Assistant Chief Mechanical Officer
T.R. Larkin: Master Mechanic-Grand Central Terminal
W.E. Whitney: Master Mechanic-North White Plains
G.A. Foss: Master Mechanic-New Haven Line
D.L. Muyskens: Gen. Supt.-Harmon Maintenance Facility

J.V. Esposito: Chief of Police
S. Gilbert: Director Public Affairs
W.J. Mahoney: Director Safety
V.L. Marlowe: Director Operating Rules
F.T. Palmer: General Superintendent-G.C.T.
R. Sinigiani: General Superintendent-Customer Services

METRO-NORTH COMMUTER RAILROAD

KNOW YOUR TIMETABLE

TIMETABLE—The authority for the movement of regular trains subject to the rules. It contains classified schedules with special instructions relating to the movement of trains and engines.

Special Instructions relative to the Rules of the Operating Department are numbered in the current Timetable as follows:

Special Instructions referring to Rules **A** through **U** are prefixed by the figure **100**;

Special Instructions referring to Rules **1** through **998** have the "key figure" **1000** added to the Rule.

EXAMPLES:

Rule Number	Rule Refers to:	Prefix or Add	Look Up Special Instruction#
C...	Annual Exams	+100 ...	100C
R...	Hospitals/Doctors	+100 ...	100R
14...	Engine Whistles	+1000 ...	1014
75...	General Orders/Bulletin Orders	+1000 ...	1075
103a..	Crossings	+1000 ...	1103a
201...	Train Orders/Train Disprs ...	+1000 ...	1201
250...	Signal Rules	+1000 ...	1250*

(*All Signal Rules in Effect Included:)
(MBS, TCS, ABS, Cab Signals).

701...	Radio/Telephones	+1000 ...	1701
801...	Maintenance of Way	+1000 ...	1801

There is a gap between Rule 151 and Rule 200 in the Rules of the Operating Department. Certain of the missing numbers are therefore, assigned to the following operations and given **SPECIAL INSTRUCTION NUMBERS** as shown below:

- 154—Passenger Train Operation 1154
- 156—Freight & Passenger Operation 1156
- 160—Engine & Equipment Restrictions .. 1160
- 167—Electrical Instructions 1167

This numbering scheme provides a ready reference to Rules made effective by **TIMETABLE SPECIAL INSTRUCTIONS**.

STATION PAGE SYMBOLS

- K** Indicates controlled by.
- O** Indicates automatic interlocking.
- P** Indicates in service part-time.
- R** Indicates remotely controlled from.
- S** Indicates control station at other than dispatcher's office.
- X** Indicates in service continuously.
- ◆** Indicates Road radio channel 2.
- (M)** Indicates Commuter radio channel.

NOTE—Station pages show Rules in Effect, Track Assignments, Yard Limits, Maximum Speeds and Speed Restrictions.

HUDSON LINE

Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance From New York, G.C.T.	Siding Direction E.W.N.S. or Both & Length in Feet	Note
			NEW YORK (G.C.T.)			
X	P	P (M)	C	0.3		1
X	X	X (M)	A	0.4		1
X	P	P (M)	B	0.4		1
X	P	P (M)	U	0.7		
X	P	P (M)	NICK	3.2		
			125th ST	4.2		
X	P	P	BRIDGE (Movable Bridge)	4.6		
X	X	X (M)	MO (Harlem Line)	5.4		
			MORRIS HEIGHTS	8.1		
			UNIVERSITY HEIGHTS	8.7		
			BN	9.5		
			MARBLE HILL	9.7		
X			FH— R-DV	9.9		
			SPUYTEN DUYVIL	11.2		
X	X	X (M)	DV (W. 30th St. CRC)	11.2		
			RIVERDALE	13.0		
			LUDLOW	14.4		
			YONKERS	15.2		
X			GLENWOOD R-DV	16.3		
			GREYSTONE	17.9		
			HASTINGS	19.5		
			DOBBS FERRY	20.8		
			ARDSLEY	21.8		
			IRVINGTON	22.7		
X	P	P (M)	OW	24.7		
			TARRYTOWN	25.3		
X			PHILIPSE MANOR R-OW	26.5		
			SCARBOROUGH	29.5		
			OSSINING	30.9		
X			CR R-HM	32.9		
X	X	X (M)	HM	33.4	N3200	
			CROTON-HARMON	33.4		
X	X	X (M)	CD	34.6	S3800	
			CROTON No. STA	34.6		
X			CP OSCA	36.4		
			CRUGERS	37.4		

HUDSON LINE (Cont'd)

Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance From New York, G.C.T.	Siding Direction E.W.N.S. or Both & Length in Feet	Note
			MONTROSE	38.8		
X			CP 40	40.8		
			PEEKSKILL	41.3		
			MANITOU	45.8		
X			CP 48	48.2		
			GARRISON	49.9		
			COLD SPRING	52.6		
X			CP 58 (Beacon Sec. Tk.) (N.E. Reg)	58.6		
			BEACON	59.0	N 13,200	
X			CP 61	61.4		
X			CP NEW HAMBURG (Movable Br.)	64.7		
			NEW HAMBURG	65.1		
X			CP 72	72.5		
			POUGHKEEPSIE	73.6	N 13,700	
X			CP 75	75.5		
			DIV. POST (Conrail) (N.E.R.)	75.8		

The Direction from New York to Div. Post (N.E. Reg.) is northward.

Note 1—Interlocking, Interlocking Station and Block Station only.

Interlocking, Block Station and Train Order Office in service part-time as follows:

Station	Hours in Service
B	7:00 A.M. to 11:00 P.M. Daily except Sat., Sun. & Hol.
C	7:00 A.M. to 11:00 P.M. Daily
U	Continuously, except 11:25 P.M., Friday to 7:25 A.M. Saturday and 11:25 P.M., Saturday to 7:25 A.M. Sunday.
NICK	6:30 A.M. to 6:30 P.M. Daily except Sat., Sun. & Hol.
BRIDGE ...	8:01 A.M. to 5:00 P.M., Daily
OW	Continuously, except 10:00 P.M. Friday until 10:00 P.M. Sunday

RULES IN EFFECT

HUDSON LINE	Track	1	2	3	4	5	6
		251 MBS	MBS ACT	TCS	ABS	CABS	
U and MO	4-2-1-3				X		
MO and Remote Int. FH	4-2-1				X		
Remote Int. FH and DV	2-1				X		
DV and CD	2-1-3	X	X		X		
DV and Remote Int. Glenwood ..	4	X	X		X		
Remote Int. Glenwood & MP 19.3.	4				X		
MP 19.3 and CD	4	X	X		X		
CD and CP 40	4				X		X
CD and Div. Post N.E.R.	1-2				X		X*

*CAB Signal Rules in service between:
CP 58—CP 61 and CP 72—CP 75 on controlled sidings

INTERLOCKING RULES

Rules 605 to 671 inclusive in effect between
CR and HM on No. 1, 2, 3 and 4 Tracks.
HM and CD on No. 1, 2, 3 and 4 Tracks.
OW and Philipse Manor on No. 4 Track.

TWO OR MORE TRACKS Current of Traffic or TCS as Follows

HUDSON LINE Between	No. 4 Track	No. 2 Track	No. 1 Track	No. 3 Track
U and MO	TCS	TCS	TCS	TCS
MO and FH	TCS	TCS	TCS	
FH and DV		TCS	TCS	
DV & Glenwood	South	South	North	North
Glenwood and MP 19.3	TCS	South	North	North
MP 19.3 and CD	South	South	North	North
CD and CP 40	TCS	TCS	TCS	
CP 40 and Div. Post N.E.R.		TCS	TCS	

Tracks are numbered from West to East 4, 2, 1 and 3

SPEEDS, PASSENGER TRAINS AND FREIGHT TRAINS Maximum Speeds, Unless Otherwise Specified

	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.
HUDSON LINE												
Between Miles Per Hour												
G.C.T. and U											10	10
U and Nick			35	35	35	35	35	35	35	35		
Nick and MP 4.5			40	35	40	35	40	35	40	35		
MP 4.5 and MO			35	35	35	35	35	35	35	35		
MO Int. and FH Int.			60	40	60	40	60	40				
FH Int. and DV Int.					30	25	30	25				
DV Int. and Glenwood Int.			75	40	75	40	75	40	60	40		
Glenwood Int. and MP 23.0			75	40	50	40	75	40	75	40		
MP 23.0 and OW			60	40	75	40	75	40	75	40		
OW and MP 26.3			60	40	70	40	70	40	70	40		
MP 26.3 and MP 27.0			70	40	65	40	70	40	70	40		
MP 27.0 and MP 31.0			70	40	65	40	70	40	60	40		
MP 31.0 and MP 33.0			60	40	75	40	75	40	75	40		
MP 33.0 and MP 35.0			35	25	35	25	35	25	35	25		
MP 35.0 and CP 40			60	40	60	40	60	40				
CP 40 and MP 51.0					60	40	60	40				
MP 51.0 and MP 75.5					70	40	70	40				
MP 75.5 and MP 75.8					79	40	79	40				
All Controlled Sidings											30	30

NOTE—75 MPH in Third Rail Territory applicable to M-1, M-2, M-3, ACMU and TURBO TRAINS only. Other psgr. equipment 70 MPH.

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.
HUDSON LINE												
Between Miles Per Hour												
MP 4.0 and MP 4.3			35	35					35	35		
MO Interlocking			35	35	35	35	35	35	35	35		
First Curve North of MO			35	35	35	35	35	35				
BN Curve			50	40	50	40	50	40				
DV South & North WYE											10	10
First Curve South of Yonkers Station			50	40	50	40	50	40	50	40		
Glenwood Interlocking			40	30	40	30	40	30	40	30		
Switch at MP 18.8 (Hastings)			60	40								
OW Interlocking			40	40	30	30	30	30	40	40		
MP 32.0 and MP 33.0				25		25		25		25		
MP 38.5 and MP 36.8			50	40								
CP 40 and MP 41.9					35	35	35	35				
MP 43.5 to MP 45.5					50	40	50	40				
MP 72.0 and MP 74.0					60	40	60	40				

SPEEDS—Wreck Trains and Work Trains

Hudson Line	Miles per Hour	
	Wreck Train	Work Train
Between G.C.T. and MP 75.8	35	30

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt. Transportation. Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

SPEEDS—Operating Against Current of Traffic

Hudson Line	Miles per Hour	
	Psgr.	Frt.
DV to CD	60	40
DV to CD	15*	15*

*At night over facing point hand operated switches where switch lights are not in use.

SPEEDS—TURNOUTS

Maximum Speeds (Hudson Line)	Miles per Hour
Grand Central Terminal	
Platform Tracks	6
All trains and engines through switches and crossovers when diverging	8
Loop Tracks	6
MO—Rules 287, 288 & 290	10
DV—Rules 287, 290	10
DV through interlocking to and from West 30th Street Industrial Track	5
HM—Rules 287 & 290	10
CD—Rules 287, 288 & 290	10

HARLEM LINE

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS	Distance From New York, G.C.T.	Siding Direction E.W.N.S. or Both & Length in Feet	Note
X	X	X◆(M)		MO (Hudson Line)	5.4		
				MELROSE	6.1		
				TREMONT	7.9		
				FORDHAM	8.9		
				BOTANICAL GARDEN	9.6		
				WILLIAMS BRIDGE	10.5		
X	X	X◆(M)		WOODLAWN			
				(New Haven Line)	11.8		
				WAKEFIELD	12.6		
X				MT. VERNON WEST			
				(R-Woodlawn)	13.2	N 3200	
				FLEETWOOD	14.3		
				BRONXVILLE	15.3		
				TUCKAHOE	16.0		
X				CP CREST	16.6		
		◆(M)		CRESTWOOD	16.8		
X				CP WOOD	17.3		
X				CP SCAR	18.9		
				SCARSDALE	19.0		
				HARTSDALE	20.6		
X				CP HART	21.0		
				WHITE PLAINS	22.4		
X	X	X◆(M)		NW	23.8		
				NORTH WHITE PLAINS	23.8		
				VALHALLA	25.5		
				MOUNT PLEASANT	27.2		
				HAWTHORNE	28.3		
				PLEASANTVILLE	30.5	N 500	
X				CP CHAP	32.2		
		◆(M)		CHAPPAQUA	32.4		
				MOUNT KISCO	36.6		
				BEDFORD HILLS	39.2		
				KATONAH	41.2		
X				CP GOLD	43.3		
				GOLDEN'S BRIDGE	43.7		
				PURDY'S	46.1		
				CROTON FALLS	47.8		
		◆(M)		BREWSTER	51.9		
X				CP BREWSTER	52.0		
				PUTNAM JCT	52.3		
X				CP PARK	53.1		
				BREWSTER NORTH	53.3		
X				CP RIDE	53.5		
X				CP DYKE	55.3		
				PATTERSON	60.2		
				PAWLING	63.7		
			X	PAWL K-Train Dispatcher	64.1		
				HAR. VALLEY-			
				WINGDALE	69.1		
				DOVER PLAINS	76.6	B 1950	
			X	BROOK K-Train Dispatcher	77.0		
				DIV. POST (Conrail)(N.E.R.)	77.0		

The Direction from MO to DIV. POST (N.E.R.) is Northward.

RULES IN EFFECT

	Track	1	2	3	4	5	6
		251	MBS	MBS ACT	TCS	ABS	CABS
HARLEM LINE							
MO and Mt. Vernon W	1-2				X		
MO and Mt. Vernon W	3-4	X		X		X	
Mt Vernon W and CP Ride	1-2				X		
CP Ride and MP 55.3	Single				X		
MP 55.3 and MP 77.0	Single	X					

INTERLOCKING RULES

Rules 605 to 671 inclusive in effect between CP Crest and CP Wood on No. 1, 2 and 5 Tracks.

TRACK ASSIGNMENTS

Harlem Line	Between	And
Single Track	CP Ride	MP 77.0

Two or more tracks
Current of traffic or TCS as follows

HARLEM LINE Between	No. 4 Track	No. 2 Track	No. 1 Track	No. 3 Track
MO & Mt Vernon West	South	TCS	TCS	North
Mt Vernon W and CP Ride		TCS	TCS	

Tracks are numbered from west to east 4, 2, 1 and 3

SPEEDS, PASSENGER TRAINS AND FREIGHT TRAINS Maximum Speeds, Unless Otherwise Specified

HARLEM LINE Between	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt	Psg	Frt
	Miles Per Hour											
MO Int. Limits			35	35	35	35	35	35	35	35		
MP 6.1 and MP 11.8			60	40	65	40	65	40	60	40		
MP 11.8 and Mt Vernon West			60	40	60	40	60	40	60	40		
Mt Vernon W and MP 19.4					60	40	60	40				
MP 19.4 and NW					65	40	65	40				
NW and MP 32.4					60	40	60	40				
MP 32.4 and MP 36.6					70	40	70	40				
MP 36.6 and CP Brewster					60	40	60	40				
CP Brewster and MP 53.5					20	20	50	30				
MP 53.5 and MP 55.3	50	30										
MP 55.3 and MP 64.5	40	30										
MP 64.5 and MP 76.6	50	30										
MP 76.6 and MP 77.0	15	10										

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

HARLEM LINE Between	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles Per Hour											
MP 9.8 and MP 10.0					60	40	60	40				
Limits of Woodlawn Int.			50	30	50	30	50	30	50	30		
Limits of Mt. Vernon West Int.				25		25		25		25		
CP Crest-CP Wood, No. 5 Track											45	40
White Plains Station Curve					35	35	35	35				
NW Interlocking					50	25	30	25			30	25
MP 24.0 and MP 25.4					50	35	50	35				
MP 25.4 and MP 25.7					40	30	40	30				
MP 29.2 and MP 29.9					50	40	50	40				
MP 30.3 and MP 30.7					40	30	40	30				
MP 32.3 and MP 32.2					40	40						
MP 36.2 and MP 37.1					45	40	45	40				
MP 37.1 and MP 37.4							45	40				
MP 41.0 and MP 41.4							40	30				
MP 42.0 and MP 43.0							—	35				
MP 47.7 and MP 47.8					40	30	40	30				
MP 48.2 and MP 48.4					50	30	50	30				
MP 51.0 and MP 51.8					50	30	50	30				
MP 51.8 and MP 52.0					40	30	40	30				
CP Brewster Int. Switches (MP 52.0)					10	10	10	10				

SPEEDS—Wreck Trains and Work Trains

	Miles per Hour	
	Wreck Train	Work Train
Harlem Line	35	30

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt. Transportation. Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

SPEEDS—Operating Against Current of Traffic

Harlem Line	Miles per Hour	
	Psg.	Frt.
Melrose and Mount Vernon West (No. 3 and No. 4 Track)	60	40
MO to Mount Vernon West (No. 3 and No. 4 Track)	15*	15*

*At night over facing point hand operated switches where switch lights are not in use.

NEW HAVEN LINE

Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance From New York, G.C.T.	Siding Direction E.W.N.S. or Both & Length in Feet	Note
X	X	X♦(M)	WOODLAWN (Harlem Line) . . .	11.8		
X			VERN . . . R-Woodlawn . . .	12.5		
			MOUNT VERNON	14.1		
			PELHAM	15.2		
X			CP SHELL			
			(Hell Gate Line)(N.E.C. Reg)	16.3		
			NEW ROCHELLE	16.6		
X			CP EAST SHELL	16.7		
			LARCHMONT	18.7		
			MAMARONECK	20.5		
			HARRISON	22.2		
X			CP PIKE	23.5		
			RYE	24.1		
			PORT CHESTER	25.7		
			STATE LINE (N.Y.-Conn.)	26.1		
			GREENWICH	28.1		
X	P	P♦(M)	GREEN	29.0		
			COS COB	29.6		
X	P		COB(Movable Bridge)	30.0		
			RIVERSIDE	30.3		
			OLD GREENWICH	31.3		
X			WEST STAM . . . R-STAM . . .	32.9		
			STAMFORD(New Canaan Br.)	33.1		
X	X	X♦(M)	STAM	33.3		
			NOROTON HEIGHTS	36.2		
			DARIEN	37.7		
			ROWAYTON	39.2		
X			WEST WALK . . . R-WALK . . .	40.8		
			SO. NORWALK	41.0		
X	X	X♦(M)	WALK			
			(Danbury Br.)(Movable Bridge)	41.3		
			EAST NORWALK	42.1		
			WESTPORT	44.2		
X	P		SAGA(Movable Bridge)	44.3		
			GREEN'S FARMS	47.2		
			SOUTHPORT	48.9		
			FAIRFIELD	50.6		
X	P	P♦(M)	BURR ROAD	53.3		
			BRIDGEPORT	55.4		
X	P	P♦(M)	PECK (Movable Bridge)	55.8		
X	P	P♦(M)	CENTRAL	56.8		
			STRATFORD	59.0		
X	X	X♦(M)	DEVON (W'bury Br.)(Mov. Bridge)	60.7		
			MILFORD	63.3		
X			WOODMONT			
			R-NEW HAVEN	66.3		
X	X	X♦(M)	NEW HAVEN	72.3		
X			FAIR STREET			
			R-New Haven	72.7		
			DIV. POST(Boston Div)(N.E.C. Reg)	72.8		

The Direction from Woodlawn to Fair Street is Eastward.

Interlocking, Block Station and Train Order Office in service part-time.

Station	Hours in Service
Green	7:00 A.M. to 7:00 P.M., Monday to Friday except Holidays
Cob	5:00 A.M. to 9:00 P.M. Daily
Saga	8:00 A.M. to 4:00 P.M., Daily Oct. 1 to May 31. 5:00 A.M. to 9:00 P.M., Daily June 1 to Sept 30.
Burr Road	6:00 A.M. to 11:00 P.M. Monday to Friday ex. Holidays.
Central	12:01 A.M. to 4:01 P.M., Monday to Friday ex. Holidays. 12:01 A.M. to 8:01 A.M. Saturday.
Peck	5:45 A.M. to 9:45 P.M. Daily.

RULES IN EFFECT

	Track	1	2	3	4	5	6
		251	MBS	MBS ACT	TCS	ABS	CABS
NEW HAVEN LINE							
Woodlawn and Vern	2-1-3						X
Vern and West Walk	4-2-1-3				X		X
West Walk and Saga	4-2-1-3				X		
Saga and New Haven	4-2-1-3	X		X	X		

Cab Signal Rules in effect. CP Shell and CP East Shell No. 3, 1, 2, 4 & 6 Track

INTERLOCKING RULES

Rules 605 to 671 inclusive in effect between

- New Haven and MP 72.8 on No. 1 and No. 2 Tracks.
- Peck and Catenary Bridge 756 on No. 1 and No. 3 Tracks.
- Walk and West Walk on No. 4, 2, 1 and 3 Tracks.
- Stam and West Stam on No. 4, 2, 1 and 3 Tracks.
- CP Shell and CP East Shell on No. 6, 4, 2, 1 and 3 Tracks.
- Woodlawn and Vern on No. 3, 1 and 2 Tracks.

