



**NEW YORK DIVISION  
NORTHEAST CORRIDOR  
BULLETIN ORDER No. 9-72**

**Effective 12:01 A.M., Monday, March 13, 2006**

This BO supersedes BO No. 9-71 and contains all current information.

**(a) PUBLICATIONS IN EFFECT:**

NEC General Order	903	Division Notice(s)	9-S43, 9-44, 9-45
New York Div. General Order(s)	2006-S1	New York Div. General Notice(s)	2006-02
Sys. Gen. Road Foreman Not. Index Pg	2006-35	Supt. Train Operations Notices	1-06, 2-07

**(b) NORTHEAST CORRIDOR EMPLOYEE TIMETABLE No. 9**

**1/16/06**

J. S. Tainow has been appointed Acting Vice President Transportation, replacing E. V. Walker; Timetable Title Page revised.

**(c) BOOKS IN EFFECT**

**1/2/06**

*S.I. A-S4, pages 247 & 248*, is revised as follows:

- Amtrak System General Road Foreman Notices, issued January 1, 2006. (Applies to Amtrak Engine Service Employees.)
- Electrical Operating Instructions (AMT-2), revised and reissued November 15, 2005. (Applies to all employees who work in electrified territory.)
- Service Standards for Train Service & On-Board Service Employees, Manual No. 2, Version 2.3, effective 12:01 AM, November 30, 2005. (Applies to Amtrak Train Service & OBS Employees)

**(d) TRAIN SCHEDULES**

**1/2/06**

Train schedules contained in General Order No. 903 are revised as follows:

- Remove reference to train 251 (pgs. 6, 11 & 91)
- Train 19 passes CP Avenue 5:56 PM, arrives Washington 6:00 PM, & departs 6.30 PM. (pg. 50)
- Train 172 stops at Metropark S10:11 AM, Iselin 10:12 AM, Union 10:14 AM, Elmora 10:17 AM, Newark Airport Sta. S10:22 AM, Hunter 10:23 AM, Newark S10:28 AM, Swift 10:32 AM, Portal 10:33 AM, Bergen 10:36 AM, "A" 10:44 AM, arrive S NYP S10:45 AM (pg. 64)
- Train 143 stops at Newark Airport Sta. at S10:27 AM, Elmora 10:30 AM, Union 10:34 AM, Iselin 10:36 AM, Metropark S10:38 AM, Menlo 10:39 AM, Lincoln 10:41 AM, County 10:45 AM, Midway 10:49 AM, Ham 10:56 AM (pg. 44)
- Train 662: The Newark Airport station stop is deleted; Train passes Hunter 8:11 PM (pg. 79)
- Train 1297 departs Sunday at 11:30 PM for Albany, 70" earlier than printed (pg. 91)
- Train 174 add Newark Airport Station stop S12:21PM, change Hunter 12:23PM, Newark Station S12:27PM, Swift 12:31PM, Portal 12:32PM, Bergen 12:35PM, A 12:44, and New York S12:45PM. (Page 68 modified).
- Train 180 (see p.62), Operates 5" earlier Wash. to Grundy, Grundy to New York unchanged.
- Train 175; Old Saybrook S 6.10. (pg. 21)
- Train 174; Old Saybrook S3.03, View 3.04, Conn Movable Br. 3.05, Nan Movable Br. 3.12, Shaw's Cove Movable Br. 3.19. (pg. 27)
- Train 193 at Cornwells Heights to read L 6:38 PM (on p.55).
- Train 198 rescheduled at Bergen & New York to read BER 12:05 AM and NYK arrival at 12:15 AM Daily.
- The following are temporary schedules in effect between March 5 and March 25 due to CSXT track work, and apply only on Sundays thru Wednesdays in the NEC:
  - Train 92, Washington D10:38-11:08, Baltimore D11:44, Wilmington D12:35, Philadelphia D1:00, Holmes 1:22, Trenton 1:35, Union 2:03, Newark D2:13, New York 2:36.
  - Train 92 will operate normal schedule Tuesday thru Saturday on NEC.
  - Train 89 & 80 will not operate New York & Richmond March 5-6, 12-13, 19-20, & 26-27.

**DIVISION & LINE INSTRUCTIONS**

**(e) NEW YORK TERMINAL DISTRICT (NYT)**

- 1. JO and C to F: Amtrak Car 9800 and FRA T16 Speed Restrictions** **6/21/04**  
 Amtrak car 9800 and FRA T16 must not exceed 30 MPH through the East River Tunnels between JO/C and F between the following signal locations:

Track	Eastbound	Westbound
No.1 (Line 1)	1E08-1E14	1E15-1E09
No.2 (Line 2)	2E08-2E14	2E17-2E07
No.3 (Line 3)	3E08-3E14	3E17-3E07
No.4 (Line 4)	4E08-4E14	4E15-4E07

- 2. C to F** **6/27/03**  
 Color light automatic block signal 4E19 governing westward movements on No.4 track (Line 4) temporarily relocated from north wall of tunnel to the south wall of tunnel.