Two or more tracks
Current of traffic or TCS as follows

NEW HAVEN LINE Between	No. 4 Track	No. 2 Track	No. 1 Track	No. 3 Track
Vern & Saga	TCS	TCS	TCS	TCS
Saga & Div Post (N.E.C. Reg.)	East	East	West	West

Tracks are numbered from South to North 4, 2, 1 and 3

SPEEDS, PASSENGER TRAINS AND FREIGHT TRAINS
Maximum Speeds, Unless Otherwise Specified

NEW HAVEN LINE Between	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psgr.	Frl.	Psgr.	Frl.	Psgr.	Frl.	Psgr.	Frl.	Psgr.	Frl.	Psgr.	Frl.
	Miles Per Hour											
Woodlawn and MP 12.5 . . .					45	25	45	25	60	25		
MP 12.2 and MP 12.5			45	25								
MP 12.5 and MP 14.7			60	40	60	40	60	40	60	40		
MP 14.7 and MP 16.7			70	40	70	40	70	40	70	40		
MP 16.7 and MP 34.0			75	40	75	40	75	40	75	40		
MP 34.0 and MP 41.0			70	40	75	40	75	40	75	40		
MP 41.0 and MP 41.3			70	40	70	40	70	40	70	40		
MP 41.3 and MP 42.0			70	40	70	40	70	40	65	40		
MP 42.0 and MP 45.0			70	40	70	40	75	40	65	40		
MP 45.0 and MP 52.5			75	40	70	40	75	40	65	40		
MP 52.5 and MP 57.0			70	40	70	40	70	40	65	40		
MP 57.0 and MP 68.0			75	40	70	40	75	40	65	40		
MP 68.0 and MP 70.0			65	40	70	40	75	40	65	40		
MP 70.0 and MP 71.8			70	40	70	40	75	40	65	40		
MP 71.8 and Division Post (N.E.C. Region)			10	10	10	10	10	10	10	10		

Trains and engines must not exceed 70 mph through all interlockings, unless otherwise specified

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

	Single Track		No. 4 Track		No. 2 Track		No. 1 Track		No. 3 Track		Other Track	
	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.	Psg.	Frl.
NEW HAVEN LINE												
Between	Miles Per Hour											
First curve east of Woodlawn									45	25		
Curve West of CP Shell at MP 16.0			60	40	60	40	60	40	60	40		
Curve through CP Shell Int.			35	35	35	35	35	35	35	35		
To and from Hell Gate Line at CP Shell					20	20	20	20				
CP Pike Int.			60	40	60	40	60	40	60	40		
Curves East & West of Rye			60	40	60	40	60	40	60	40		
MP 24.2 & MP 23.9									50	40		
First Curve east of Port Chester			30	30	40	30	30	30	30	30		
Green Int.			60	40	60	40	60	40	60	40		
Cob Movable Bridge			50	40	40	40	40	40	50	40		
First Curve west & First Two Curves east of Stamford			60	40	60	40	60	40	60	40		
Stam & West Stam Int.				25		25		25		25		
Curve through Walk Int.			45	40	45	40	45	40	45	40		
Walk movable Bridge			45	40	45	40	45	40	45	40		
Saga Movable Bridge			40	40	40	40	40	40	40	40		
MP 49.3 and MP 49.6			70	40			70	40				
Burr Road Int.			50	40	50	40	50	40	50	40		
First Curve west of Bridgeport			30	30	30	30	30	30	30	30		
Peck movable Bridge			30	30	30	30	30	30	30	30		
Curves between Bridgeport & Central			45	40	45	40	45	40	45	40		
MP 55.5 and MP 56.5									30	30		
Central Int.			50	40	50	40	50	40	50	40		
Devon Int.			60	40	60	40	60	40	60	40		
Devon movable Bridge			40	40	40	40	40	40	40	40		
Through east and west legs of Wye at Devon					10	10	10	10				
MP 63.3 and MP 63.6			65	40	65	40	65	40				
MP 66.0 and MP 66.5			60	40	60	40	60	40	60	40		
First curve west of MP 70.0			60	40			60	40	60	40		
All tracks at New Haven between Cedar St. and Div. Post (N.E.C.)			10	10	10	10	10	10	10	10	10	10

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.
E60CP class engines unless otherwise restricted

	No. 4 Track	No. 2 Track	No. 1 Track	No. 3 Track	Other Track
NEW HAVEN LINE					
Between	Miles Per Hour				
CP Pike Interlocking (MP 23.5 and MP 23.6)	60	60	60	60	
Over Byram River Bridge (MP 26.1)	60	60	60	60	
Over Hamilton Ave. Bridge (MP 26.8)	50	50	50	50	
Green Interlocking (MP 29.0)	60	60	60	60	
Over Cob Movable Bridge (MP 29.9)	40	50	50	45	
Over Mill River Bridge (MP 32.8)	45	45	45	45	
West Walk and Walk	40	40	40	40	
Over Saga Movable Bridge (MP 44.3)	40	40	40	40	
Devon Interlocking (MP 60.6 and MP 61.2)	50	50	50	50	
Over Wepawaug River Bridge (MP 63.5)	30	30	30	30	
(MP 69.2 and MP 71.3)		50	50	50	

**SPEEDS—Wreck Trains, Wire Trains
and Work Trains**

	Miles per Hour	
	Wreck & Wire	Work
New Haven Line	35	35

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt.-Transportation. Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

SPEEDS—Operating Against Current of Traffic

	Miles per Hour	
	Psgr.	Frt.
New Haven Line		
No. 1 and No. 2 Tracks	70	40
No. 3 and No. 4 Tracks	50	40

SPEEDS (Movable Bridges)

Maximum speed, approaching a Movable Bridge on a track not protected by both an Interlocking Signal and a Distant Signal.

	Miles per hour
New Haven Line	
Saga (against current of traffic) tracks 4, 2, 1, and 3 . . .	20
Peck (against current of traffic) tracks 4, 2, 1, and 3	20
Devon (against current of traffic) tracks 4, 2, 1, and 3 . . .	20

DANBURY BRANCH

Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS	Distance From Walk	Siding Direction E.W.N.S. or Both & Length in Feet	Note
X	X	X (M)	WALK (New Haven Line) . . .	0.0	2,3,4,5
			DOCK	0.8		
			WILTON (Kent Road)	4.9		
	P (M)		WILTON	7.3	B 1200	3,4
		P	WILT K-Walk	7.4		.4.
			CANNONDALE	8.9		
			BRANCHVILLE	12.7	B 850	
		X	HILL K-Wilton	12.7		.3.
			REDDING	17.3		
			BETHEL LOWER SIDING	20.3	B 1100	
			BETHEL	20.6		
		X	DAN K-Danbury	23.1		
	X (M)		DANBURY	23.6		1,2,6..
			DIV. POST (N.E. Region) . . .	24.2		

The Direction from Walk to Danbury is Northward.

Note 1—No fixed signals in service.

Note 2—When Danbury is closed, Danbury Branch including Dan Block Limit Station controlled by Walk.

Note 3—When Wilton is closed, Hill controlled by Walk.

Note 4—When Wilton Block Station and Train Order Office is closed, Wilt Block Limit Station is in service.

Note 5—Clearance Form A required-Northward Trains.

Note 6—When open, Clearance Form A required-Southward Trains.

Interlocking, Block, Train Order Office and Block-Limit Stations in service part-time as follows:

Station	Hours in Service
WILTON	Monday through Friday 6:00 A.M. to 2:00 P.M. except Holidays
DANBURY	Monday through Friday 5:45 A.M. to 10:00 A.M. & 10:30 A.M. to 2:15 P.M. except Holidays

RULES IN EFFECT

		1	2	3	4	5	6
		251	MBS	MBS ACT	TCS	ABS	CABS
Danbury Branch							
Walk and Danbury	Single Track		X				

YARD LIMITS

Yard Limits indicated by yard limit signs

Danbury Branch

TRACK	BETWEEN	AND
MAIN	MP 22.7	MP 23.6

TRACK ASSIGNMENTS

Danbury Br.	Between	And
Single Track	Walk	Danbury

SPEEDS—PASSENGER TRAINS AND FREIGHT TRAINS Maximum Speeds, Unless Otherwise Specified

Danbury Branch	Miles per Hour	
Between	Psgr.	Frt.
Walk and MP 17.9	50	40
MP 17.9 and MP 23.6	59	40

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

Danbury Branch	Miles per Hour	
Between	Psgr.	Frt.
MP 0.0 and MP 0.3	10	10
MP 0.3 and MP 1.0	30	30
MP 1.0 and MP 1.7	10	10
MP 1.7 and MP 2.7	30	30
MP 3.1 and MP 3.3 (2 curves)	40	25
MP 3.3 and MP 3.9	40	40
MP 7.4 and MP 7.6 (1 curve)	35	35
MP 14.6 and MP 15.5	35	35
MP 20.6 (over Greenwood Ave.) ...	30	30
MP 22.1 and MP 23.4	20	20
MP 23.4 and MP 23.6	10	10

SPEEDS—Wreck Trains, Work Trains and Wire Trains

	Miles Per Hour
Danbury Branch	20 MPH

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt.-Transportation. Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

WATERBURY BRANCH

Interlocking	Interlocking Station	Block Station & Train Order Office	Block Limit Station	STATIONS	Distance From Devon	Siding Directions E.W.N.S. or Both & Length in Feet	Note
X	X	X	(M)	DEVON (New Haven Line) . .	0.0	B4800	.1.
X				NORTH DEVON . . R-Devon	0.2		
			X	HAT K-Devon	8.4		
				DERBY	8.9		
				ANSONIA	10.5		
			X	SEYMOUR K-Devon	14.4		
				BEACON FALLS	17.8	B2250	
				NAUGATUCK	21.8		
			X	EAGLE K-Devon	25.0		
				WATERBURY	26.9		
				DIV. POST (B&M RR)	27.3		

The Direction from Devon to Waterbury is Northward.

NOTE 1—Clearance Form A required—Northward Trains.

NOTE —CRC connects at MP 8.3

RULES IN EFFECT

		1	2	3	4	5	6
		251	MBS	MBS ACT	TCS	ABS	CABS
Waterbury Branch	Track						
North Devon and Waterbury	Single		X				

INTERLOCKING RULES

Rules 605 to 671 inclusive in effect between:

Devon and North Devon

YARD LIMITS

Yard Limits indicated by yard limit signs

Waterbury Branch

TRACK	BETWEEN	AND
MAIN	MP 0.2	MP 1.0
MAIN	MP 8.4	MP 11.4
MAIN	MP 20.5	MP 22.7
MAIN	MP 25.0	MP 26.9

TRACK ASSIGNMENTS

Waterbury Br.	Between	And
Single Track	North Devon	Waterbury

SPEEDS—PASSENGER TRAINS AND FREIGHT TRAINS
Maximum Speeds, Unless Otherwise Specified

Waterbury Branch	Miles per Hour	
	Psgr.	Frnt.
Between		
Devon and MP 2.5	59	40
MP 2.5 and MP 4.8	50	30
MP 4.8 and Waterbury	40	30

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

Waterbury Branch	Miles per Hour	
	Psgr.	Frnt.
Between		
Devon—Through east and west legs of Wye	10	10
MP 8.0 and MP 8.2	25	25
MP 8.4 and MP 8.7	20	20
MP 10.5 and MP 11.2	25	25
MP 14.3 and MP 14.5	35	30
MP 21.6 and MP 22.5	30	30
MP 25.5 and MP 26.5	15	15

SPEEDS—Wreck Trains, Work Trains and Wire Trains

	Miles Per Hour
Waterbury Branch	20 MPH

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt.-Transportation. Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

NEW CANAAN BRANCH

Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance From Stamford	Siding Direction E.W.N.S. or Both & Length in Feet	Note
X	X	X (M)	STAMFORD (New Haven Line)	0.0		
			STAM	0.2		
			GLENBROOK	2.2		
			SPRINGDALE	3.6		
			TALMADGE HILL ...	5.7		
			CP CANE S-Stam ...	7.6		
			NEW CANAAN	7.9		

The Direction from Stamford to New Canaan is Eastward.

RULES IN EFFECT

	Track	1	2	3	4	5	6
		251	MBS	MBS ACT	TCS	ABS	CABS
New Canaan Branch							
Stam and CP Cane	Single				X		X

Note: Rule 113 applies between CP Cane and New Canaan

TRACK ASSIGNMENTS

New Canaan Br.	Between	And
Single Track	Stam	CP Cane

SPEEDS—PASSENGER TRAINS AND FREIGHT TRAINS Maximum Speeds, Unless Otherwise Specified

New Canaan Branch	Miles per Hour	
Between	Psgr.	Frt.
Stam and CP Cane	40	30

SPEED RESTRICTIONS—CURVES, BRIDGES, ETC.

New Canaan Branch		Miles per Hour	
		Psgr.	Frt.
Stam	-Between Stam and MP 1.0	—	20
Glenbrook	-Between MP 2.1 and MP 2.3	10	10
	-Between MP 2.3 and MP 2.6 W'ward	30	30
New Canaan	-All Tracks from CP Cane to New Canaan Station Eastward	5	5
	Between Marker Post located 208 feet East of Grove Street Crossing and the Crossing Westward	5	5

NOTE—Trains and engines when moving westward from New Canaan must consume 30 seconds between Marker Post and the crossing to insure flashers are working and traffic is stopped before passing over crossing.

SPEEDS—Wreck Trains, Work Trains and Wire Trains

	Miles Per Hour
New Canaan Branch	20 MPH

Note 1: Work trains without cranes may operate at speed authorized for Freight Trains unless otherwise specified.

Note 2: Unless authorized by Gen. Supt.-Transportation, Boom must be in Trailing Position. Maximum Speed on Curves will be established by Master Mechanic before departure.

**OFFICES OPEN FOR SALE OF TICKETS
HARLEM LINE**

Station	Monday to Friday	Saturday	Sunday	Holidays	Meal Period
Mt. Vernon West "T"	6:30am to 1:50pm	Closed	Closed	Closed	11:00am to 11:20am
Fleetwood "T"	6:50am to 2:10pm	Closed	Closed	Closed	11:55am to 12:15pm
Bronxville "T"	6:45am to 2:05pm	Closed	Closed	Closed	11:50am to 12:10pm
Tuckahoe "T"	6:45am to 2:05pm	Closed	Closed	Closed	11:50am to 12:10pm
Crestwood "T"	7:00am to 2:20pm	Closed	Closed	Closed	11:50am to 12:10pm
Scarsdale "T"	6:10am to 8:00pm	7:40am to 3:00pm "L"	7:40am to 3:00pm "L"	7:40am to 3:00pm "L"	11:15am-11:35am 4:45pm-5:05pm
Hartsdale "T"	6:20am to 1:40pm	Closed	Closed	Closed	10:10am to 10:30am
White Plains "T"	6:10am to 7:00pm	6:10am to 7:00pm	6:10am to 7:00pm	6:10am to 7:00pm	10:10am-10:30am 5:10pm-5:30pm
No. White Plains "T"	6:40am to 2:00pm	Closed	Closed	Closed	11:05am to 11:25am
Chappaqua "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:05am to 10:30am
Mt. Kisco "T"	6:25am to 1:45pm	Closed	Closed	Closed	12:10pm to 12:30pm
Brewster "T"	6:10am to 1:30pm	Closed	Closed	Closed	11:35am to 11:55am
125th Street	6:40am to 6:30pm	6:40am to 6:30pm	6:40am to 6:30pm	6:40am to 6:30pm	3:15pm to 3:35pm
Grand Central	6:25am to 11:30pm	6:25am to 11:30pm	6:25am to 11:30pm	6:25am to 11:30pm	

NOTE—Letter "T" adjacent to station listed denotes that New York City Transit tokens are sold at these stations.

NOTE—Letter "L" adjacent to Scarsdale Sta., denotes Meal Periods on Weekends and Holidays. (12:15pm to 12:35pm).

OFFICES OPEN FOR SALE OF TICKETS (CONT.)

HUDSON LINE

Station	Monday to Friday	Saturday	Sunday	Holidays	Meal Period
Yonkers "T"	6:15am to 1:35pm	Closed	Closed	Closed	11:20am to 11:40am
Hastings "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:55am to 11:15am
Dobbs Ferry "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:55am to 11:15am
Tarrytown "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:55am to 11:15am
Ossining "T"	6:15am to 1:35pm	Closed	Closed	Closed	10:45am to 11:05am
Croton-Harmon "T"	6:10am to 8:30pm	6:10am to 8:30pm	6:10am to 8:30pm	6:10am to 8:30pm	10:30am-10:50am 4:30pm-4:50pm
Peekskill "T"	5:55am to 1:15pm	Closed	Closed	Closed	10:00am to 10:20am
Poughkeepsie	6:10am to 9:05pm	6:10am to 9:05pm	6:10am to 9:05pm	6:10am to 9:05pm	11am-11:20am 6:30pm-6:50pm

NOTE—Letter "T" adjacent to station listed denotes that New York City Transit tokens are sold at these stations.

OFFICES OPEN FOR SALE OF TICKETS (CONT.)

NEW HAVEN LINE

Station	Monday to Friday	Saturday	Sunday	Holidays	Meal Period
Mt. Vernon "T"	6:20am to 1:40pm	Closed	Closed	Closed	11:35am to 11:55am
Pelham "T"	6:20am to 1:40pm	Closed	Closed	Closed	10:05am to 10:25am
New Rochelle "T"	6:10am to 1:30pm	6:10am to 1:30pm	6:10am to 1:30pm	Closed	11:00am to 11:20am
Larchmont "T"	6:10am to 1:30pm	Closed	Closed	Closed	11:25am to 11:45am
Mamaroneck "T"	6:10am to 1:30pm	Closed	Closed	Closed	11:20am to 11:40am
Harrison "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:46am to 11:06am
Rye "T"	6:10am to 9:15pm	6:10am to 9:15pm	6:10am to 9:15pm	6:10am to 9:15pm	5:15pm to 5:45pm
Port Chester "T"	6:10am to 1:30pm	Closed	Closed	Closed	10:40am to 11:00am
Greenwich "T"	5:55am to 1:15pm	5:55am to 1:15pm	5:55am to 1:15pm	Closed	10:40am to 11:00am
Old Greenwich "T"	5:55am to 1:15pm	Closed	Closed	Closed	11:00am to 11:20am
Stamford "T"	5:25am to 10:30pm	5:25am to 10:30pm	5:25am to 10:30pm	5:25am to 10:30pm	
New Canaan "T"	5:55am to 1:15pm	Closed	Closed	Closed	10:40am to 11:00am
Darien "T"	5:55am to 1:15pm	Closed	Closed	Closed	11:00am to 11:20am
So. Norwalk "T"	6:10am to 1:30pm	Closed	Closed	Closed	11:10am to 11:30am
Westport "T"	5:55am to 2:00pm	5:55am to 1:15pm	Closed	Closed	11:40am to *12:00 Noon
Greens Farms	6:10am to 7:55am	Closed	Closed	Closed	
Fairfield "T"	5:55am to 1:15pm	5:55am to 1:15pm	Closed	Closed	10:30am to 10:50am
Bridgeport "T"	6:10am to 10:30pm	6:10am to 10:30pm	6:10am to 10:30pm	6:10am to 10:30pm	
New Haven "T"	6:10am to 10:30pm	6:10am to 10:30pm	7:10am to 10:30pm	6:10am to 10:30pm	
Wilton "T"	6:15am to 1:45pm	Closed	Closed	Closed	10:00am to 10:20am
Danbury	5:55am to 1:45pm	Closed	Closed	Closed	10:00am to 10:30am

NOTE—Letter "T" adjacent to station listed denotes that New York City Transit tokens are sold at these stations.

* SAT. ONLY

SPECIAL INSTRUCTIONS GENERAL RULES

100A-A Trainmen assigned to yard service and their assignment does not contemplate entering or using the Main track, will not be required to carry their Rule Book & Timetable with them while in such service provided that they have them on their person when reporting for duty, so they can be posted, and keep them within easy access.

100C-A—Examinations—In the application of Rule C, the following employees are required to have Periodic Physical Examinations as prescribed by this Special instruction.

- Train and Engine Employees (Road and Yard).
- Assistant Chief Dispatcher, Movement Directors, Train Dispatchers, Assistant Movement Directors, Operators, Operator Clerks, Assistant Agent Operators, Chauffeurs, Truck Drivers.
- Employees who operate self-propelled on-track vehicles.

For the above employees under fifty years of age, Periodic Physical Examinations are required once every three years; fifty years of age and over once every two years.

Employees required to take Periodic Physical Examination, or Special Periodic, are personally responsible to obtain a Form MD40 (Request for Medical Service) from the Trainmaster or other immediate supervisor and arrange for an appointment by contacting the medical office where regularly examined or with any other conveniently located Medical Officer as indicated in Timetable Special Instruction 100R-A.

Examinations must be completed in the month of employees' birth date, or as may be directed for a Special Periodic Examination.

Special Periodic Examinations must be taken as prescribed by the Medical Department.

Employees, who are required to have a Timetable, must record the prescribed information as to physical examinations on the Employee Qualification-Physical page and must record the prescribed information as to the Book of Rules, Timetables and Air Brake Examinations on the Employee Qualification Page.

100C-B In the application of Rule C, Train and Engine service employees, Train Dispatchers, Block Operators and Yardmasters who are required to be re-examined annually on Rules of the Operating Department must report for re-examination during the month of their birthday. Employees required to be re-examined every two years on the Air Brake and Train Handling Instructions must report for re-examination during the month of their birthday.

100C-C—In the application of Rule C, Amtrak train and engine service employees who operate over Metro-North Commuter Railroad solely within the limits of New Haven Interlocking are not required to attend a Metro-North Operating Rules class. Instruction on Metro-North rules where they differ from those of Amtrak will be given as part of the Amtrak rules class.

This does not relieve Amtrak employees from meeting Metro-North's requirements for qualifying on the physical characteristics of the territory involved.

100J-A—Uniforms—Designated uniformed employees must wear the prescribed uniform while on duty.

Employees must be neat in appearance. Beards may be worn but may extend no more than one and one-half inches from the face and be neatly trimmed. Mustaches must be neat and trimmed above the lip. Hair must be neat and combed so as not to extend over the collar or in any way interfere with vision, hearing and/or safety. If hair would extend below the collar, it must be pinned up and worn under uniform cap to effect a neat appearance.

Uniform coats must be buttoned except when trainmen are actually engaged in lifting transportation. Employees must wear a clean uniform shirt, four-inch hand uniform tie, plain black socks, black shoes and a black belt with uniform buckle. The wearing of a handkerchief, kerchief or scarf around the neck or the visible use of a sweater, while on duty, is prohibited.

Summer uniform regulations are as follows:

1. From May 1 through October 15th, employees will be permitted to remove coats. The use of suspenders while working without a coat is prohibited.
2. Short-sleeve uniform shirts are permissible during period May 1 through October 15th. The prescribed uniform short-sleeve shirt may be worn with only the collar button open and tie eliminated. If long-sleeve shirt is worn sleeves must be buttoned at the cuff. At no time may the undershirt be visible.

Employees wearing the complete uniform will be required to have shirt collars buttoned and neckties worn in the normal position. Good taste must be exercised in the display of buttons or emblems not connected with Railroad service. Uniform hats must be worn at all times.

100L-A When trains are delayed or disabled the Conductor or Engineer will ascertain what assistance is required and immediately communicate with Train Dispatcher or Operator via radio or telephone.

Crew members must keep passengers informed as to the probable extent of delay and they must direct passengers to remain on the train unless their safety requires evacuation.

If passengers cannot be restrained from leaving train, power must be removed from all tracks and crew members must protect passengers by initiating an emergency call on radio to other trains, giving location of disabled train and that passengers are on the track.

When necessary to evacuate train, passengers must be escorted to a place of safety by members of the crew.

Emergency folding ladders for unloading passengers are installed in M-1 cars. Ladders are located under the first triple seat opposite Engineer's cab.

To remove ladder: 1—Lift seat up. 2—Release two clips holding ladder. 3—Slide ladder out.

To operate ladder: 1—Release hook and open ladder up. 2—Place locking pins through middle hinge. 3—Place ladder in side door track or over buffer plate at end door.

Ladder may be adjusted by using the top locking pins, making sure pins are inserted before using.

Emergency folding ladders for unloading passengers in M-2 cars are located in box underneath head door of all cars Engineer's side.

Ladders are operated the same as those in use on M-1 cars.

Ladders on M-3 cars are of solid construction and are located in the crew locker "B" car.

In the event of a fire in Park Avenue Tunnel, every effort must be made to get train out of Tunnel as quickly as possible, except when destined to Grand Central Terminal, trains must be stopped at first available emergency exit. Conductor or Engineer will communicate with Train Dispatcher or Operator via radio or telephone immediately and if necessary passengers will be removed from train.

Crew members will close car doors and windows as required and when conditions permit.

Conductor or crew member he designates will activate the temperature control key switch in M-1 and M-2 cars from the lead cab (operating engineer's cab) of the train. This will enable the engineer to immediately turn off the evaporator blowers in the entire train consist in event of emergency.

If necessary to evacuate passengers, power must be removed from any track involved and crew members must escort passengers to nearest exit.

Park Avenue Tunnel— Passenger Car Emergency Ramps

Emergency ramps for unloading passengers in Park Avenue Tunnel in event it becomes necessary to evacuate trains, are located between "U" and 98th Street as follows:

1. No. 3 and No. 4 Tracks—In brackets mounted on wall at each signal location.
2. No. 1 and No. 2 Tracks—In brackets mounted on wall at alternate signal locations.
3. At emergency exits located at 59th Street, 72nd Street and 86th Street.

The ramps are hinged and are to be placed in end door opening or side door opening where clearance permits, by members of the crew. The hinged end of ramp is to be placed into door opening.

Members of crew will see that ramp is properly placed before permitting passengers to evacuate.

100L-B Emergency exits are provided at the following locations in Park Avenue Tunnel.

Track	Location	Signal Location
4.3	59th Street	400 feet north of U
4.3	72nd Street	150 feet south of signals 174 & 173
4.3	86th Street	At signals 224 and 223

Locations of Telephones in Park Avenue Tunnel

Street Location	Mad. Ave. Tel. Ext.	Tel. Location
59th, 67th, 75th, 83rd and 91st St.	2641	Between 1 & 3 Track
60th, 68th, 76th, 84th and 92nd St.	2642	Between 1 & 3 Track
61st, 69th, 77th, 85th and 93rd St.	2643	Between 1 & 3 Track
62nd, 70th, 78th, 86th and 94th St.	2644	Between 1 & 3 Track
63rd, 71st, 79th, 87th and 95th St.	2645	Between 1 & 3 Track
64th, 72nd, 80th and 88th St.	2646	Between 1 & 3 Track
65th, 73rd, 81st and 89th St.	2647	Between 1 & 3 Track
66th, 74th, 82nd and 90th St.	2648	Between 1 & 3 Track
59th St. Emergency Exit	2641-40	At 3 & 4 Track Exits
72nd St. Emergency Exit	2646	At 3, 1 & 4 Track Exits
86th St Emergency Exit	2644	At 3 & 4 Track Exits

EMPLOYEES PERMITTED TO RIDE ON ENGINES, ETC.

100 0-A In the application of Rule O, no one will be permitted to ride on engines, freight trains, front and rear ends of passenger trains or multiple unit trains except the following designated employees:

Staff Officers and Assistants.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Supervisors and Assistants, E.T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air Brake Instructor.

Rules Managers and Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties and K-9 Dogs.

Transportation Supervisors.

Asst. Chief Train Dispatchers.

Train Dispatchers.

N.Y.D.O.T Inspectors.

Planning Department Supervisors.

Persons holding Proper Transportation issued by Vice President-Operations or Gen. Supt.-Transportation.

Under no circumstances are more than four persons, including the assigned crew, to be allowed to ride in the operating cab of a multiple unit train or the operating cab of an engine hauling a passenger train.

MEDICAL OFFICERS AND SURGEONS

100R-A All examinations in the Medical Department are performed by appointment only, except in the case of emergency.

Location	Name and Address	Office	Telephone
Albany, N.Y. 12209	Nicholas P. Teresi, M.D. (General Practice) Albany Industrial Physicians, P.C. 4 Ten Eyck Avenue	Office	(518) 462-5451
Beacon, N.Y. 12508	John M. Supple, M.D. (Family Practice) 226 Fishkill Avenue	Office	(914) 831-0470
Brewster, N.Y. 10509	Robert C. Eliot, M.D. (General Practice) 18 North Main Street	Office	(914) 279-3411
Croton-on- Hudson, N.Y. 10520	Martin K. Melman, M.D. (Internal Medicine) 87 Grand Street	Office	(914) 271-4845
Danbury, CT 06810	Harold C. Patterson, M.D. (Ophthalmology) 93 West Street	Office	(203) 748-2615
Hudson, N.Y. 12534	George P. Moront, M.D. (General Surgery) 555 Union Street	Office	(518) 828-7631
	Thomas C. Seymour, M.D. (General Surgery) 555 Union Street	Office	(518) 828-7631
New Haven, CT 06512	Stanley Roth, M.D. Chief Medical Officer Medical Office General Office Building 54 Meadow Street-1st Fl. Hours: 8:00 a.m.-4:00 p.m. Mon.-Fri. except Hols.	Office	(203) 773-5010 5011
	R.M. Fasanella, M.D. (Ophthalmology) 842 Howard Avenue	Office	(203) 562-2106 2107
	Robert Fenton, M.D. (Ophthalmology) 654 George Street	Office	(203) 562-3500
	Jeffrey Gold, M.D. (Ophthalmology) 109 Sherman Avenue	Office	(203) 562-8791
	Paul C. Guida, M.D. (Ophthalmology) 23 Beers Street	Office	(203) 562-9441
New York, N.Y. 10017	John Powell Herrlin, M.D. Medical Director Metro-North Commuter Railroad 347 Madison Avenue	Office	(212) 340-2151
	Brian J. Curtin, M.D. (Ophthalmology) 133 East 58th Street	Office	(212) 838-2820

MEDICAL OFFICERS AND SURGEONS

Location	Name and Address		Telephone
New York, N.Y.	Gerald B. Kara, M.D. (Ophthalmology) 654 Madison Avenue	Office	(212) 838-9011
	Adrian Lambert, M.D. (General Surgery & Medicine) Hotel Statler-Suite 122A 401 Seventh Avenue	Office Emerg. No.	(212) 563-5912 (212) 288-8264
Ossining, N.Y. 10562	Maurice Tannenbaum, M.D. (Ophthalmology) 109 Croton Avenue	Office	(914) 762-1402
Pawling, N.Y. 12564	M.B. Morrison Jr., M.D. (Family Practice) 24 Smith Street	Office	(914) 855-1020
Peekskill, N.Y. 10566	John A. McGurty, M.D. (General Practice) 136 Union Avenue	Office	(914) 737-2828
Poughkeepsie, N.Y. 12601	Hans E. Broscheit, M.D. (General Practice) 349 South Road	Office	(914) 452-1463
Rensselaer, N.Y. 12144	B.W. Wilcke, M.D. (General Practice) 212 Washington Avenue	Office	(518) 463-7271
Stamford, CT 06905	Charles T. Meacham, M.D. (Ophthalmology) 1911 Summer Street	Office	(203) 325-4303
	James P. Moriarity, M.D. (General Practice) 23 Hoyt Street	Office	(203) 323-4401
Tarrytown, N.Y. 10591	Jack Eisert, M.D. (Dermatology) 200 S. Broadway	Office	(914) 631-4666
Waterbury, CT 06708	Philip S. Good, M.D. (Ophthalmology) 714 Chase Parkway	Office	(203) 573-0334
White Plains, N.Y. 10605	Herbert L. Gould, M.D. (Ophthalmology) 90 Greenridge Avenue	Office	(914) 949-2404
	John A.C. Hamill, M.D. (General Surgery) Medical Centre Building 170 Maple Avenue	Office Emerg. No.	(914) 949-3761 (914) 967-2221

NOTE: Medical Officers will not have office hours on Saturdays and Sundays, New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

Available to employees for periodic or other physical examinations, or to secure completed Form MD40 or MD3 (Return to Duty Form) during their office hours or by appointment.

100R-B Location of Hospitals and/or Emergency Medical Services

Location	Name and Address	Telephone
Albany, N.Y.	Memorial Hospital Northern Boulevard Albany, N.Y.	471-3111
	St. Peter's Hospital New Scotland Avenue Albany, N.Y.	471-1318
	Albany Medical Center (Emergency Room) New Scotland Avenue Albany, N.Y.	445-3131
Beacon, N.Y.	Highland Hospital Delavan Avenue Beacon, N.Y.	831-3500
	Beacon Volunteer Amb. Delavan Avenue Beacon, N.Y.	831-0021
Bedford, N.Y.	c/o Fire Department Bedford Village, N.Y.	(Police) 241-3111 234-3321
Brewster, N.Y.	Putnam County Hospital Putnam County Sheriff (Ambulance)	279-5046 (Police) 225-5523
Bridgeport, Conn.	Bridgeport Ambulance 39 Chapel Street Bridgeport, Conn.	(203) 334-3177
	Police Department	(203) 576-7671
Bronxville, N.Y.	Lawrence Hospital 55 Palmer Avenue Bronxville, N.Y.	337-7300 Emergency 337-0320/1
Chappaqua, N.Y.	(Police)	238-4422
Cos Cob, Conn.	Cos Cob Volunteer Amb. Company Post Road Cos Cob, Conn.	(203) 869-2345
	Greenwich Police	(203) 622-8000
Croton Falls, N.Y.	North Salem Vol. Amb. Corps. Croton Falls, N.Y.	669-5000
Croton-Harmon, N.Y.	Fire Department Wayne Street Croton-Harmon, N.Y.	(Fire Dept.) 271-4040
Darien, Conn.	Darien Police (E.M.S.) P.O. Box 148 Hecker Avenue Darien, Conn.	(203) 655-1433
Dover Plains, N.Y.	State Police	876-4033
Dobbs Ferry, N.Y.	Dobbs Ferry Hospital 128 Ashford Avenue Dobbs Ferry, N.Y.	693-0700
	Police Department 31 Brookside Lane Dobbs Ferry, N.Y.	693-5500

Location	Name and Address	Telephone
Eastchester, N.Y.	Eastchester Volunteer Ambulance Corps. Box 482 Scarsdale, N.Y.	(Fire Dept.) 793-6400 (Police) 961-3464
Fairfield, Conn.	Ace Amb. Service, Inc. 607 Kings Highway East Fairfield, Conn. Police Department	(203) 335-5171 (203) 323-1230 (203) 259-3311
Greens Farms	E.M.S.	(203) 227-4681
Greenwich, Conn.	Police Department 11 Bruce Place Greenwich, Conn. Fire Department	(203) 622-8000 (203) 869-2000
Harrison, N.Y.	St. Vincent's Hospital and Medical Center of New York 240 North Street Harrison, N.Y. Police Ambulance 226 Harrison Ave. Harrison, N.Y.	(Police) 967-5111 967-6500 (Police) 967-5111 835-0800
Hastings, N.Y.	Fire Department 50 Main Street Hastings, N.Y.	478-2344
Hawthorne, N.Y.	Emergency Rescue Squad Hawthorne, N.Y.	(Police) 769-1941 (Fire Dept.) 769-3300
Irvington, N.Y.	Irvington Vol. Amb. Corps. Main Street Irvington, N.Y.	(Police) 591-8080
Katonah, N.Y.	Katonah Lions Amb. Corps. Katonah, N.Y.	(Police) 241-3111 666-8013
Larchmont, N.Y.	Ambulance P.O. Box 27 Larchmont, N.Y.	(Police) 834-1000 834-9756
Mamaroneck, N.Y.	Ambulance 169 Mt. Pleasant Ave. Mamaroneck, N.Y.	(Police) 834-2000 698-2400
Milford, Conn.	Fire Department Police Department Chamberlain Ambulance 6 Golden Hill Street Milford, Conn.	(203) 878-5991 (203) 878-6551 (203) 874-1700
Montrose, N.Y.	Veterans Admin. Health Care Facility Montrose, N.Y.	737-4400
Mount Kisco, N.Y.	Northern Westchester Hospital Center East Main Street Mount Kisco, N.Y. Mount Kisco Lions Club Ambulance Mount Kisco, N.Y.	(Police) 241-1100 666-1300 (Police) 241-1100 666-5146

Location	Name and Address	Telephone
Mount Vernon, N.Y.	Mount Vernon Hospital 12 No. 7 Avenue Mount Vernon N.Y.	(Police) 668-8000
New Rochelle, N.Y.	New Rochelle Hospital Medical Center 16 Guion Place New Rochelle, N.Y.	(Police) 632-2000
New Haven, Conn.	Fire Department Flanagan Ambl. Service 575 Columbus Ave. New Haven, Conn.	(203) 787-2101 (203) 789-0123 (203) 777-2363 (203) 777-2364
New York, N.Y.	Beekman Downtown Hosp. 170 William Street New York, N.Y. New York Hospital 525 E. 68th Street New York, N.Y. Harlem Eye and Ear Hosp. Lenox Ave. and 135th St. New York, N.Y. St. Luke's Hospital Amsterdam Ave. and 114th St. New York, N.Y. University Hospital of NYU 560 1st Avenue New York, N.Y. (Call Scully-Walton Ambl.) New York Eye and Ear Infirmary 310 East 14th Street New York, N.Y. St. Clare's Hospital 415 West 51st Street New York, N.Y. St. Elizabeth's Hospital 689 Fort Washington Ave. New York, N.Y.	233-5300 374-4070 694-1861 870-6000 679-3200 876-6100 586-1500 690-7600
Noroton Heights, Conn.	Darien Police (E.M.S.) P.O. Box 148 Hecker Avenue Darien, Conn.	(203) 655-1433
Norwalk, Conn.	Emer. Med. Service Norwalk Hospital Assoc. 24 Stevens Street Norwalk, Conn.	(203) 853-3400 (203) 853-3400 (203) 852-2171
Ossining, N.Y.	Police 8 Clinton Avenue Ossining, N.Y.	941-5700
Pawling, N.Y.	State Police	876-4033
Patterson, N.Y.	Putnam County Sheriff	(Police) 225-5523
Peekskill, N.Y.	Police P.O. Box 782 Peekskill, N.Y.	737-0044

Location	Name and Address	Telephone
Pleasantville, N.Y.	Police Department 200 Marble Avenue P.O. Box 201 Pleasantville, N.Y.	769-1500
Port Chester, N.Y.	United Hospital 406 Boston Post Road Port Chester, N.Y.	939-7000 (Police) 939-1000
Poughkeepsie, N.Y.	Vassar Bros. Hospital Reade Place Poughkeepsie, N.Y. St. Francis Hospital North Road Poughkeepsie, N.Y. Hudson Valley Ambulance Sheriff	454-8500 (Police) 876-4033 471-2000 (Police) 876-4033 691-6211 452-0400
Riverside and Old Greenwich, Conn.	Greenwich Police Soundbeach Volunteer Ambl	(203) 622-8000 (203) 637-1717
Rowayton, Conn.	Rowayton Fire Dept. 136 Rowayton Avenue Rowayton, Conn.	(203) 853-3400 (203) 866-7565 (203) 852-2171
Scarsdale, N.Y.	Scarsdale Vol. Ambl. Corps. Wilmot and Heathcote Scarsdale, N.Y. Scarsdale Police Ambl. Post and Fenimore Roads Scarsdale, N.Y.	(Police) 723-2003 723-3003 723-2003
Southport, Conn.	ACE Ambulance Service Inc. 607 Kings Highway East Fairfield, Conn.	(203) 335-5171 (203) 323-1230
Stamford, Conn.	Stamford Fire Dept. P.O. Box 356 Stamford, Conn.	(203) 357-1441
Stratford, Conn.	Police (Emer. Med. Serv.)	(203) 375-3311
Tarrytown and North Tarrytown, N.Y.	Tarrytown Vol. Ambl. Corps. P.O. Box 132 Tarrytown, N.Y. Phelps Memorial Hospital North Broadway North Tarrytown, N.Y. Fire Depts.	(Police) 631-5544 631-5100 (Police) 631-0800 (Fire) 631-0756
Valhalla, N.Y.	Mt. Pleasant Police Dept. Legion Drive 1 and Davis Ave. Valhalla, N.Y. Westchester County Medical Center Valhalla, N.Y.	769-1941 347-7000
Westport, Conn.	Westport Ambl. Service 19 Maplewood Avenue Westport, Conn.	(203) 227-4681

Location	Name and Address	Telephone
White Plains, N.Y.	White Plains Hospital Davis Ave. and E. Post Road White Plains, N.Y.	(Police) 946-6000
	New York Hospital 21 Bloomingdale Road White Plains, N.Y.	949-8300
	Greenburg Police Amb. 188 Tarrytown Road White Plains, N.Y.	949-7700
Wingdale, N.Y.	State Police	876-4033
Yonkers, N.Y.	Yonkers Professional Hosp. 27 Ludlow Street Yonkers, N.Y.	968-2100 (Police) 963-4900
	St. Joseph's Hospital 127 South Broadway Yonkers, N.Y.	965-6700
	Yonkers General Hospital 127 Ashburton Ave. Yonkers, N.Y.	965-8200
	St. Johns Riverside Hosp. 967 North Broadway Yonkers, N.Y.	963-3535
	Yonkers Volunteer Amb. Yonkers, N.Y.	423-3996
New Canaan Branch		
New Canaan, Conn.	New Canaan Vol. Amb. Corp 77 Main Street New Canaan, Conn.	(203) 966-2626
Danbury Branch		
Wilton, Conn.	Wilton Police Dept. 240 Danbury Road Wilton, Conn.	(203) 762-0311
Redding, Conn.	Redding Fire Co. No. 1	(203) 938-2521
Bethel, Conn.	Bethel and Stony Hill Fire Department	(203) 743-3824
Danbury, Conn.	Danbury Fire Department	(203) 797-4616
Waterbury Branch		
Derby Shelton, Conn.	Police Department	(203) 735-7811 (203) 735-3357
Ansonia, Conn.	Police Department	(203) 735-1885
Seymour, Conn.	Police Department	(203) 888-2525
Waterbury, Conn.	Police Department	(203) 574-6911

Note—All emergency services in the New York City Metropolitan Area can be summoned by dialing emergency no. 911.

100R-C Location of First Aid Rooms

First Aid Room, Lower Level G.C.T. open daily except Saturday, Sunday and Holidays from 8:30 A.M. until 4:30 P.M. Telephone 340-2251.

When closed contact Metro-North Police, Telephone Ext. 2723 (Daily).

Medical Office, 54 Meadow St., 1st floor, New Haven, Conn., open daily except Saturday, Sunday and Holidays 8:00 A.M. to 4:00 P.M. Telephone Ext. 2854.

OPERATING RULES TIME TABLES

1004-A Revised timetable folders will indicate the date of the latest revision and the number of the general order that authorized that revision.