- 3. SUNNYSIDE YARD – R to Q** **7/25/05**  
 Switch points installed on North Runner at a point approximately 510 feet east of west bound home signal for Q. These switch points are blocked and clamped and are not in service. (Note: in the future other tracks will be installed at this location, and these points will form a facing point turnout for westward movements to those tracks.)

- 4. Q INTERLOCKING - DEADHEADING EMPLOYEES** **6/27/05**  
 To assist employees deadheading from Sunnyside Yard to New York, a high level platform, approximately 12 feet in length, is installed and in service within Q Interlocking at west end of Eastward Engine Track (Inbound) beneath Queens Boulevard OH Br. Westward New Jersey Transit trains are authorized to make a BRIEF stop at this location to pick up employees when they are seen on or about the platform.

- 5. ENGINE AND EQUIPMENT RESTRICTIONS** **10/31/05**  
 Special Instruction 40-T1, page 155, is revised by the addition of a new row which designates the maximum dimension engines and equipment that may be operated in the High Speed Rail S&I Building (See also Special Instruction 43-S2, page 293):

Location	Tracks				
	4	3	2	1	Other
High Speed Rail S&I Building, all tracks	...	...	...	...	1

**(f) MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)**

- 1. COUNTY** **8/29/05**  
 a. New switches / crossovers installed at the following locations are not in service, and are blocked and clamped in the normal position:
  - Facing point crossover in No.3 track for eastward movements to No.2 track;
  - Facing point crossover in No.2 track for eastward movements to No.1 track;
  - New 43A and 43B switches installed on number 4 track;
  - The East and West ends of 34 switch.

- b. No. 5 Running Track temporarily out of service from the east end of the track to a barricade erected approximately 200 feet west thereof.

- 2. ELMORA TO UNION** **10/17/05**  
 New derail installed by Conrail Shared Assets on the "0" Track 50 feet west of the hand operated switch at Linden Station. New derail installed by Conrail Shared Assets on the "0" Track 50 feet east of the 20R signal at Union. These derails are locked in the derailing position. Interlocked switch #37 at Union, connecting "A" track with the "0" track, is blocked and spiked normal for the "A" track.

- 3. MIDWAY TO HAM** **2/20/06**  
 Special Instruction 37-N1, page 167, is changed as follows:  
 The 130 MPH speed restriction "Cv MP 50 & 51", Train Types A & B, is removed.

**(g) MAIN LINE - NEW YORK TO HAROLD (NYS), EMPIRE CONNECTION (EC), NEW YORK TERMINAL DISTRICT (NYT), MAIN LINE - NEW YORK TO PHILADELPHIA (NYP)**

**ENGINE AND EQUIPMENT RESTRICTIONS**

**3/13/06**

Amtrak Capitoliner Control Car 9633 may operate on the New York Division. Note (a) is revised as follows in Special Instructions 40-H1 (pg. 144), 40-E1 (pg. 149), 40-T1 (pg. 155), and 40-N1 (176):

**Note (a):** Capitoliner Control Cars 9632, 9634 & 9636-9639 are prohibited.

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**SYSTEM INSTRUCTIONS**

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**(h) NOTICE OF NORAC CLASS ATTENDANCE**

**12/26/05**

*S.I. C-S1, page 248, is revised in its entirety as shown below:*

Amtrak Transportation employees will be assigned to attend specific Block Training sessions for annual training. Names of employees selected for training will be published in Division Notices or Division General Notices in the month preceding their scheduled session. Attendance in the assigned class is mandatory. Selected employees must contact their supervisor to obtain travel and hotel accommodation information, when necessary. Authority to stay over at a hotel must be pre-approved through your supervisor. Train & Engine and On-Board Services employees will be automatically marked off by Crew Management to attend their Block Training session. All other employees should mark off through their normal processes.

**Employees are required to mark up for duty upon return to their crew base immediately following the completion of their class.** Employees who have a conflict with their scheduled session date must contact their supervisor sufficiently in advance of the session for a change in assignment.