LETTERS AND SYMBOLS

1004-B The following letters and symbols in schedules indicate:

- S - Regular Stop.
- F - Stop on signal to receive or discharge passengers.
- B - Stop on signal to discharge passengers.
- C - Regular stop to receive passengers.
- D - Regular stop to discharge passengers.
- M - Stops to discharge passengers and receive passengers for points West of Trenton and east of New Haven.
- N - Stops to receive passengers and discharge passengers from points West of Trenton and east of New Haven.
- P - Regular stop to discharge passengers from east of New Haven and receive passengers for west of Penn Station.
- Z - Regular stop to discharge passengers from west of Penn Station and receive passengers for east of New Haven.
- - Baggage service.
- ♣ - Company mail.
- # - Train may leave at schedule arriving time when station work is completed.
- E - Employee stop.
- - Use No. 3 track northward and No. 4 track southward.
- + - Train may leave 5 minutes in advance of schedule leaving time if traffic is received and station work completed.

HOLIDAYS

New Year's Day
Washington's Birthday
Memorial Day
Independence Day

Labor Day
Thanksgiving Day
Christmas Day

EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS

1013-A Emergency Signals—whistle or horn in service as follows: A, B, C, DV, MO, HM, Vern, Peck, Central, Devon and New Haven.

ENGINE WHISTLE OR HORN SIGNALS

HARLEM

1014(1)-A Engine whistle signal 14(l) will be sounded for private crossing at MP 42.4

MARKERS

1019-A Lighted Markers will be displayed on rear of trains while passing through tunnels.

1019-B Appliance of Rule 19, State of New York

In accordance with New York State Law and in the application of **Rule 19** the following instructions are in effect on Metro-North.

1. 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 three thousand feet under normal weather conditions. Battery operated, flashing-type or constant burning markers shall be deemed sufficient compliance with the foregoing requirement.
2. The use of reflectorized markers on cabooses is prohibited beyond 25 miles of yard limits in the State of New York by day or night.

1026-A Grand Central Terminal. Car Inspector Signals located on Tracks 11 through 42, upper level will display two colors, ivory and blue. On lower level, Tracks 101 through 117, will display two colors, amber and blue. Ivory or amber indicates no inspection being made. Blue indicates inspection being made per **Rule 26**. If signal is not lighted, it must be considered a blue light and reported immediately to yardmaster at **A**.

1026-B Croton Harmon. In the application of **Rule 26**, when motive power is changed on through passenger trains at Croton-Harmon, a blue light or blue flag must be attached to the controlling outbound locomotive before brake test is performed.

GENERAL ORDERS—BULLETIN ORDERS

Bulletin Boards, Employees Registers, Standard Clocks

1075-A Location of Bulletin Boards where General Orders of Metro-North and other railroads are posted and delivered. Locations on this system of Employee's Registers and Standard clocks.

Bulletin Orders will be numbered consecutively for each line.

NOTE—X indicates in service.

Bulletin Board and Bulletin Book	Employee's Register	Standard clock	Location	Other Divisions and Railroads
X	X	X	Croton-Harmon—Engrs Room	
X	X	X	Croton West Yd.	Moh-Hud Div. C.R.C.
X	X	X	Danbury—Ticket Office	New Eng. Div.-C.R.C.
X	X	X	G.C.T.—Conductor's Room
		X	Brakeman's Room
		X	Crew Dispatcher's Office (Lower Level)	Moh. Hud & New Eng. Div.
		X	Stationmaster's Office	C.R.C.
X	X	X	New Haven-Stationmasters Office, Motor Storage	N.E. Corridor-New Eng. Div.-C.R.C.
X	X	X	Poughkeepsie Passenger Station Foreman's Office	Moh. Hud. Div. C.R.C.
X	X	X	Putnam-Junction Crew Bunk Room	New Eng. Div.-C.R.C.
X	X	X	Stamford—Yard Office	
X	X	X	Central
X		X	Train Dispatcher's Office 347 Madison Ave., N.Y.	Moh. Hud. & New Eng. Div. C.R.C.
X	X	X	North White Plains Trainman's Ready Room
X		X	All Block and Interlocking Stations. Note 1

Note 1—Bulletin Board only and Standard Clock.

OBSERVATION OF TRAIN FOR DEFECTS

1077-A Hudson Line

Third rail rake-off blocks installed 200 feet south and 200 feet north of MP 46.0 for southward and northward movement in No. 1 and 2 tracks.

1078a-A Train Inspection Detectors and Signals Hudson Line

Location	Detector	Direction of Operation	Tracks	Location of Signal	Note
MP 67.1	Hot Journal	South & North	No. 1,2	CP 61-CP 72 Int. Sig	1
MP 67.0	Dragging Eq.	South & North	No. 1,2	CP 61-CP 72 Int. Sig	
MP 46.0	Third Rail	Southward	No. 1,2	CP 40	2
MP 46.0	Platform CIR.	Southward	No. 2	CP 40	

Note 1: When Hot Journal or Dragging equipment detector is activated, Train Dispatcher will immediately examine tapes and if high reading or obstruction is indicated he will place Int. Signal at CP 72 in stop position for northward trains or Int. Signal at CP 61 in stop position for southward trains. He will then notify crew by radio to inspect their train, giving crew location in train of car with high reading or obstruction.

Note 2: When tape indicates an obstruction, Train dispatcher will notify the crew to stop and inspect train.

1082-A Movement of Trains

Harlem Line—Between CP Dyke and Dover Plains, Timetable schedules, unless fulfilled, are in effect for two hours after their time at each station.

1083b-A Train Registers

Train registers located at the following stations: Waterbury, Danbury, Dover Plains and Putnam Jct.

Train Ready Indicators (Grand Central Terminal)

1084-A Signaling device at south end of Tracks Nos. 11 to 42 inclusive, must be operated as follows: When concourse doors are closed at leaving time of train, gateman will push key switch illuminating a green light. Trains on these tracks must not start until green light is illuminated. When train has started, gateman must extinguish green light.

If light fails, train may proceed on verbal instructions from Gateman to Train Crew.

1103-A Backing Passenger Train

In the application of Rule 103, Rules of the Operating Department, and Instruction 18-K of Air Brake and Train Handling Instructions — MN 99, before back-up move is to be made, back-up hose must be attached, air turned in and tested, applying the train brake in emergency by moving the back-up valve quickly to fully open position. The back-up valve may then be closed and after the brakes have been released, the conductor will signal the engineer to start the back up movement by hand signal, communicating signal or radio. The Air Brake will be controlled by the Engineer.

Conductor must be stationed on the leading end with back-up valve. If the engineer fails to control the speed of the train, movement must be stopped by moving back-up valve quickly to fully open position.

PUBLIC CROSSINGS AT GRADE

1103a-A Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Column Table for Public Crossings at Grade

X—Indicates Method of Operation

COLUMN 1—Trains or engines must stop before passing over high-way crossing and a member of crew must protect the crossing in advance of each movement.

COLUMN 2—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 5—Trains or engines must stop within limit marked by yellow stripe on side of rail (Approximately 70 feet of each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

COLUMN 6—Highway crossing protection must be operated manually to protect train movement.

Hudson Line	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Peekskill	Hudson Ave.	1,2				X			

Harlem Line

North White Plains	Virginia Road	1,2				X			
Valhalla	Cleveland Ave.	1,2				X			
MP 26.0 to MP 28.0	Lakeview Ave.	1,2				X			
	Commerce St.	1,2				X			
	Stevens Ave.	1,2				X			
Chappaqua	Roaring Brook Rd.	1,2				X			
Bedford Hills	Green Lane	1,2				X			
Katonah	Jay St.	1,2				X			
Purdy's	Deans Bridge Rd.	1,2				X			
Patterson	Main St.	Main							2 & 6
Pawling	Main St.	Main			X	X			1 & 6
Wingdale	Wheeler St.	Main			X				5 & 6
Dover Plains	Main St.	Main							5 & 6

New Canaan Br.

Springdale	Camp Ave.	Main				X			
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PUBLIC CROSSINGS AT GRADE (CONT'D.)

Waterbury Bridge	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Devon	C.L. & P. Co. (Private)	Main							4
	Plains Road	Main				X			
Ansonia	Division St.	Siding					X		

Danbury Br.	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
So. Norwalk	Flynn's	Yard						X	
	Jenning's	Yard			X				
MP 1.0 to MP 1.7	Commerce St.	Main			X				
	Cross St.	Main				X			
	New Canaan Ave.	Main			X				
Bethel	Greenwood Ave.	Main				X			3

NOTE 1: Signs are provided on main tracks to indicate "End of Circuit." Trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), they must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

NOTE 2: Switching movements over crossing must be protected by a member of the crew.

NOTE 3: Bethel—Bethel Lower Siding—Northward movements stopped with head end between siding switches at Bethel Lower Siding will cause operation of highway crossing signals at Greenwood Avenue crossing No. 23.37, located 0.06 mile north of Bethel, to stop automatically; after such a stop, northward movements must consume not less than 30 seconds from north switch, Bethel Lower Siding to Greenwood Avenue crossing.

NOTE 4: Devon—In storing or setting off cars, the private crossing to the Gulf Refining Company plant must be left open and cars not be placed within one car length from either side of the crossing.

Trains standing on main tracks at this point must not block this crossing.

Movements must not be made beyond the first crossing on the so-called "Buss" track or so-called "Transformer" track, C.L. & P. Yard, (Waterbury Branch), without permission of a representative of the United Engineers and Constructors, Inc. or the Conn. Light and Power Company.

Engine whistle signal 14(l) must be sounded for Gulf Oil Co. private crossing 0.55 mile north (Waterbury Branch).

Column 5 applies at end of circuit approximately 20 feet south of switch to Collins Sand and Gravel Co. located 1.33 miles north of Devon (Waterbury Branch). Switching movements can occupy track north of marker after switch to Collins Sand and Gravel Co. has been reversed and not affect gates.

Flashing light type signals at crossing No. 108, Caswell Street (Platt's Crossing) (Waterbury Branch), located 1.08 miles north. Through southward movements on No. 5 track will actuate these signals. Such movements must use not less than twenty-five seconds from derail at east end of No. 5 track to crossing. All other movements on No. 5 track in both directions must stop and protect this crossing by manual operation of flashing signals.

NOTE 5: Trains or Engines meeting, passing or using siding will approach crossing prepared to stop.

NOTE 6: Patterson and Div. Post. N.E.R.—Trains and engines must approach crossings prepared to stop, unless it is known that automatic protection has been operating continuously for a minimum of 30 seconds prior to occupying the crossing. If automatic protection fails to operate or operates intermittently, a member of crew must protect the crossing in advance of move.

1103a-B Where there are public crossings involved, the following rule must be complied with in the State of Connecticut.

1. Where adequate run around facilities are available at the point of where reverse train movement is to be made, and use of such facilities is practicable, train backing movements are prohibited.

2. When train backing movements are necessary due to lack of adequate run around facilities at the point from which backing movements are to be made, such backing movements must stop before entering all public crossings that are protected by signs only and a member of the train crew shall flag the train over the crossing. If adequate run around facilities are available for use at any point during train backing movements, and use of such facilities is practicable, such run around facilities must be used to eliminate the need for further backing movements.

These provisions will not apply to switching backing movements except that such backing movements over public crossings that are protected by signs only must be protected by a member of the crew.

1103c-A In the State of Connecticut, in the application of Rule 103C when a train or switching movement passes entirely over a highway crossing provided with automatic protection, it must not move in the opposite direction over the crossing until the automatic protection has been operating for 30 seconds.

Hand-Operated Switches Equipped With Electric Locks
1104-A The following switches are equipped with Electric Lock; permission to unlock must be obtained from employee listed before switch padlock is removed from keeper.

NEW HAVEN LINE

Location	Switch	Controlled by
Vern Interlocking	Woodlawn Lumber Co.	Woodlawn-Operator
Bridgeport	No. 3 Track to North Bridgeport Siding	Peck-Operator
584 Feet East of MP 53.0	No. 5 to No. 3 Track	Burr Road-Operator
2200 Feet East of MP 53.0	No. 4 to No. 6 Track	Burr Road-Operator

HUDSON LINE

1652 ft. North of MP 40.0	No. 4 Track to Westchester Resco	Disp.-N.Y.
South end of Chevrolet Yard	No. 4 Track to No. 6 Track	OW-Operator *
North end of Chevrolet Yard	No. 4 Track to No. 6 Track Southward and Northward	OW-Operator
Tarrytown MP 26.3	No. 4 Track to No. 6 Track Southward and Northward	OW-Operator
BN	No. 1 Track to Putnam yard Track	MO-Operator

HARLEM LINE

CP Dyke	Maybrook Br. to Harlem Line	Disp.-N.Y.
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*When OW is closed, permission to unlock must be obtained from Operator at HM before switch padlock is removed from keeper.

1105-A Spring switches

Location	Normal Position	Routes for Which Sprung
Croton-Harmon	Ladder E	Southward Movement No. 28A Track to Ladder E.
Croton-Harmon	Ladder E	Southward Movement No. 28 Track to Ladder E.
Croton-Harmon	Ladder E	Southward Movement No. 26 Track to Ladder E.
Croton-Harmon	Ladder E	Southward Movement No. 24 Track to Ladder E.
Croton-Harmon	Ladder E	Southward Movement No. 22 Track to Ladder E.
Croton-Harmon	Track 28A and Ladder B.	Northward Movement Wash track to Ladder B.
Croton-Harmon	Track 38	Southward movement Ladder C to Track 38.
Croton-Harmon	Track 84 to North Wye Southward	Track 84 Northward.
Croton-Harmon	South Wye	North Wye Northward.
Croton-Harmon	Track 80	South Wye to Track 80
Putnam Jct.	Carmel Yard Track to North leg of Wye.	Northward from Wye to Carmel Yard Track.

Receiving or Discharging Traffic (Grand Central Terminal)

1107-A Between 7:15 P.M. and 7:00 A.M. Monday thru Friday and all day Saturday, Sunday and Holidays all trains arrive and leave from the Upper Level.

When trains arrive on No. 38 to No. 42 tracks incl. (G.C.T.), Conductor must see that hand brakes are applied on all cars to secure them on grade. If any hand brake is found to be defective, it must be reported immediately to the proper authority.

Engineer when securing engines on No. 38 to 42 tracks incl. (G.C.T.) will apply hand brakes and test their effectiveness by applying power to engine. If hand brake does not function as intended, engine must not be left unattended and proper authority must be notified.

Engines and cars placed on Tracks 82, 83, 84, 90 to 95 inclusive must have hand brake and chocks applied to all engines and cars.

Trains arriving on Upper Level Tracks No. 38 to 42, inclusive must when signal indications permit, stop to clear track circuits at North end of tracks.

Track capacities with rear end of train clearing circuits:

Track	High Platform Cars	High and Low Platform Cars
38	13	14
39	12	13
40	12	14
41	11	14
42	11	14

Clearance indicators are in service on Upper Level Tracks Nos. 38 to 42, inclusive.

Two indicators are located on each track and are lighted when train enters and extinguished when train clears track circuit at North end of track. Each indicator will display, in white, track number over the letter "C".

Location of indicators as follows:

Track No.	First Indicator	Second Indicator
38	At Signal 1 EB	On wall at Signal 2E
39	At Signal 1 EA	On wall at Signal 2E
40	On wall 154 ft. North of Signal 3E	At Signal 3E
41	On column 102 ft. North of Signal 5EB	At Signal 5E
42	On wall 107 ft. North of Signal 5EA	At Signal 5EA

These indicators do not supersede signal indications.

PASSENGER TRAIN OPERATION

1154-A Whenever a Passenger train parting occurs, the Conductor or Engineer must notify the General Superintendent-Transportation immediately and the following information furnished:

1. Location of train when parting occurred.
2. Position in train and identification of equipment involved.
3. Position of knuckles where parting occurred.
4. Distance of gap between parted sections.
5. Apparent reason for parting, if any.

When there is no apparent reason for the parting, equipment involved must be set off at first convenient location for inspection and determining cause, in order to prevent possible further partings.

1154-B NEW CANAAN—Passenger trains of 10 cars entering station on station track must pull up to bumping block in order to clear crossing circuit for Grove St.

1154-C Multiple Unit Equipment, including M-1, M-2 & M-3 Cars.

When preparing train for service, engineer must close master control switch on operating end of forward car and main switch on each car.

Motor generator switch marked "M.G. Switch" must be left closed.

When making a reverse movement with MU equipment with engineer operating from end opposite direction of movement, Conductor or designated crew member will be located on leading car in direction of movement, to observe conditions, protect move and pass signals either verbally, visually, or by communicating signal/buzzer to engineer.

When preparing a train for service, engineer must pass through train from front to rear, close all compressor switches and close all cut-out cocks under brake valves except under brake valve at rear end of train, which must be open. Place brake valve handle in running position on brake valve on rear end of train. When brake system is charged to 90 pounds pressure, brakes must be applied with a service brake pipe reduction from brake valve on rear end and left applied. Close cut-out cock under brake valve, remove handle from brake valve, return to front end of train.

During initial terminal test of "MU" equipment train, if the Electro-Pneumatic brake equipment does not function as intended, this feature is to be cut out and train operated with the automatic air brake.

Engineer must know by test that emergency air brake attachment is operative on master controller to be used and headlights working properly.

If emergency button of master controller on MU car is inoperative and car cannot be cut out an employee must be assigned to ride with engineer.

When switching MU equipment, except in G.C.T., before moving forward or back, whistle must be sounded in accordance with **Rule 14 (g)** or **14 (h)**.

All doors on head and rear end must be kept closed while train is running and curtain kept down on aisle door on head end.

Member of train crew must see that panel doors on car are properly latched.

When making running test of brakes, controller handle must be moved to off position and then to series and held in this position until running test is complete.

When making switching movement, before cars are moved and after brake system is fully recharged engineer must make a 15 pound brake pipe reduction and use power forward to determine that brakes are applied and that cars do not move.

Communicating whistle or buzzer must be in service when MU cars are being switched.

When M-1, M-2 or M-3 trains must be operated from other than the head car, a qualified Conductor will take position in Engineer's cab of leading car.

If Conductor can control emergency brakes, communicating signal and whistle (horn), as confirmed by test performed by member of crew, train may proceed at speed not to exceed 30 MPH, on signal indication.

If Conductor is unable to control all of the features specified in preceding paragraph, leading car(s) must be cleared of passengers and train may proceed on hand signals, not exceeding restricted speed, to first point where car(s) may be set off.

On MU trains other than M-1, M-2 or M-3 equipment, Engineer will take position in cab of leading car and operated brake controls. Both Conductor and Engineer will then confer to insure full control of train and proceed not to exceed 30 MPH.

MU cars equipped with electro-pneumatic brakes must use pneumatic brake when stopping on grades for a reverse movement.

When leaving cars, engineers must apply brakes, remove controller key, close doors and windows in operating cab and remove brake handle.

If inspectors release brakes they must see that brakes are applied before they leave the cars.

During daylight hours Conductor or Member of Crew will extinguish one-half of all car body lights, except vestibule lights on multiple unit equipment when leaving Park Avenue Tunnel. All car body lights will be turned on when entering Park Avenue Tunnel.

1154-D Electric Engines

The cut-out cock in air pipe leading to overhead shoe on electric engines must be closed when not in use.

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rain storms in winter, and open at other times.

When taking engine for service, engineer must know that switches on engine, jumpers, third rail shoes, and overhead contact shoes are in proper position, and compressors, blowers and headlights working properly. They must also know that AC pantographs are working as intended.

1154-E Electric Engines and MU Equipment

When third rail shoes are broken off, shoe fuses and broken shoes must be removed.

When overhead shoes of AC pantographs are broken off, train or engine must come to a stop immediately

and broken parts must be removed from track and train.

1154-F Train Starting—G.C.T.

Northward engines or MU cars must not start to move from stub end tracks without permission from Tower director, except when interlocking signal for their movement is observed giving proceed indication, or when following a preceding movement in view on same track.

1154-G Operation of Engines and RDC Cars

When making a reverse movement with Diesel engines, Electric engines, SPV or RDC cars with engineer operating from end opposite direction of movement, a designated crew member must be located on leading end of engine or car in direction of movement, to observe conditions, protect move and pass signals either verbally, visually or by communicating signal to engineer.

1154-H Heating, Lighting and Ventilation of cars

Steam Train lines will be shut off when engine is to be removed or cars cut off as follows:

Location	Direction	Engineer Shut Off-Steam At
G.C.T.	Southward	M0 or Melrose
Croton-Harmon	Northward	Scarborough
Croton-Harmon	Southward	Crugers
North White Plains	Northward	Signal 2291
North White Plains	Southward	Signal 2492
Brewster	Northward	MP 51.0
Poughkeepsie	Northward	CP 72
New Haven	Eastward	MP 71.0
Stamford	Eastward	MP 32.0
Danbury	Northward	MP 21.0

On arrival at Terminal, Conductor or crew member he designates, will close windows and doors on all cars after passengers have detrained and will shut off air conditioning and/or heating and light switches on all cars unless otherwise instructed.

Train Crew reporting for duty must turn on cooling or heater switches as soon as possible not to exceed 30 minutes before leaving time. This includes deadhead cars enroute for use out of Grand Central Terminal or other terminals. Light switches must not be turned on more than 30 minutes before leaving time. When temperature exceeds 80 degrees, train crew on M-1, M-2 and M-3 trains will open one door leaf per revenue car when passengers are entraining at initial stations.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end.

Before opening steam valve to cars or train, engine crew must receive notification from employee making steam connection that all persons are clear and that it is safe to do so.

Cars equipped with steam train line when moving on main tracks, must have steam connectors securely connected to adjacent cars, except steam connector on rear of rear car may be secured by use of chain support to assure proper clearance above rail.

1154-I Toilet Room Doors

Toilet room doors on all cars not equipped with retention toilets must be locked between the following stations to comply with regulations.

G.C.T. and Mott Haven Jct., N.Y.

Chappaqua and Patterson, N.Y.

Branchville and Bethel, Conn.

1154-J Station Stop Markers

Where station stop markers are located, engineer must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

1154-K In the application of Rule 905, Passenger Conductors and Engineers on short turnaround and through passenger trains will report detentions of 5 minutes or more to the Train Dispatchers office on extension 2052, 2049 or 2043. This report is to be made at completion of trip.

1154-L Form MP 217-A or HH-217-B cards for reporting passenger car defects is located in a receptacle on the inside of electric locker or electric switch cabinet on all cars. Conductor must enter on MP 217-A or HH-217-B, description of all defects found, together with other information called for under the heading "Train Crew Entry." Engineers on MU trains must enter on MP 217-A or HH-217-B card, description of all defects found in lead or motor unit train and/or defects that effect entire train. Amtrak form 1000A defect report is located in the electric locker of each Amtrak passenger car and is to be used for reporting defects on Amtrak Trains only.

When defects occur which must be given attention before train reaches final destination, General Supt.-Transportation must be notified of repairs required, by message or otherwise, by first opportunity. M of E Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention. In addition, defects are to be reported to telephone extension 2129 or 2130.

1154-M Grand Central Terminal

Initial Terminal Train Air Brake Test

Initial Terminal Test must be given all trains which are—

1. Made up at Grand Central Terminal.
2. Changed in consist due to switching, etc.

An initial Terminal Test must include inspection for brake application on each car. MU trains to be operated with Electro-Pneumatic brake must have inspection for EP brake application on each car after automatic pneumatic test is completed.

Trains made up in storage yard, may be given Initial Test and inspection before leaving storage yard, and tested as for an Intermediate Terminal Test at Loading platform.

Road Train Air Brake Test

A road train brake test will be given commuter trains at those locations which are designated as turn-around

or crew change points, so long as the train consist is not changed, and, provided that an initial terminal brake test was performed at the initial terminal in accordance with Instruction 11.1 through 11.3 of the Air Brake and Train Handling Instructions, MN-99.

The Test requires inspection for brake application and release on rear car only. MU trains to be operated with Electro-Pneumatic brake must have inspection for EP brake application and release on rear car after automatic pneumatic test is completed.

Cars added to trains receiving Test must receive inspection and brake test as required for cars added to trains, **MN-99 Rule 14A, 14B and 14C.**

1154-N Train Air Brake Terminal Test

Communicating buzzer on M-1, M-2, M-3 and MU equipment will be used when making air brake terminal test, as follows:

1. Four (4) buzzers or verbal instructions to charge train and begin brake test.
2. One (1) buzzer—Engineer will apply brakes.
3. One (1) buzzer—If M-1, M-2 or M-3 equipment, engineer will place controller in coast position and let up on safety control (deadman) immediately. If MU equipment, engineer will release brakes and let up on safety control (deadman).
4. One (1) buzzer—Engineer will recharge brake pipe and release brakes.
5. MU equipment only—One (1) buzzer Engineer will apply electric brake.
6. MU equipment only—One (1) buzzer Engineer will release electric brake.
7. M-1, M-2 and M-3 equipment only—Car inspector will signal engineer with one (1) buzzer to check for green brake release light. After obtaining brake release light engineer will place controller in "MAX" position and signal car inspector with four (4) buzzers that he has obtained brake release light.
8. Four (4) buzzers from car inspector will signify that air brake test has been completed.

1154-0 When M-2 Multiple Unit equipment is hauled "Dead in tow," with pantographs in down position, the Mechanical Grounder located adjacent to pantograph must be manually applied.

1154-P When it becomes necessary to conserve AC power between Woodlawn and New Haven the Chief Train Dispatcher via Radio or through Block Operators will notify all trains with M-2 equipment or E-60 and AEM-7 class engines that the following instructions are in effect, immediately.

Instruction No. 1—(for M-2 Equipment only)

Engineer will operate Controller Power Positions as follows:

P-1 to 10 MPH—P-2 above 10 MPH—P-3 Prohibited—P-4 Prohibited.

Instruction No. 2 (For E60CP and AEM-7 class engines)
Engineer will not exceed No. 4 throttle position while accelerating or motoring when P-2 is in effect.

Engineer on M-1, M-2 or M-3 equipment may operate Controller in the P-4 power position in DC territory, except during the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:30 P.M., Monday to Friday inclusive.

Engineer on M-2 equipment may operate Controller in the P-4 power position in AC territory between Woodlawn and New Haven, except during the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:30 P.M., Monday to Friday inclusive.

1154-Q Operating Compartment Doors—M-1, M-2 & M-3 cars

Engineer must keep operating compartment door closed at all times when train is moving.

All other operating compartment doors in train (M-1, M-2 & M-3 multiple unit equipment) will be closed and locked while train is moving, to prohibit entrance, except when in use by crew member or authorized personnel.

It will be the responsibility of the Engineer and Conductor to see that these instructions are complied with.

1154-R Disruption to Train Operation—Emergency Procedures

In the application of Rule 922, when normal train operation becomes disrupted, Conductor or Engineer will immediately communicate via radio or telephone with the nearest Block Station or Train Dispatcher, giving his train number, track number his train is on and exact location of his train.

Conductor, Engineer or Member of Crew will then, upon permission of Train Dispatcher and/or Block Operator move his train, if practicable, to nearest station where passengers may detrain, if necessary, and where substitute transportation could be available.

1154-S Cleaning and Servicing Cars

At initial terminals where M. of E. employees may be servicing interior of cars or coaches, cars or coaches must not be coupled to or moved until:

1. Yardmaster or Stationmaster has notified M. of E. supervisor in charge of employees servicing cars, that coupling is to be made or cars moved.
2. Employees servicing cars have been notified by M. of E. supervisor that cars are to be coupled to or moved.
3. M. of E. supervisor notifies Yardmaster or Stationmaster that servicing employees have been advised that cars are to be coupled or moved.

1154-T

In the application of Rule 918, passenger cars with folding steps which operate in conjunction with vestibule trap doors are prohibited from operating with traps open and steps in the down position in Third Rail territory while in motion.

1154-U Multiple Unit Equipment

M-2 Multiple Unit equipment must not leave Terminals if the Power K.O. Bypass switch is in the bypass position.

When a train is enroute between Terminals and the engineer cannot obtain a brake release light he will be governed as follows:

1. Make check to ascertain that green Brake Release light shows on all cars in train or that brakes are actually released.
2. If after making above check the Brake Release light still cannot be obtained, engineer will contact Train Dispatcher for instructions.

1154-V • AMTRAK TRAINS

Turbo-Trains

The main turbine is not to be started or operated in G.C.T. or Park Avenue Tunnel. The A.P.U. is to be shut down in G.C.T. when standby lines are attached. The A.P.U. may be started two (2) minutes prior to departure of Turbo Train after receiving route from Interlocking A.

Engineer on southward Turbo Train will make a DC Power Test when entering Third Rail territory at MP 34.8, and again at 138th Street, to determine if Traction Motors are operating. If both traction motors are not operating, immediately contact Conductor and Train Dispatcher or Operator, advising that both Tractor Motors are not operating. When this occurs, train will be terminated at either Croton-Harmon or 125th Street.

Amfleet Train Operations—Head End Power

When it becomes necessary to restart or place on the line, the 480 volt head end supply to an Amfleet train, it is necessary to reduce the load requirement on the train prior to activating the 480 volt train line circuit. To do this, member of crew is instructed to place the 3 position layover switch on each car in the off position. This toggle switch is located in the electrical locker on the car. After the head end power supply has been train-lined, place the 3 position switch in the normal position.

Whenever Amfleet cars are off head end power supply, toilet flushing is inoperative and toilet doors must be locked.

Amtrak Train Operation

When Amtrak trains change motive power at New Haven; 1: Hand brake must be applied on head car next to engine before engine is cut off;—2: Hand brake on head car will not be released until replacement engine has been coupled to train.

Baggage Cars

Amtrak 1200 series baggage cars have a heater with fan assembly mounted directly over the door at each end of car. Baggage or other material must not be loaded above 72 inches in each end of car or above 81 inches in center of car. The 1200 series cars that are being returned for retrofit will have a red line painted on inside of car and will be stencilled "Warning—do not load above red lines."

Braking Instructions for Amtrak Passenger Trains.

1. Braking With Power Applied to Locomotive is Prohibited as follows:
 - (a) Trains consisting entirely of Amfleet equipment (Car Series 20000-21000)
 - (b) Metroliner equipment when hauled by locomotive.
2. Further Instructions to Paragraph 1a-1b.
 - (a) When necessary to reduce speed, controller (or throttle) must be shut off prior to initial brake pipe reduction.
 - (b) Locomotive brake cylinder pressure must be permitted to develop but not to exceed 60 P.S.I.

Amfleet Cars—Air Bellows Suspension

Instructions when the air bellows become over-inflated or underinflated (deflated) are as follows:

1. When under-inflated no action is necessary except to report occurrence on prescribed form.
2. When over-inflated the speed of train must be reduced (see Special Instruction 1157-C18) and the air bellows deflated as soon as possible.

Instructions to deflate the air bellows are:

- (a) Locate "Air Spring Cut Out" badge plate on the side sill (each end of car).
- (b) Close both "Air Spring Supply Cocks" on end affected. The cocks are located near the badge plate, have yellow handles and are tagged.
- (c) Close the "Deflate Air Spring Valve". It is located near the air spring supply cocks and has a red handle.
- (d) After the air bellows are deflated, normal speed may be resumed.

If the car is not equipped with a "Deflate Air Spring Valve," follow instructions (a) and (b) and operate per Special Instruction 1157-C18 to next terminal. The Train Dispatcher must be notified as soon as possible.

Station Alerter (Amtrak Trains)

All Turbo equipment as well as conventional diesel equipment have a modified Amtrak radio control head which is to be used to activate the station alerter to announce the trains approach.

To activate, engine crew member will check to determine that the dispatch tone selector is in position "3". Listen to the radio and if no other transmissions, depress the dispatcher push button to activate the signal.

This system is to be activated on northward trains at MP 69 and southward trains at MP 79 to indicate the approach to the Poughkeepsie Station Agent and activated on northward trains at Scarborough and southward trains at Montrose to indicate the approach to the Croton-Harmon Station Agent.

FREIGHT TRAIN OPERATION

1155—A Between CP40 and MO, trains or engines must not be permitted to follow a roadrailer train into block between open stations in ABS territory or between controlled signals in TCS territory.

At all interlockings, (manned and remote) and in TCS territory switches in the route of roadrailers will not be operated until it has been ascertained that movement over or through such switches has been completed and signal at interlockings must be blocked in stop position while roadrailer is occupying any track within interlocking.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A Cars equipped with steam connectors must not be moved in freight trains unless the steam connectors are removed.

1156-B Diesel Equipment

1. Road Freight and Road Switch Type Units.

When hauling train, maximum of twelve (12) Road Freight and Road Switch type units may be coupled together in multiple, including units dead or idling.

The number of traction motors operating is not to exceed twenty-four (24).

When running light or with caboose only, the total number of units may not exceed fifteen (15).

2. Yard Switch Type Units.

Only one Yard Switch type unit, dead or idling, may be handled next to locomotive consist on head end of train. Additional switch type units must be placed in train in accordance with **Rule 995**.

3. Backing Trains with Road Switch and/or Yard Switch Type Units.

Hauling Or in Tow.

To minimize the possibility of jack-knifing units when necessary to back or push a train consisting of more than fifty (50) cars, and there are any Road Switch units in the locomotive consist, the engineer will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops.

3 Units working 800 Amps

4 Units working 600 Amps

5 Units working 500 Amps

6 Units working 400 Amps

On E8a, EP-20 and EP-22 Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

1156-C Air Brakes

Diesel road engines with 24-RL, brake equipment must have Rotair Valve positioned as follows:

Rotair operating "A" unit set in "Pass" position.

Rotair valve trailing "A" units set in "Pass Lap" position.

All reducing valves for independent brake will be adjusted relation to the type of brake equipment as follows:

No. 24 and No. 26 brake equipment . . . 45 Lbs.

All brake equipment except

No. 24 & No. 26 35 Lbs.

It is to be noted that these pressures do not necessarily represent brake cylinder pressure since engines with differential relay valves will transform the independent brake valve pressure to a proportionate higher or lower brake cylinder pressure, dependent upon the type of relay valve.

NOTE: When an engine equipped with No. 6 schedule brake is used to lead a consist having No. 24 or No. 26 brake equipment the brake cylinder pressure will be adjusted to 45 lbs.

Trail Van trains must have brake pipe feed valve adjusted to 90 pounds.

When operating Trail Van Trains at speeds in excess of 59 MPH and it is necessary to reduce speed in compliance with approach signal indication—**Rule 285**, an initial brake pipe reduction of not less than 26 pounds must be made, and throttle must be gradually reduced to idle within 25 seconds. For this type operation, the locomotive brake may be permitted to apply limiting locomotive brake cylinder pressure as necessary to prevent wheel sliding.

1156-D Rail Diesel Cars

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning, except south of 125th St.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed except south of 125th street. If diesel engines are not running, or steam supply is not available, shut down two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch must be closed, to provide Rolokron (wheel slide) protection. All lights and air conditioning must be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineer and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned as posted in RDC cars.

1156-E Fatalities

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employee on duty.

When a fatal accident occurs on right-of-way, within the City of New York, the body must be left on right-of-way near point where injuries were received and in charge of an employee until police officer arrives.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard the train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body, but if it is apparent that the Coroner's permission cannot be secured without undue delay of trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. In all cases an employee must be left with the body until arrival of the Coroner.

1156-F New Rochelle

Eastward trains and engines routed to No. 6 track in New Rochelle Yard must stop with rear end of train within 30 feet east of track circuit which is indicated by sign displaying 6 over the letter C installed at MP 17.0

SPEED TABLES

1157-A Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	28	125	1	00	60
0	30	120	1	05	55
0	31	115	1	12	50
0	33	110	1	20	45
0	34	105	1	30	40
0	36	100	1	43	35
0	38	95	2	00	30
0	40	90	2	24	25
0	42	85	3	00	20
0	45	80	4	00	15
0	48	75	6	00	10
0	51	70	12	00	5
0	55	65			

SPEED TABLE

1157-B

Distance In Miles	Miles Per Hour													
	20	25	30	35	40	45	50	55	60	65	70	75	80	90
0.25	0-45	0-36	0-30	0-26	0-23	0-20	0-18	0-16	0-15	0-14	0-13	0-12	0-11	0-10
0.50	1-30	1-12	1-00	0-52	0-45	0-40	0-36	0-33	0-30	0-28	0-26	0-24	0-23	0-20
0.75	2-15	1-48	1-30	1-17	1-08	1-00	0-54	0-49	0-45	0-41	0-38	0-36	0-34	0-30
1.00	3-00	2-24	2-00	1-43	1-30	1-20	1-12	1-05	1-00	0-55	0-51	0-48	0-45	0-40
1.25	3-45	3-00	2-30	2-09	1-53	1-40	1-30	1-21	1-15	1-09	1-04	1-00	0-56	0-50
1.50	4-30	3-36	3-00	2-35	2-15	2-00	1-48	1-38	1-30	1-23	1-17	1-12	1-08	1-00
1.75	5-15	4-12	3-30	3-00	2-38	2-20	2-06	1-54	1-45	1-37	1-30	1-24	1-19	1-10
2.00	6-00	4-48	4-00	3-26	3-00	2-40	2-24	2-11	2-00	1-51	1-43	1-36	1-30	1-20
2.25	6-45	5-24	4-30	3-52	3-23	3-00	2-42	2-27	2-15	2-05	1-56	1-48	1-41	1-30
2.50	7-30	6-00	5-00	4-18	3-45	3-20	3-00	2-44	2-30	2-19	2-09	2-00	1-53	1-40
2.75	8-15	6-36	5-30	4-43	4-08	3-40	3-18	3-00	2-45	2-32	2-21	2-12	2-04	1-50
3.00	9-00	7-12	6-00	5-09	4-30	4-00	3-36	3-16	3-00	2-46	2-34	2-24	2-15	2-00
3.25	9-45	7-48	6-30	5-35	4-53	4-20	3-54	3-32	3-15	3-00	2-47	2-36	2-26	2-10
3.50	10-30	8-24	7-00	6-00	5-15	4-40	4-12	3-49	3-30	3-14	3-00	2-48	2-38	2-20
3.75	11-15	9-00	7-30	6-26	5-38	5-00	4-30	4-05	3-45	3-28	3-13	3-00	2-49	2-30
4.00	12-00	9-36	8-00	6-51	6-00	5-20	4-48	4-22	4-00	3-42	3-26	3-12	3-00	2-40

SPEED TABLE

1157-B (Cont'd)

Distance In Miles	Miles Per Hour													
	20	25	30	35	40	45	50	55	60	65	70	75	80	90
8.25	24-45	19-48	16-30	14-09	12-23	11-00	9-54	9-00	8-15	7-37	7-04	6-36	6-11	5-30
8.50	25-30	20-24	17-00	14-35	12-45	11-20	10-12	9-17	8-30	7-51	7-17	6-48	6-23	5-40
8.75	26-15	21-00	17-30	15-00	13-08	11-40	10-30	9-33	8-45	8-04	7-30	7-00	6-34	5-50
9.00	27-00	21-36	18-00	15-26	13-30	12-00	10-48	9-49	9-00	8-18	7-43	7-12	6-45	6-00
9.25	27-45	22-12	18-30	15-52	13-53	12-20	11-06	10-05	9-15	8-32	7-56	7-24	6-56	6-10
9.50	28-30	22-48	19-00	16-18	14-15	12-40	11-24	10-22	9-30	8-46	8-09	7-36	7-08	6-20
9.75	29-15	23-24	19-30	16-43	14-38	13-00	11-42	10-38	9-45	9-00	8-21	7-48	7-19	6-30
10.00	30-00	24-00	20-00	17-09	15-00	13-20	12-00	10-55	10-00	9-14	8-34	8-00	7-30	6-40

Distance In Miles	Miles Per Hour													
	20	25	30	35	40	45	50	55	60	65	70	75	80	90
10.25	30-45	24-36	20-30	17-00	14-30	12-45	11-20	10-12	9-17	8-30	7-51	7-17	6-48	6-00
10.50	31-30	25-24	20-30	17-00	14-30	12-45	11-20	10-12	9-17	8-30	7-51	7-17	6-48	6-00
10.75	32-15	26-00	21-00	17-30	15-00	13-08	11-40	10-30	9-33	8-45	8-04	7-30	7-00	6-10
11.00	33-00	26-36	21-30	18-00	15-26	13-30	12-00	10-48	9-49	9-00	8-18	7-43	7-12	6-20
11.25	33-45	27-12	21-30	18-00	15-26	13-30	12-00	10-48	9-49	9-00	8-18	7-43	7-12	6-20
11.50	34-30	27-48	22-00	18-30	16-00	14-15	12-40	11-24	10-22	9-30	8-46	8-09	7-36	6-30
11.75	35-15	28-24	22-30	19-00	16-18	14-15	12-40	11-24	10-22	9-30	8-46	8-09	7-36	6-30
12.00	36-00	29-00	23-00	19-30	16-43	14-38	13-00	11-42	10-38	9-45	9-00	8-21	7-48	6-40

SPECIAL MAXIMUM SPEEDS

1157-C Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

HUDSON LINE

Roadrailer Train, Maximum speed of passenger trains not to exceed 60 MPH
 Restricted to 40 MPH at locations listed below:

TRACK BETWEEN

- 4 MP 40.8 and MP 23.0
- 2 MP 26.4 and MP 24.5, MP 22.9 and MP 15.3
- 3 MP 11.3 and MP 16.4, MP 26.5 and MP 34.5

OTHER TRAINS AND EQUIPMENT MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED

	Miles Per Hour
1157-C1 Circus Trains	30
(Speeds greater than 30 MPH may be authorized by the Vice-President-Operations.)	
1157-C2 Machinery of rotary or swinging type, such as cranes, derricks, steam shovels, except wreck cranes	25
1157-C3 Freight Trains with 30 or more cars of mineral freight	40
JENNIE Type Cars:	
In mineral trains when loaded	30
In other than mineral trains when loaded	40
In any train when empty	40
NOTE: When handling such trains, conductor must know that the engineer has been so advised.	
1157-C4 Snow Plows in service	20
Snow Flangers in service	20
Passing station platforms, trains on adjacent tracks and over all grade crossings	5
Snow plows and flangers forward, not in service	30
Snow plows and Jordan Spreader, backwards	5
Trains with scale test cars or Jordan Spreader	25
Trains handling cabooses with letter "R" following the number	25
1157-C5 Passenger Train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C6 Pushing Cars—Passenger Trains	30
Freight Trains	20

	Miles Per Hour
1157-C8 Diesel engines when operated from other than leading end for direction of movement	30
—by night over grade crossing	15
NOTE: Road Switch type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.	
<hr/>	
1157-C9 Trains handling open top equipment loaded with pulpwood.	
—on straight track	25
—on curves	15
<hr/>	
1157-C10 Unit coal and ore trains consisting of 100 ton cars, unless otherwise restricted	40
<hr/>	
1157-C11 Trains handling cars loaded with welded rail	40
<hr/>	
1157-C12 D & H welded Rail trains, loaded or empty	35
<hr/>	
1157-C13 Trains handling Speno Ballast Cleaning Equipment, cars SR BCX 1 to 8 inclusive, 11 to 18 inclusive	30
<hr/>	
1157-C14 Operating backward by night over public crossings	15
NOTE: An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.	
<hr/>	
1157-C15 EP 17 and EP 18 (FL-9) engines between: MO and HM and MO and NW	70
<hr/>	
1157-C16 Trail Van Trains when handling cars (Except Cabooses) equipped with friction bearings	40
<hr/>	
1157-C17 All trains and engines when operating on locomotive servicing area tracks	5
<hr/>	
1157-C18 Amfleet Cars or SPV 2000 RDC Cars coupled or operating in multiple with overinflated bellows	
Diverting movements over crossovers and turnouts	15
All other movements	30
<hr/>	
1157-C19 All trains and engines when operating on the following shop repair tracks:	
NEW HAVEN—Tracks 1 and 2 east and west. Track 3 east and west and Track 16 Water Street	5
CROTON-HARMON—Tracks 32 through 66 north and south, inclusive	5
STAMFORD—Tracks 2 through 11, inc. Cherry St. Yard	5
NORTH WHITE PLAINS—YARD A-East Shed Track, Middle Shed Track, West Shed Track, Track 34, 34A and 34B	5

Miles
Per Hour

1157-C20 HARLEM LINE— E8a, B23-7, EP17, EP18 (FL-9) and M-2 equipment on No. 2 and No. 3 Track under the 233rd Street Bridge at Woodlawn	30
1157-C21 GP9 (750) on No. 1 and No. 2 track between Nick and U	25
GP9 (750) on all tracks between U and Grand Central Terminal	6
1157-C22 E8a (4248-4326) on No. 4 track between MP 2.5 and MP 2.4 (Former 86th Street Platform)	25
1157-C23 M-2 equipment on No. 4 track between MP 1.5 and MP 2.2 (72nd-82nd St.)	15
1157-C24 All Amtrak trains operating on No. 3 track between Peck and Bridgeport Station	10
All diesel engines operating on No. 3 track between Peck and Bridgeport Station	10
1157-C25 All diesel units and freight cars operating on No. 4 track between MP 9.9 and MP 9.7, Hudson Line	10

| MP |
|----|----|----|----|----|----|----|----|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 |
| 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
| 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 |
| 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 |
| 97 | 98 | 99 | 00 | 01 | 02 | 03 | 04 |

| MP |
|----|----|----|----|----|----|----|----|
| 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 |
| 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 |
| 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 |
| 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 |
| 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 |
| 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 |
| 93 | 94 | 95 | 96 | 97 | 98 | 99 | 00 |
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 |
| 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
| 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 |
| 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 |
| 97 | 98 | 99 | 00 | 01 | 02 | 03 | 04 |

ENGINES

1157-G MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED

NOTE: Foreign line units will operate at speed of corresponding class while on Metro-North.

METRO-NORTH

Unit Number	Model	H.P.	Fuel Capacity Gallons	MPH			Note
				Single Light*	Multiple Light*	With Train	
401-403	E10B	1000	—	30	30	30	
543	GP8	1500	1600	30	60	65	
605	RS3M	1200	1400	30	45	45	
750	GP9	1800	1100	30	60	65	
801-807	B23-7	2200	2500	45	60	71	
2001-2033	FL-9	1800	1200	50	60	89	

*Where speed of freight trains is slower than speeds above, freight train speed may be exceeded.

AMTRAK

Unit Number	Model	H.P.	Fuel Capacity Gallons	MPH			Note
				Single Light	Multiple Light	With Train	
100-144	RS3	1600	800	30	50	50	
200-390	F40PH	3000	1800	50	60	100	
485-491	FL9	1800	1200	50	60	89	
495-499	E8a	2250	1200	50	60	100	
730-745	SW1	600	600	30	45	50	
764-775	GP9	1700/1800	800/11000	30	60	65	
776-783	GP7	1500/1600	800/1700	30	60	65	
900-946	AEM-7	7000	—	60	60	125	
950-975	E60-CP	6000	—	50	35	80	

CONRAIL

Unit Number	Model	H.P.	Fuel Capacity Gallons	MPH			Note
				Single Light	Multiple Light	With Train	
1000-1023	MT4	—	—	—	60	65	1
1100-1128	MT6	—	—	—	60	65	1
1600-1699	GP15-1	1500	2400	30	60	65	
1900-2023	B23-7	2200	2500	30	60	70	
2100-2112	GP20	2000	2300	30	60	65	
2169-2249	GP30	2200	1700/2600	30	60	65	
2250-2394	GP35	2200/2500	2600	30	60	65	
2700-2798	U23B	2300	3200	30	60	70	
2800-2816	B23-7	2300	3200	30	60	70	
2830-2849	U30B	3000	3200	30	60	70	
2956-2970	U33B	3300	3200	30	60	70	
2971-2974	U36B	3600	3200	30	60	70	
3000-3274	GP40	3000	3600	30	60	70	
3275-3403	GP40-2	3000	2600/3600	30	60	70	
3620-3692	GP35	2200/2500	2600	30	60	65	
4020-4021	E8a	2200	1200	50	60	80	
4022	E8a	2200	1200	50	60	90	
5000-5059	B36-7	3600	3250	30	60	70	
5400-5462	GP8	1500	1600	30	60	65	
5612-5999	GP7	1500/1600	800/1700	30	60	65	
6068-6166	SD45	3600	4000	30	60	65	
6240-6357	SD40	3000	4000	30	60	65	
6358-6524	SD40-2	3000	4000	30	60	65	
6550-6599	C30-7A	3000	4000	30	60	70	
6600-6609	C30-7	3000	4000	30	60	70	

Unit Number	Model	H.P.	Fuel Capacity Gallons	MPH			Note
				Single Light	Multiple Light	With Train	
6610-6619	C32-8	3200	4000	30	60	70	
6620-6644	C36-7	3700	4000	30	60	70	
6654-6666	SD45-2	3600	5000	30	40	40	
6685-6699	SDP45	3600	5000	30	60	65	
6700-6804	SD50	3500	4000	30	60	70	
6835-6838	U30C	3000	4000	30	60	70	
6869-6874	U33C	3300	4000	30	60	70	
6884-6896	U36C	3600	4000	30	60	70	
6900-6918	U23C	2200	4000	30	60	70	
6925-6959	SD38	2000	4000	30	60	65	
6998	SD7	1500	2400	30	30	55	
7001-7483	GP9	1700/1800	800/1700	30	60	65	
7496-7498	GP18	1800	1300/1800	30	60	65	
7506	GP9	1700/1800	800/1100	30	60	65	
7513-7597	GP10	1800	1700	30	60	65	
7656-7939	GP38	2000	2600/3200	30	60	65	
7940-8281	GP38-2	2000	2600/3200	30	60	65	
8600-8621	SW8	800	600	20	45	60	
8632-8646	SW900	800	600	30	40	40	
8652-8657	SW900M	600/900	600	30	40	40	
8666-8687	SW8M	800	600	30	45	60	
8690-8698	SW8	800	600	30	45	60	
8701-8721	SW900	800	600	30	40	40	
8838-8919	SW7	1200	600/900	30	40	40	
8922-9000	SW9	1200	600/900	30	40	40	
9009-9025	SW9	1200	600/900	30	40	40	
9037	SW7	1200	600/900	30	40	40	
9043	SW9	1200	600/900	30	40	40	
9045-9049	SW7	1200	600/900	30	40	40	
9059-9060	SW9	1200	600/900	30	40	40	
9062-9092	SW7	1200	600/900	30	40	40	
9095-9140	SW9	1200	600/900	30	40	40	
9151-9192	NW2M	1200	600/900	30	45	60	
9195-9296	NW2	1000	600	30	45	60	
9315-9382	SW1200	900/1200	900	30	45	60	
9400-9424	SW1001	1000	1000	30	45	60	
9500-9620	SW1500	1500	1100	30	45	60	
9621-9630	MP15	1500	1400	30	45	60	
9903-9999	RS3M	1200	1400	30	45	45	

Note 1. Motor Trailer Units (Slug Units)

	MPH
Rail Motor Car or Cars	65
Rail Detector Cars	50

MULTIPLE UNIT CARS

	MPH
M-1 Cars	100
M-2 Cars	100
M-3 Cars	100
MU Cars 1000-1187	75
MU Cars 4400-5113	70
Turbo Equipment	125

Note—When air springs on M-1, M-2 and M-3 cars are deflated or overinflated or stabilizer bar is broken or disconnected the speed of the train must not exceed 30 miles per hour and diverting movements must not exceed 15 miles per hour to the next terminal. If buffers of adjacent M-1, M-2 and M-3 and other equipment override each other, train must be stopped and members of crew will contact train dispatcher immediately for instructions.

SPV and RDC (Budd Cars)

	MPH
SPV and RDC single or multiple unit	80

Note—Single unit approaching and passing all public crossings equipped with automatic protection 30 MPH.

1157-G1 New Haven Line

Engines class SD35, SD45, SD40, SD40-2, U28C and U30C must not exceed 20 MPH over Bridge 25.69 (King St.), .03 mile east of Port Chester and over Bridge 25.94 (No. Main St.), .28 mile east of Port Chester.

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A Engines and Special Loads are restricted at locations shown below.

Engines of classes other than those listed shall not be run over any portion of the system unless authorized by the General Superintendent of Transportation.

X-Indicates Prohibited

		CLASS OF ENGINES													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
		GP 30, GP 35, B36-7, C30-7A, SD-50, C32-8	F40PHR	SD 35, SD 40, U 25C	U 30C, U 28C, U33C	U 23C	SD 38	GP 38, GP 38-2, GP 40	E 33	RS 3, U 25C	C 425, FL-9	SW 1200, SW 1001	S 2, SW 7, NW 2	GP 9, RS 3	SD 45, SDP 45, SD 45-2
Third Rail Territory		X		X	X	X	X	X							X
Hudson Line Poughkeepsie—Yard Tracks 4 & 6							X								X
Harlem Line South of Pawling						X									X
New Haven Line Riverside and Stamford No. 4 Track							X								
Mt. Vernon—No. 4, 2, 1 & 3 Tracks at bridges 0.93, 1.57 & 1.74							X								
New Rochelle No. 8 Track							X								
Woodlawn to Vern No. 2, 1 & 3 Track															X
New Haven Sta.—No. 7 & 10 Track							X								X
Port Chester—No. 1 & 3 Tracks over Bridge 25.69							X								

1160-B Engine and Equipment Restrictions

The following diesel units are equipped with alignment control couplers or coupler stops and when coupled together cannot negotiate a No. 6 frog or curvature similar to that in lead of No. 6 turnout:

C425	GP35	GP40P	U25B	U33B
C430	SD35	SD45	U25C	U33C
C630	GP38	SD45-2	U28B	U36B
GP9B	GP38-2	SDP45	U28C	U36C
GP18	SD38	U23B	U30B	
GP20	GP40	U23C	U30C	
GP30	GP40-2	B23-7	C30-7	

GP9 —(Units CR 7050-7298, 7476-7477, only.)

GP10—(Units CR 7530, 7562, 7565, 7567, 7569, 7570, 7572 and 7575 only.)

GP18—(Units CR 7496-7498 only.)

The following units can have removable neoprene coupler stops applied:

GP9 —Units CR7000-7049, 7300-7475, 7478-7483, and 7506.

GP10 —Units CR7560, 7561, 7563, 7564, 7566, 7568, 7517 and 7571.

GP7 —Units CR5604-5719, 5720-5728, 5738-5739, 5902-5921 and 5960-5999.

Certain former PC units in classes RS3, GP7 and SD9 may also have coupler stop arrangements of various designs.

When assigned to service where stops are required, units using coupler stops must be inspected to determine that stops are in place.

The following Conrail locomotives when equipped with full width 38 inch snow plows not modified for Third Rail Territory, are prohibited from operating in Third Rail Territory.

Class	Numbers	Class	Numbers
GP 15-1	1600-1699 incl.	U33B	2890-2970 incl.
GP 40	3000-3274 incl.	GP38-2	8202-8255 incl.
B 23-7	1940-2023 incl.	SD 40-2	6358-6524 incl.
GP 40-2	3275-3462 incl.	C 30-7	6600-6609 incl.
SD 40	6240-6357 incl.	U36B	2971-2974 incl.
GP 38	7675-7939 incl.		

Unit Numbers—2577, 2584, 2585, 2587, 2588, 2590, 2592 and 2595 are equipped with 38 inch plows and are prohibited from operating on Metro-North.

Amtrak engines classes E60CP, AEM-7 and Metroliners are restricted on Main Tracks of Metro-North between Remote Interlocking Vern and west limits of CP Shell Interlocking account phase gaps between Catenary Poles 53 and 55.

FL-9 engines are restricted from No. 1 loop track to No. 38, 39 and 40 tracks G.C.T.

M-1, M-2 & M-3 equipment is restricted from No. 2 track to No. 3 track through switch No. 6 at 43rd Street and on crossover No. 7 between No. 3 and No. 4 track at 44th Street, G.C.T.

Engines class F-40PH Nos. 230 through 254 and 280 through 293 must not be operated as a lead unit on Metro-North in cab signal territory.

Engines B36-7 must not be operated on Main track passing platforms at Bethel, Redding and Branchville or on station track at New Canaan. Close windows passing Cat. pole 1058W on No. 1 Track and Between

Howard Ave.(MP71.7) and Grant St.(MP71.4) on No. 4 Track. Must not be operated by rake off blocks at Manitou.

Engines C30-7A, SD-50 and C 32-8 are restricted as follows: Danbury Branch, Waterbury Branch, New Rochelle to Woodlawn, New Canaan station platform, passing rakeoff blocks at Manitou. Close side windows passing Cat. pole 1058W on No. 1 track and between Howard Ave.(MP71.1) and Grant St.(MP71.4) on No. 4 track. Do not exceed 10 MPH on No. 1 track between Beacon and Peekskill. Do not exceed 10 mph on No. 2 and No. 4 track between MP53 and MP50 and all tracks between MP20 and MP16.6, New Haven Line.

Engine class B23-7 (801-807) restricted from operating on No. 3 track between Nick and U.

Engines class GP9 (750) restricted from operating on No. 4 and No. 3 track between Nick and U.

Engines class E8a restricted from operating on No. 3 track between Nick and U.

Engines class C420 (L! 222-225) prohibited from operating south of 97th Street, Park Avenue.

Engines class F40PH prohibited from operating south of MO. Side window must be closed when operating on No. 4 track passing bridge 71.74 (MP71.7), New Haven.

Turbo equipment restricted from operating on No. 4 and No. 3 track between Nick and U. Outside wing mirrors must be folded in between Nick and G.C.T.

Windshield wings must be folded in when operating on No. 3 track at MP 6.7 (Harlem Line) and when operating on No. 3 and 4 track between Vern and New Haven (New Haven Line).

1160-C Car and Load Restrictions

Amtrak passenger cars, Amfleet series 20000-22999 are equipped with non-conventional diaphragms and must not be coupled to equipment with conventional diaphragms. Certain pieces of Amtrak equipment have been modified to permit them to be coupled to either Amfleet or conventional equipment. These cars include:

Power Cars - Series 685-696

Baggage Cars - 1000, 1086, 1091, 1093, 1191, 1200-1299, 1350-1379

Baggage Dormitory Cars - 1450-1455, 1600-1699

Sleeping Cars - 2880-2999

Lounge Cars - 3632, 3634, 3644

Track Inspection Car - 1000, 10000

Buffer Cars - 10600-10610

Training Cars - 10001-10002

Conventional HEP/Amfleet Cars—Fully Compatible.

HEP CARS:

LOUNGE—3100-3199

COACH—4600-4799

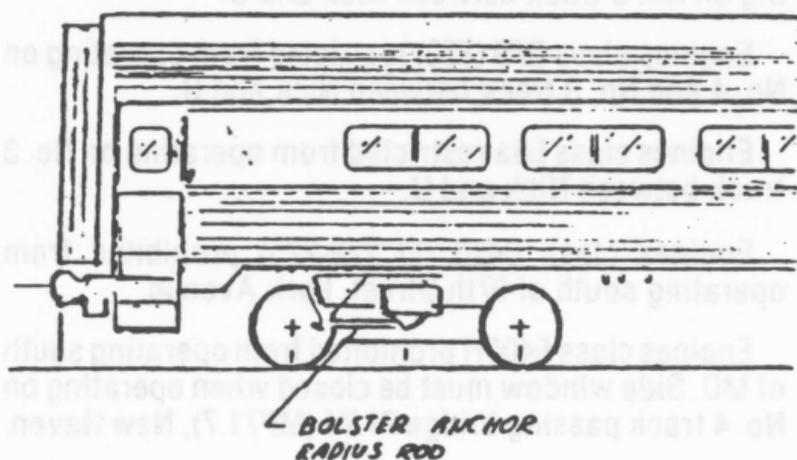
DINER—8500-8599

SLUMBERCOACH—2050-2056, 2080-2095

Amfleet equipment should not be coupled to Amtrak conventional equipment except to the above mentioned modified equipment.

Conrail Office Cars No. 1, 2, 3, and 4 and Conrail Inspection Car No. 10 and Conrail Sleeper No. 11 have been modified for operation with Amfleet equipment.

SPV-2000 RDC equipment must not be coupled to equipment with conventional diaphragms.



Conductor must report to the train dispatcher for instructions when an Amfleet car has a truck bolster anchor radius rod removed from the radius rod support enroute. The train may operate at a speed of 30 miles per hour to the station designated by the train dispatcher where defective car is to be set off.

Cars with gross weight in excess of 190,000 lbs are restricted south of MO without authority of the General Superintendent-Transportation.

Cars with gross weight in excess of 315,000 lbs must not be operated on Metro-North without authority of the General Superintendent-Transportation.

Cars with gross weight of 263,000 lbs are restricted between Croton North Station and Div. Post (N.E. Region) without authority of the General Superintendent-Transportation.

Cars built to outline of Plate "C" are restricted between White Plains and Melrose (Harlem Line).

1160-D Car Restrictions

Hudson Line

G.C.T. Loop Tracks	M-1, M-2 and M-3 MU cars are prohibited from operating around loop tracks in G.C.T. with passengers unless authorized by Gen. Supt.-Transp.
G.C.T., Upper Level, South of baggage elevator shafts on Tracks Nos. 38, 39, 40, 41, 42 and on Tracks Nos. 1, 2 and 3 south of point opposite bumping block on No. 4 track.	MU Cars No. 4670-4676, 5110-5113 and 4400-4488 incl.
G.C.T., Lower Level Track No. 103 between signals 19WA & 18W Track No. 115 between signals 18EC & 19E. Track No. 116 between signals 18EB & 19E. Track No. 117 between signals 18EA & 19E. Track No. 201 between signals 20W & 19W. Track No. 102 south of sign "6" located south of stairway.	All cars and engines.
South of baggage elevator shaft on Track Nos. 119, 120, 122, 123 & 125. Track 200 south of 44th St.	MU Cars No. 4670-4676, 5110-5113 and 4400-4488 incl.
G.C.T., Lower Level	AT & SF baggage cars 1710 to 1853 inc., 1890 to 1899, inc., 1920 to 1959 inc., 1990 to 1999 inc.
G.C.T. All Tracks	Cars 3253, 3360, 8410, 8411 and 5244 to 5249 inc.
South of 97th St., Park Ave.	Cars equipped with Propane Gas. AT&SF series 366 to 370, inc., 1980 to 1989, 3430 to 3452, inc. B&O Passenger head end BX cars series 468230, 1850 to 1887, inc. CN express refrigerators series 10315 to 10325, inc. CB&Q Baggage Cars Series 990 to 1054, inc. CRTLDX cars. CR Flexi-Van cars series 9800 to 9899 inc. REA container cars series 3401 to 3434, inc. REX series 6900 to 7899 must have hatches closed and markers removed. Spokane, Portland and Seattle, baggage cars 50, 51, and 52. CR 7600-7630 and PC 33475 These cars having a gold star on the side. CMStP&P 1025, 1702, 1721 and 1910. CMStP&P 1056 to 1070, 1100 to 1123, 1300 to 1339, 1600 to 1623, 1915 to 1923, 1950 to 1961, 2000, 2050 and 2100 series.

CAR RESTRICTIONS (Cont'd)
Hudson Line

South of 140th St., Park Ave.	CR box cars, series 64,000 to 64,499 inc., 91,000 to 91,199, 92,000 to 92,209, CR 261025 to 261064, 146500 to 146533 170250 and 170351, 176000 to 177299, 146000 to 146448, P&LE 35900 to 35999 inc.
University Heights on No. 4 Tracks	CRTLDX cars
South of Spuyten Duyvil	CR 60 ft. box cars series 53000 to 53684, inc. UP baggage express cars series 9340 to 9354, inc.
South of Croton-Harmon	RTRX triple hopper cars series 35000 to 35469, inc.
Croton North Station East Yard	AT&SF 60-foot insulated box cars series 620000 to 620024.
Electrified Territory	CN baggage cars series 8981 to 9080, inc., 9085 to 9172 inc. SP baggage cars Nos. 6641 to 6650 inc., Nos. 6689 to 6800, inc. GN flat cars, series 65000 to 65499, inc., 67000 to 67549, inc. CN flat cars, series 661000 to 661999, inc. CP depressed center cars 309910 and 309911 must not be hauled except as a special movement. They must not be operated where there is a third rail. CB&Q 1395. CR coaches in 1600 and 1700 series. CR flat cars, 435492. CB&Q Dynamometer car D-30. GPEX 970. CMStP&P 1073 and 1074. CRI&P baggage cars. LT 400 to 4099 inclusive, prohibited.
South of Tarrytown on No. 1 and No. 2 Track	LTTX cars, series 550000 through 550433, inc.
South of Beacon	SOU 60 foot box cars series 17000 to 17499 inc.
South of Poughkeepsie	SP 60-foot insulated box cars series 621100 to 621249, 668100 to 668399 equipped with 11-foot high doors.
Poughkeepsie: Controlled Siding	Freight Trains other than local switchers must not operate on the Controlled Siding.
DIV Post-N.E.R. to CP 75	Cars higher than 17 ft. 4 in.
CP 75 to MP 6.2	Cars higher than 17 ft. 0 in.
South of MP 6.2	Cars higher than 15 ft. 6 in.
South of 97th St., Park Ave. ...	Cars higher than 14 ft. 6 in.

HUDSON & HARLEM LINE

Third Rail territory unless authorized by the Clearance Engineer.	CO 365000 - 365999 BO 366000 - 366999 BO 368000 - 368499 CR-Rdg 38100 - 38649
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Harlem Line

Botanical Garden, No. 3 Track	NTYCTDX cars
Electrified Territory	<p>AT & SF 60 feet insulated box cars series 620000 to 620024</p> <p>SOU 60 foot insulated box cars series 16000 to 16399.</p> <p>SOU 60 foot box cars series 17000 to 17499, inc.</p> <p>SP 60-foot insulated box cars series 621100 to 621124, 668100 to 668399 equipped with 11-foot high doors.</p> <p>Baggage Cars Nos. 6641 to 6650 inc. Nos. 6698 to 6900 inc.</p> <p>GN flat cars, series 65000 to 65499, inc. 67000 to 67549, inc.</p> <p>GN baggage cars series 308 to 324, inc.</p> <p>CR flat car 763119.</p> <p>CR Coaches in 1600 and 1700 series</p> <p>CN baggage cars series 8981 to 9080 and 9085 to 9172, inc.</p> <p>CN flat cars series 661000 to 661999 inc.</p> <p>CP depressed center cars 309910 and 309911 must not be hauled except as a special movement. They must not be operated where there is a third rail.</p> <p>CB&Q Dorm-Lounge car 1395.</p> <p>CPEX Milk Tank Cars, 950 to 981, inc.</p> <p>DUPX triple hopper cars series 35400 to 35469.</p> <p>CR 60 ft. box cars series 53000 to 53684, inc. PC 219000-219684.</p> <p>LT 4000 to 4099 inclusive, prohibited.</p>
Putnam Junction	All freight cars are prohibited from operating on passenger lead through Car Washer in Putnam Junction Yard.
South of Division Post (N.E. Region)	Cars higher than 17 ft. 9 in.
South of Putnam Jct	Cars higher than 16 ft. 10 in.
South of North White Plains ..	Cars higher than 15 ft. 4 in.
South of Mt. Vernon W	<p>Cars higher than 14 ft. 10 in. on No. 3, 1 & 4 Tracks</p> <p>Freight cars are prohibited on No. 2 track.</p>
Woodlawn	All freight cars are prohibited from operating on No. 2 & 3 Track under the 233rd Street Bridge.

New Haven Line

Devon to Woodlawn	Open top cars 15 ft., 4 in.; closed top 15 ft., 6 in.
Devon to New Haven	Open top cars 16 ft., 1 in.; closed top 16 ft., 3 in.
New Haven to Woodlawn	<p>Cars exceeding plate C unless authorized by General Superintendent</p> <p>Note—Plate C cars restricted from operating on No. 1 track between CP Shell and CP Pike.</p>

1160-E Additional Equipment Restrictions

When snow plow or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train, and in case of emergency assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed by trains on adjacent tracks where snow is being thrown.

In the application of **Rule 993a** Cranes, Derricks and similar machines or equipment moving on their own wheels, must not be handled in Through Freight trains. They are to be handled in Local Freight trains only, when not moving in work, wreck, dimensional or other special trains being operated for that purpose.

This equipment is to be accompanied by a Transportation and Mechanical officer at all times, insuring that a constant lookout is maintained to avoid any possibility of accident.

1160-F Flat cars equipped with friction or solid type bearings must not operate in a Trail-Van train.

Cars over 50'6" in length must not be operated through No. 6 turnouts diverging when coupled to other cars.

1160-G Adjacent movement of trains and engines on No. 3 and No. 1 and on No. 1 and No. 2 track, prohibited between Catenary Bridge 777 and Catenary Bridge 756.

Movements will be controlled by signal indication from open Block and Train Order stations after receiving permission from Train Dispatcher.

Adjacent movement of trains and engines on No. 3 track and Derby Lead, located between MP 71.87 (Cedar Street) and 200 feet east, prohibited.

Employees are prohibited from riding on the side ladder of multilevel cars that are stenciled "Extreme Width 10 feet 3 inches"—or wider.

When switching this equipment, extra distance from the point of switch to clearance point must be allowed to prevent cornering of cars on switching leads.

WRECK DERRICKS—RESTRICTIONS

1160-H Cranes except MNCX001 must not be moved on main tracks without permission of the General Superintendent-Transportation.

MNCX001

In G.C.T., MNCX001 must not lift to exceed 25 ton on tracks supported by steel structure unless Chief Engineer or his representative has given permission.

MNCX001 between 59th St. and 97th St. 25 MPH

between 110th St. and 140th St. 15 MPH

When passing trains on adjacent track 10 MPH

MNCX001 maximum speed when moving under own power or when hauled by an engine will be established by the Master Mechanic.

Note—Cranes must have at least one light car between engine and crane.

1165-A. HAZARDOUS MATERIALS CHART

**CHEMTREC
TELEPHONE NO.
800-424-9300**

**POSITION IN TRAIN
OF PLACARDED
CARS CONTAINING
HAZARDOUS
MATERIALS**

		Cars placarded Explosive "A"	Cars placarded Poison Gas	Cars placarded Radioactive	Loaded tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable Solid-Non/Flammable Gas-Flammable Gas-Flammable Solid W	Cars placarded Combustible	Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable Solid-Non/Flammable Gas-Flammable Gas-Flammable Solid W-Poison Gas	Loaded cars other than tank cars placarded Dangerous-Corrosive-Flammable Solid-Oxidizer-Organic Peroxide-Chlorine-Flammable Gas-Non/Flammable Gas-Poison-Oxygen-Flammable Solid W-Flammable-Explosive "B"
RESTRICTIONS								
Must not be nearer than the sixth car from the engine or occupied caboose		X	X		X			
When train length does not permit must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose		X	X		X			
M U S T N O T B E N E X T T O	Engine	X	X	X	X		X	
	Loaded flat car (1)	X	X		(2) X			
	Open top car (3)	X	X		X			
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus, in service, or with an internal combustion engine in operation	X	X		X			
	Car containing lighted heaters, stoves or lanterns	X	X		X	NO RESTRICTIONS		
	Occupied car	(4) X	(4) X		X	NO RESTRICTIONS		
	Occupied caboose	(4) X	(4) X	X	X	NO RESTRICTIONS	X	
	Explosives "A"		X	X	X			X
	Poison Gas	X	X		X			X
	Radioactive	X	X		X			X
Undeveloped film			X					
Any loaded placarded car (other than combustible)		X	X	X				

NOTE: CAR WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.

- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (4) A rail car placarded "EXPLOSIVES 'A' or POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A' placards."

ELECTRICAL OPERATION

1167-A Electrical Operating Instructions C.T. 290 R8-1-82 in effect in Hudson/Harlem third rail electrified territory and in New Haven catenary electrified territory.

1167-B Conductor and Engineer are responsible for knowing that crew members understand and comply with instructions for electrical operation. Foremen are responsible for knowing that their employees understand and comply with instructions for electrical operation. When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

1167-C Employees working on or near energized wires on the New Haven Line must obtain permission and proper protection from Power Supervisor, located in E.T. Control Center, 347 Madison Ave. Telephone Ext. 2100

1167-D AC ELECTRICAL INSTRUCTIONS, DEENERGIZING CATENARY WIRES

When necessary to deenergize catenary wires over any track under the jurisdiction of a Train Dispatcher, Train Director, Yardmaster, Enginehouse Foreman (their Assistants, or other authorized employees, except at certain locations specified by the General Superintendent-Transportation), the Power Supervisor will confer with the District Train Dispatcher before deenergizing catenary system. Once power is removed the Power Supervisor will notify the District Train Dispatcher who will make the required record on the Dispatchers Record of Train Movements. The Power Supervisor will be responsible for notifying employee requesting power removal, when catenary system has been deenergized. To restore power, the employee who requested power removal will notify the Power Supervisor that the Catenary system can be reenergized. The Power Supervisor will confer with the District Train Dispatcher who will make the required record.

1167-E OPERATION OF REMOTE CONTROL BOARDS

The Power Supervisor will instruct Block Operators and other designated employees as to which control switches or handles are to be operated and blocked with approved blocking devices. In lieu of form MP 397 (Standard Red Tag) a Station Record Book must be maintained by Operators and the following information recorded in ink.

- (a) Designation, name or number of apparatus.
- (b) Name of person in charge or employee requesting power removed.
- (c) Signature of employee, time and date control switches operated and blocking devices applied.
- (d) Signature of employee, time and date blocking devices removed and control switches operated.

Employees shall report all operations to the Power Supervisor who will repeat or correct the operations reported.

The Power Supervisor will be required to confer with the District Train Dispatcher when a second request for power has been made on a presently deenergized track.

1167-F Engineer on westbound M-2 MU trains making changeover from AC to DC at Woodlawn, must obtain PAN DOWN and DC mode panel light indication. If unable to get both indications, engineer must stop train before entering Woodlawn Interlocking. Block Operator at Woodlawn must be immediately notified by radio or telephone that train is stopped and being inspected. Engineer will operate the PAN DOWN BYPASS Switch to obtain a partial changeover on multi-pair westbound trains. Pantographs of cars that fail to changeover will be locked down prior to further movement.

Single pair westbound trains failing to complete a normal changeover must call for assistance. Engineer on eastbound M-2 MU trains making changeover from D.C. to A.C. at Woodlawn, must observe PAN DOWN LIGHT goes off and A.C. MODE panel light comes on. If unable to obtain both indications and train is without sufficient power to maintain track speed, or extreme cold weather conditions exist, train must be stopped and inspected and block operator at Woodlawn notified immediately by radio or telephone. If PAN DOWN Light remains on, train crew will inspect all cabs to ascertain that all power control switches are not in EMERGENCY PAN DOWN position. Engineer will then attempt to raise pantographs from the second pair. Trains experiencing normal eastbound changeover indicator lights but unable to raise pantographs must check each "A" car to insure that: (a) Panto 3 way valve is in auto position. (b) Pantograph is not tied down or locked down. Engineer of single pair train will inspect to determine if PAN LOCAL DOWN switch in normal (A car cab), PLR relay not tripped, DPLR relay not tripped, manual lock-down device off and panto 3-way valve in AUTO position.

Under no circumstances will train and engine employees open the change-over switch group box located under the M-2 car with power applied to that pair. Pantograph must be locked down or third rail shoes paddled before opening changeover box. Box cover must be secured before re-energizing that pair. Single pair trains unable to complete a normal changeover must call for assistance.

While in DC territory, engineer will make certain that power changeover (mode of operation) switch in cab is in DC position before controls are keyed in.

1167-G In case of derailment to electric engines or MU cars in A.C. territory all pantographs must be lowered immediately.

1167-H NEW CANAAN—Electric engines or multiple unit motor cars starting from or stopping at the extreme east end of the passenger station platform track at New Canaan must use west end pantographs in order to prevent damaging dead-end insulators.

1167-1 MAIN TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION.

	Between	And
New Haven Line	Woodlawn	Region Post (N.E.C.) MP 72.8
New Canaan Branch	Stamford	CP Cane
Danbury Branch	Walk	Catenary Pole 1 To Catenary Pole 5

OTHER TRACKS

Location	Track	Portion Equipped For AC Electrical Operation
New Haven Terminal	Nos. 10, 8, 4, 6, 7, 5, 3 and 9	Entire
New Haven Station (West End)	Nos. 4, 11W, 15W	Entire
	No. 13W	Except Last 150 feet
	Derby Lead	From facing switch in No. 11W track to end of track.
	No. 5 Track (former Derby Main)	From Derby connecting switch to 2500 feet west.
Water Street Yard	Motor Lead	Entire length from facing switch in No. 5 track and Pit motor storage tracks.
	No. 1 Track	430 feet west end and 500 feet east end.
	No. 2 Track	270 feet west end and 735 feet east end.
	No. 3 Track	400 feet west end and 735 feet east end.
	Loop Track (formerly No. 38 (track))	2150 feet
	No. 12, 14, 16	Entire
	Motor Repair Shop	No. 2 track from trailing switch in Front lead westward for 800 feet to shop building
South Norwalk (East End)	No. 6	Entire
Stamford Terminal (West End)	No. 5 and 7	Entire
	No. 5 and 6	Entire

Stamford Yard	Yard	All tracks except 900 feet Pit track, 900 feet inbound lead, 400 feet yard track 1, 600 feet yard track 2, 600 feet yard track 3, 600 feet yard track 4 and 600 feet yard track 5. Cherry st. track 5, 400 feet from Cat. 86 to end.
Cos Cob	No. 6	300 feet westward from trailing switch in No. 4 track.
Rye	No. 6	300 feet westward from trailing switch in No. 4 track.
New Rochelle	Nos. 6 and 8	From interlocked switch in No. 4 track east of CP Shell to hand operated switch in No. 4 track 4000 feet east of New Rochelle.
	No. 6A	900 feet westward from trailing switch in No. 6 track.
New Canaan Branch	Station Tracks	CP Cane and New Canaan including No. 6 track, 500 feet of Bulk track and two hand operated crossovers at New Canaan.
Danbury Branch	Middle Track (Dock No. 6)	Catenary Pole 5 to a point 550 feet north of Catenary Pole 12, 2250 feet.
	Hill Track (Dock No. 8)	Catenary Pole 5 to a point 200 feet north of Catenary Pole 12, 1900 feet.

1167-J PHASE GAPS (NEW HAVEN LINE)

Location	Tracks	Between	Note
New Haven Line	3, 1, 2, 4	Catenary Pole 53 and 55	1
	3, 1, 2, 4	Catenary Pole 182 and 186	1
	3, 1, 2, 4	Catenary Pole 312 and 313	

All electric trains must have controller in "OFF" position while any pantograph on train is between catenary poles specified.

Note 1-Phase Gap (PG) signs in service.

1167-K DC ELECTRICAL INSTRUCTIONS

The Power Supervisor will confer with the District Train Dispatcher before deenergizing or reenergizing third rail. Persons requiring power shut-off, third rail, other power wires, or cable affecting train operation, must obtain permission from the District Train Dispatcher. The Power Supervisor will direct the handling of jumpers and switches. Employees qualified to operate third rail switches must be familiar with their location and operate same properly when so instructed.

When third rail is ready for power, the person in charge must so report to the District Train Dispatcher who will notify the Power Supervisor. The third rail power will only be restored when the person who requested power removal notifies the District Train Dispatcher that third rail can be reenergized. The Power Supervisor must notify the District Train Dispatcher when power has been restored.

If engineer requires power shut off, he will stop. Conductor of such train will immediately communicate with Train Dispatcher, requesting power be shut off tracks affected and asking for other necessary relief. When notified, maintainers, trackmen and other employees must go to point of trouble promptly and render any assistance possible.

To shut power off between 59th St. and 96th St. Park Ave. tunnel, give cord suspended from wall next to track involved, a steady pull from each direction. This will operate alarm boxes and shut power off between 59th St. and 110th St. from track next to cord pulled. If power is not shut off after cord has been pulled from each direction, go to nearest alarm box on track involved and pull cord on other side of alarm box in each direction. If cord is first pulled between end box and box next to end, the second pull should be made between second and third boxes from end of cord.

Alarm boxes for each track are located at:

61st St.	68th St.	75th St.	83rd St.	91st St.	
63rd St.	71st St.	78th St.	85th St.	93rd St.	No. 1, 2, 3 & 4 Tracks
66th St.	73rd St.	81st St.	88th St.	95th St.	
97th St.				No. 3 & 4 Track only

When cord is pulled, or when trains are stopped in tunnel because of loss of power, telephone report must be made at once to Chief Train Dispatcher, Train employees, and others who work in the tunnel must familiarize themselves with location of cords and alarm boxes. Cords and appliances belonging to this system must not be tampered with.

When emergency requires that power be shut off between 110th St. and 151st St. Park Ave., third rail switch at NICK, when open, will be closed and held closed 3 seconds. The closing of one of these switches shuts power off Tracks No. 4, No. 2, No. 1 and No. 3 between 110th St. and 151st St. Employees shutting power off must at once notify power supervisor that third rail switch has been closed, and the same employee must also notify power supervisor promptly when it is proper to have power restored.

When communicating by telephone or radio to have power shut off, use words "power emergency." All others using line must give way at once.

When two or more electric trains have been stopped on same track short distances apart a period of 30 seconds must elapse between starting of each train.

When power is shut off, no movement must be made that would cause dead rail to be energized by a connection from live rail through third rail shoes of engines or cars. FL-9 engines operating in diesel mode will bridge through third rail shoes.

Equipment that does not clear third rail telltales or rake-off blocks must not be run where there is a third rail.

When an electrical malfunction (Ground) or fire occurs in any DC High Voltage circuit (600 Volts), a request for the third rail power to be deenergized must be made immediately, when it is known that proper protection cannot be provided as required by C.T. 290 R8.

YARD AND OTHER TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL

Track	Location	Notes
		Electrical equipment located in the yard.
		Third rail energized.

NOTE: See C.T. 290 R8 for details regarding third rail energization.

Track	Location	Notes
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1167-L MAIN TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL

Hudson Line	Between	And
All Main Tracks	U	MP 34.5 Croton North Sta.
Nos. 2 and 4 Tracks	MP 34.5-Croton North Station	MP 34.8 Croton North Sta.
Harlem Line	Between	And
No. 1 Track	MO	MP 53.5 CP Ride
No. 2 Track	MO	MP 53.5 CP Ride
No. 3 Track	MO	MP 13.5 Mt. Vernon West
No. 4 Track	MO	MP 13.5 Mt. Vernon West
Single Track	MP 53.5 CP Ride	MP 53.8

YARD AND OTHER TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL

G.C.T.	Between	And
All Tracks except 200 Feet on North End of Storage Track 95 and 232 Feet of Track No. 125 between 45th and 46th Street.	Platforms including Loop Tracks at Grand Central Terminal	U

NOTE—No. 52 & 53 track G.C.T. energized upon request of Yardmaster A.

Location	Track	Portion Equipped with Energized Third Rail
Spuyten Duyvil	North Wye No. 15	Entire
Tarrytown	6a	2867 Feet Middle of Track
Croton Harmon	5	Entire
	5B	Entire
	6	3070 Feet on North End
	6c	Entire
	8	2500 Feet on South End
	10	Entire
	10a	Entire
	10B	Entire
	10c	Entire
	14	Entire
	20	493 Feet South End
	28	Entire
	30	Entire
	32	242 South End 940 Feet North End
	36	412 South End 950 Feet North End
	44	743 South End
	46	695 South End 900 Feet North End
	48	412 Feet South End
	50	625 Feet South End 400 Feet North End
	52	535 Feet South End 370 Feet North End
	54	465 Feet South End
	54A	469 Feet North End
	56	423 Feet South End 300 Feet North End
58	492 Feet South End 1052 Feet North End	
60	358 Feet South End 600 Feet North End	
62	230 Feet South End 723 Feet North End	
64	200 Feet South End 700 Feet North End	
66	400 Feet South End 470 Feet North End	

	70	550 Feet North End
	80	Entire
	Ladder A	Entire
	Ladder C	Entire
	Ladder E	Entire
Croton East Yard	5	685 Feet South End
Mott Haven	West Main	575 Feet Upon Request
	North Wye	435 Feet Upon Request
	140	Entire
Woodlawn	3 N.H. line	1950 Feet on East End
	1 N.H. line	750 Feet on East End
	2 N.H. line	1485 Feet on East End
Mount Vernon West	5	900 Feet on South End 1600 Feet on North End
	6	Entire
	7	Entire
Tuckahoe	6 (side track)	Entire upon Request
CP Crest-CP Wood	5A (Middle)	Entire
North White Plains	All Tracks	Entire Except 12-18-21-28- 30-32-34-34A-35-47-55-57-77- 78-79
	10A	1144 Feet on South End
	7A	944 Feet on South End
	28	218 Feet on South End
	30	1335 Feet on South End
	32	350 Feet on South End
	34	307 Feet on South End
	34A	162 Feet on South End
Mount Kisco	Middle	Entire
Putnam Junction	6	2000 Feet on South End
	8	1500 Feet on North End
	12	1235 Feet on North End
	14	1305 Feet on South End
		1306 Feet on North End
	26	1640 Feet on North End
	28	1670 Feet on North End
	32	1350 Feet on North End
	34	1050 Feet on North End
	North Yard Lead	Entire

TRAIN DISPATCHERS

1201-A Location of Train Dispatchers—347 Madison Ave., New York, N.Y.:

Train Dispatchers in charge as follows:

Hudson Line: G.C.T. to Div. Post (N.E. Region)

Harlem Line: MO to Div. Post (N.E. Region)

New Haven Line: Woodlawn to New Haven

Danbury Branch

New Canaan Branch

Waterbury Branch

Branches of Northeastern Region under Jurisdiction of Train Dispatchers in New York:

Harlem Line: MP 77.0 to MP 81.8

1201-B Harlem Line

Regular trains terminating at Pawling and Dover Plains may occupy the main track with permission of the Train Dispatcher.

SIGNAL RULES

1250-A Movement of Trains by Block Signal System Rules Applies on Station Pages.

X—Indicates rules in effect.

COLUMN 1 — Movement of Trains in the same direction by Block Signals.
Rules 251 to 254 inclusive.

COLUMN 2 — Manual Block Signal System.
Rules 305 to 342, inclusive.

COLUMN 3 — Manual Block Signal System.
Rules 305 to 342, inclusive.
For movements against the current of traffic. (A.C.T.)

COLUMN 4 — Traffic Control System.
Rules 450 to 462, inclusive.

COLUMN 5 — Automatic Block Signal System.
Rules 501 to 515, inclusive.

COLUMN 6 — Cab Signal Rules, Automatic Train Control, Speed Control or A.T.S. with the current of traffic and on single track and in TCS territory.
Rules 550 to 561, inclusive.

1280A to 1299(A)-A Signal aspects not in conformity with the typical aspects, in service:

1280-A At an interlocking where the Low interlocking signal and a two unit High interlocking signal govern the movement in the same direction on the same track, the Low interlocking signal is to be considered the bottom unit of a three unit color light Aspect.

On a progressive basis, the low interlocking signals which are considered the bottom unit of a three unit color light aspect are being raised to the signal bridges.

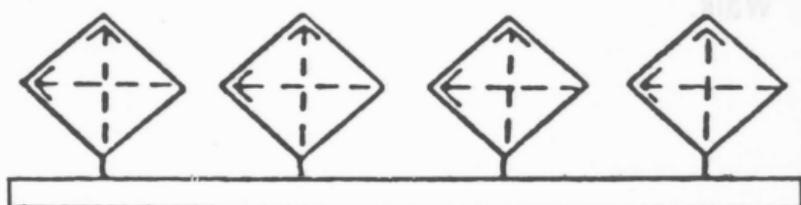
On a progressive basis, the two unit interlocking signals are being changed to three unit signals.

HUDSON LINE-HARLEM LINE

On a progressive basis, number plates on Automatic Block Signals are being changed from E and W to N and S.

1280-B Hudson Line

No. 4 TRACK No. 2 TRACK No. 1 TRACK No. 3 TRACK



Route indicators for information only, located on South end of Bridge movable bridge for northward movement on No. 4, 2, 1 & 3 Track.

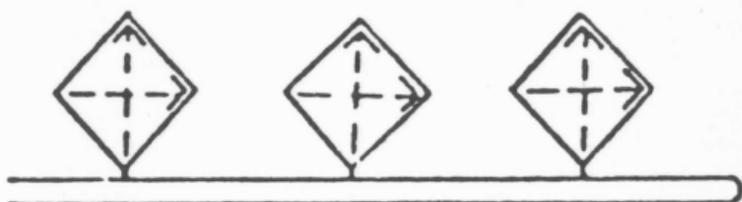
Horizontal Arrow—lighted for movement to Hudson Line.

Vertical Arrow—lighted for movement to Harlem Line.

Arrows not lighted—route undetermined.

1280-C Harlem Line

No. 2 TRACK No. 1 TRACK No. 3 TRACK



Route indicators for information only, located on Signal Bridge, 2335 feet south of MP 12 for northward movement on No. 2, 1 & 3 Track.

Horizontal Arrow—lighted for movement to New Haven Line.

Vertical Arrow—lighted for movement to Harlem Line.

Arrows not lighted—route undetermined.

1280-D

The following sign in service for eastward movement on No. 2, 1 and 3 tracks, located at the East limits of Woodlawn Interlocking (New Haven Line).

Name of Sign

Indicates



Indicates point where engineer must operate A.T.C. mode switch forward

1280-E Slide detectors in service

Hudson Line. If any track is not in condition for movement of trains at normal speed, knife switches in white boxes located at MP 45.8 must be opened promptly causing automatic signals to indicate "Stop then proceed at Restricted speed."

1501-A New Haven Line

Cab signals without block signals in service on No. 4, No. 2, No. 1 and No. 3 track between Vern and West Walk.



CAB SIGNALS

1550-A New Haven Line - Hudson Line

In the application of **Rule 550**, engines or MU cars dispatched from any point and destined to enter cab signal territory must make departure test and have cab signal apparatus cut-in for entire trip.

Engineer operating engines or MU cars equipped with on-board test equipment will make cab signal test as prescribed.

The following instructions will be complied with when trains or engines arrive at intermediate interlockings for turnaround service.

1. Engineer must change ends before commencing cab signal test.
2. Train Dispatcher or Block operator must hold interlocked signal at stop while cab signal test is being conducted.
3. Train Dispatcher or Block operator will be notified by engineer when cab signal test is completed and train is ready to proceed.
4. If any car or cars in MU train have been uncoupled from train the balance or train must have cab signal apparatus tested before train is moved.

1550-B New Haven Line - Hudson Line

Between Woodlawn and West Walk and between MP 75.8 and CD, when fixed signal displays aspects per Rule 292, 291 and the 290 the Cab signal may change from Approach to Restricting before reaching the Stop, Stop and Proceed or Restricting signal. This change is being made on a progressive basis.

1151(f)-A New Haven Line - Hudson Line

In the application of **Rule 551(f)** if cab signal authorizes a speed greater than speed authorized by fixed signal, the engineer will notify the train dispatchers office who will advise mechanical department when train arrives at terminal.

1555-A Hudson Line

The following exceptions authorized for trains and engines not equipped with cab signals between Croton-Harmon and MP 75.8.

Work, wreck and wire trains and ballast cleaners to and from work.

Engines and Rail diesel cars moving to and from shops.

Engines used in switching and transfer service.

1555-B Hudson Line

In the application of Rules 555 and 556, the movement of a train not equipped with Cab Signals, when instructed by the Train Dispatcher or operator when authorized by the Train Dispatcher may proceed at Normal Speed not exceeding 50 miles per hour.

1561-A New Haven Line

Automatic train control (ATC) cut-in/cut-out sections and ATC mode switch forward/reverse, in service as follows:

Location and Direction	Required Action
Woodlawn (East)	Mode forward, at ATC mode forward sign.
Woodlawn (West)	Mode reverse, entering limits of Woodlawn Interlocking.
West Walk (East)	Mode reverse leaving limits of West Walk Interlocking.
West Walk (West)	Mode forward, entering West Walk Interlocking.
New Rochelle (East) (Hell Gate Line)	Cut-in, at Automatic Signal No. 9.52.
New Rochelle (West) (Hell Gate Line)	Cut-out, leaving limits of CP Shell Interlocking.

1561-B New Haven Line - Hudson Line

Except as provided in Rule 561, between G.C.T. and West Walk, Stamford and CP Cane and CD and MP 75.8, speed control on trains so equipped must not be cut out unless authorized by the train dispatcher.

1561-C New Haven Line

In territory where trains are operated by the use of cab signals without block signals the following will apply where a Distant or Interlocking signal is not displayed:

1. When Approach Medium aspect (Rule 282) is displayed in cab, passenger trains will immediately reduce to Limited Speed and be prepared to reduce to Medium Speed and approach next fixed signal at Medium Speed. Trains other than passenger will reduce to Medium Speed immediately.
2. When Approach aspect (Rule 285) is displayed in cab, passenger trains will immediately reduce to Medium Speed and be prepared to reduce to restricted speed and approach next fixed signal prepared to stop. Trains other than passenger will reduce to restricted speed immediately and approach next fixed signal prepared to stop.

1611-A Hudson Line

In automatic block signal territory normal position of interlocking signals for main track movement will be stop except at:

Nick, Bridge, CP New Hamburg.

New Haven Line

CP Pike, Green, Cob, Walk, Saga, Central, Burr Road, Peck, Devon.

1701-A Radio Operations

Radio on MU equipment is turned on by toggle switch located in Electric Control compartment of car. Switch has three positions. Center position is off. Up or down position establishes operation of Radio from either Number 1 or Number 2 end of car. Hand microphone is

fastened into the bottom of microphone holder box. Microphone button must be depressed to transmit and released to receive.

1704-A Road Train Radio Service

Hudson Train Dispatcher Commuter Channel, and Road 2
 New Haven Train Dispatcher Commuter Channel and Road 2
 Harlem Train Dispatcher Commuter Channel
 Harmon Yard Office Commuter Channel and Road 2

1704-B Road Channels in Service

Road Radio Channel 2 —In operation on Metro-North
 Commuter Radio Channel 3 —In operation on Hudson Line between G.C.T. and CD, Harlem Line between MO and Brewster and entire New Haven Line including Danbury, Waterbury and New Canaan Branches.

1704-C Use of Radios

Radio Selector switch positions for radio channels and equipment.

RADIO CHANNELS	EQUIPMENT AND SELECTOR POSITIONS									
	SPV 2000	RDC	Freight Units	Metro FL-9	Amtrak FL-9	AEM-7	E60CP	F40PH	Turbo	M-1, M-2, M-3, ACMU
Ⓜ - 3	1			1	B3			B3	B3	*
◆ - 2	2	*	1	2	A2	2	2	A2	A2	

*No Selector position required.

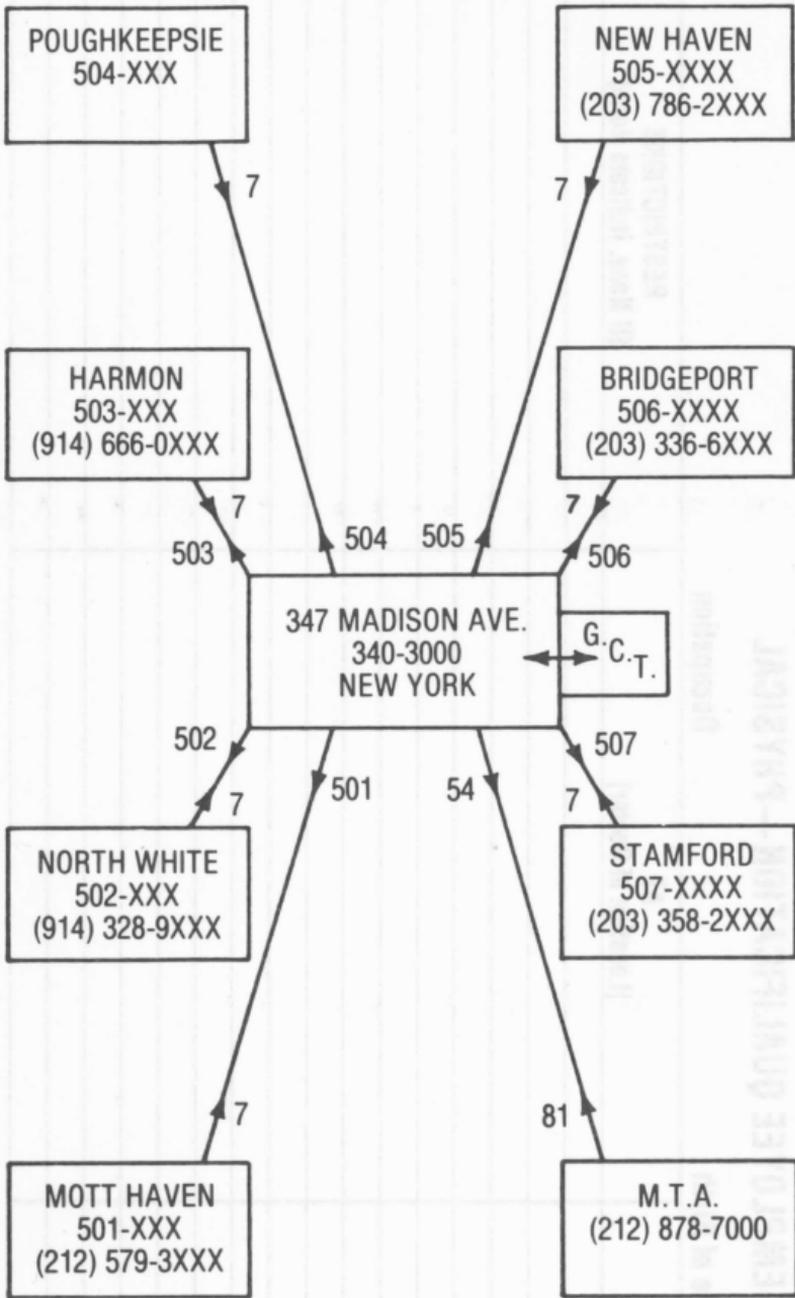
1714-A In the application of **Rule 714**, Engineer or Conductor will make talking test of Radio to nearest Block Station when taking charge of equipment and before departure from Terminal other than G.C.T. When departing from G.C.T., talking test of Radio on Hudson Line trains will be made with DV. Harlem Line trains and New Haven Line trains with Woodlawn.

If radio does not operate properly, Engineer or Conductor will report defect to either Yardmaster or Car foreman at terminal where train originates or terminates.

Only the Radio in operating end of MU trains will be turned on. If conductor must use Radio elsewhere in train, he will turn Radio on in car he is occupying. It will be the responsibility of the Engineer to turn off Radio in Head or Operating car upon termination of run and the responsibility of the Conductor to know that Radios in all other cars in train are turned off.

1805-A In the application of **Rule 805** between U and MO and between MO and Botanical Garden the term, track car, applies to anyone working on the track with or without mechanized equipment except when working within Interlocking limits.

COMPANY TELEPHONES



TRAIN DISPATCHERS

A-2040	D-2042	COMMAND CENTER-2051
B-2039	E-2037	CHIEF TRAIN DISP. 2049-2052-2043
C-2041	F-2038	

POWER CONTROL CENTER

POWER SUPVR. H&H—2221-2222

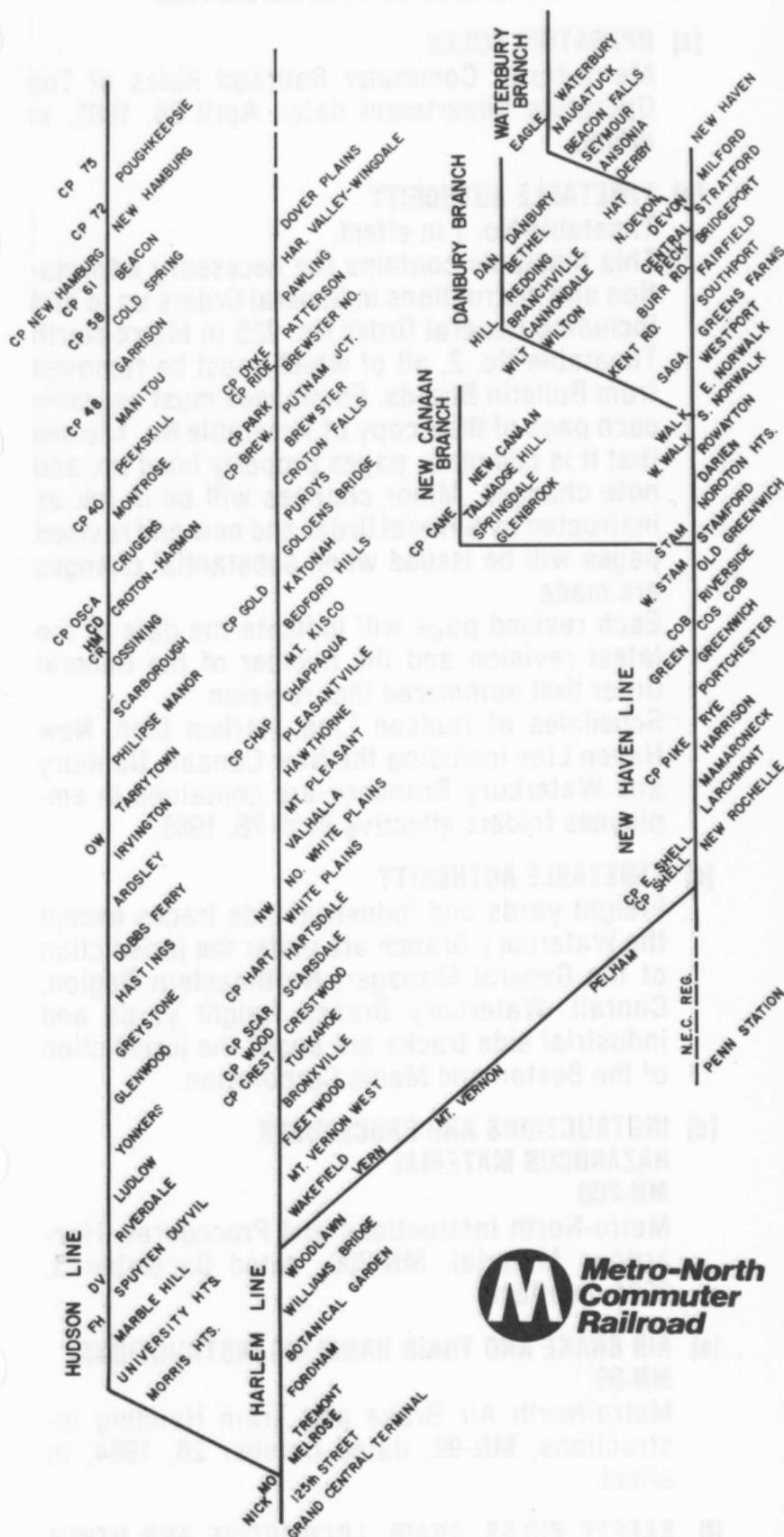
POWER SUPVR NH—2100

FROM STAMFORD—2610-2611

FROM BRIDGEPORT—6056

FROM NEW HAVEN—2900

FROM MOTT HAVEN—260



METRO-NORTH COMMUTER RAILROAD

NEW YORK, N.Y., APRIL 1, 1985

GENERAL ORDER NO. 101

EFFECTIVE 12:01 A.M., SUNDAY, APRIL 28, 1985

(a) OPERATING RULES

Metro-North Commuter Railroad Rules of The Operating Department dated April 28, 1985, in effect.

(b) TIMETABLE AUTHORITY

Timetable No. 1 in effect.

This timetable contains the necessary information and instructions in General Orders up to and including General Order No. 225 in Metro-North Timetable No. 2, 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, pages properly lined up, and note changes. Minor changes will be in ink as instructed by General Order and new and revised pages will be issued when substantial changes are made.

Each revised page will indicate the date of the latest revision and the number of the General Order that authorized that revision.

Schedules of Hudson Line, Harlem Line, New Haven Line including the New Canaan, Danbury and Waterbury Branches are contained in employees folders effective April 28, 1985.

(c) TIMETABLE AUTHORITY

Freight yards and industrial side tracks except the Waterbury Branch are under the jurisdiction of the General Manager, Northeastern Region, Conrail. Waterbury Branch freight yards and industrial side tracks are under the jurisdiction of the Boston and Maine Corporation.

(d) INSTRUCTIONS AND PROCEDURES

HAZARDOUS MATERIAL

MN-200

Metro-North Instructions and Procedures, Hazardous Material, MN-200, dated December 3, 1984, in effect.

(e) AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS

MN-99

Metro-North Air Brake and Train Handling Instructions, MN-99, dated October 28, 1984, in effect.

(f) SAFETY RULES, TRAIN, LOCOMOTIVE AND OTHER TRANSPORTATION EMPLOYEES, S7A

Safety Rules S7A issued July 1, 1978, in effect. Revision of July 1, 1981, pages 23 to 28 inclusive.

(g) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS, CT405

Special Instructions Governing Operation of Signals and Interlockings CT405, effective November 1, 1968, in effect. Revision of April 1, 1977, Instruction A, pages 14-15 changed.

(h) ELECTRICAL OPERATING INSTRUCTIONS

Electrical Operating Instructions CT290 revised R8, 1-82 in effect.

E.A. Boni

General Superintendent-Transportation

RADIO TRANSMITTED MANDATORY DIRECTIVES
RULE 705

Special instructions for the operation of the
rails and interlocking CT405, effective Novem-
ber 1, 1968, in effect. Revision of April 1, 1977,
instruction A, pages 14-15 changed.

(N) ELECTRICAL OPERATING INSTRUCTIONS
Electrical Operating Instructions CT520 revised
RS-1-85 in effect.

E.A. Bond
General Superintendent-Transportation

RADIO TRANSMITTED MANDATORY DIRECTIVES
RULE 705

RADIO TRANSMITTED MANDATORY DIRECTIVES
RULE 705



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RULE 705

**RADIO TRANSMITTED MANDATORY DIRECTIVES
RULE 705**



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