**(i) OPERATING RULES QUALIFICATION**

**2/13/06**

*S.I. C-S3, pages 248 & 249, is revised in its entirety as shown below:*

1. Employees in the following categories must be initially qualified on Operating Rules, and must be requalified annually:
  - a. Train Dispatchers, Assistant Chief Dispatchers, and Block Operators
  - b. Train & Engine Service employees, and Yardmasters
  - c. Employees who move or assist in the movement of trains or engines
  - d. Employees who request foul time or take tracks out of service for maintenance
  - e. Employees who operate track cars
  - f. C&S Maintainers
  - g. Supervisors and Managers who directly supervise any of the above employees
2. For Engineering Department employees ("d", "e" & "f" above), there are three NORAC **Operating Rules** qualification levels:
  - a. **Class A Test** - Authorizes drivers to operate Specialized MW equipment (equipment that reliably shunts track circuits; see S.I. 803-S1, page 336) under the operating rules and physical characteristics qualifications that apply to freight trains, instead of the operating rules that apply to track cars.
  - b. **Class B Test** - Authorizes employees to take tracks out of service for maintenance and to move or pilot track cars when properly qualified on physical characteristics.
  - c. **Class C Test** - Authorizes employees to obtain foul time when properly qualified on physical characteristics.
3. Employees returning to duty after an absence from railroad service of 6 months or more must take the following actions before performing service that requires Operating Rules qualification:

<b>After an Absence of:</b>	<b>Employee Must:</b>
6 to 12 months	Attend and pass an annual Operating Rules requalification class.
Over 12 months	Attend and pass a special Operating Rules requalification class, as determined by Operating Practices Department.

**(j) PHYSICAL CHARACTERISTICS REQUALIFICATION FOR ENGINEERING DEPARTMENT EMPLOYEES**

**1/9/06**

*S.I. C-S6, page 250, is revised in its entirety as shown below, and now refers only to physical characteristics qualification:*

Engineering Department employees who are qualified on physical characteristics (PC's) must requalify every year, by the end of the calendar quarter in which their birthday occurs.

Employees whose birthday occurs in:	Must requalify on PC's by:
January, February or March	March 31
April, May or June	June 30
July, August or September	September 30
October, November or December	December 31

Employees may requalify as early in the calendar year as they wish, and are encouraged to do so.

**(k) USE OF ELECTRONIC DEVICES**

**11/14/05**

*New paragraph "d" is added to Section 1 of Special Instruction E-S2, page 251, as follows:*

**1. The following applies regarding cellular phone usage while on locomotives, trains, cranes, or other motorized railroad equipment:**

**d.** Unless authorized by special instruction or appropriate supervisor, cell phones must **not** be used in lieu of radio communication to obtain or release main track authorities or to copy mandatory directives (e.g. Form D, TSRB, Foul Time, etc.).

Where radio communication is not possible, or where authorized by special instruction or supervisor, a cell phone may be used to obtain or release main track authorities or to copy mandatory directives, but only after all crew members:

- Have been informed of the intent to communicate via cell phone,  
AND
- Have agreed to conduct a joint job briefing after the cell phone communication ends, prior to reaching affected location, to properly disseminate information from that communication.

**(l) JOB BRIEFINGS**

**11/28/05**

*The first paragraph of S.I. 4-S1, page 261, is revised as shown below, and new item 9 is added to the instruction on page 263:*

Train and engine crew members must hold a job briefing

- At the beginning of their tour of duty,
- Before they enter Amtrak property (non-Amtrak crews),
- Each time operational or safety conditions change after the initial job briefing to discuss the following items:

**9. Reporting Clear or Releasing Main Track Authorities**

All crew members are jointly responsible, through job briefing, to ascertain and agree on the exact location that their entire train has passed before reporting past a specific point or clearing a main track authority (Form D).

**(m) ENGINES AND EQUIPMENT: MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED; DIMENSIONS**

**3/13/06**

The listing of engines and cars in S.I. 37-S5, pages 277, 278 & 280 is revised as follows:

Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
<b>CSO/NECR</b>						
CSO 2340	SW-1500	30	45	60	4	...
NECR 3844-3857, NECR 3869	GP-38	30	50	65	4	...
<b>CSX/NYC</b>						
5830-5839	B36-7	30	50	70	4	K
6001-6148	GP40-2	30	50	70	4	B, C, K
6149-6249 6280, 6295, 6318, 6341	GP40-2	30	50	70	4	B, K
<b>NS/PRR</b>						
2501-2540, 2557-2580	SD-70	30	50	70	5	B, K

Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
2541-2556	SD-70	30	50	70	5	B, C, K
5601-5680	GP38-2	30	50	70	5	B
5801-5889	GP38-3	30	50	70	5	B
8314-8467	D8-40CW	30	50	70	5	B, K
CARS						
AMTRAK					Spd	Equip Dimen.
Capitoliner Control Cars series 9632-9641, 9643-9646, 9649-9651					125	1
*Note: See restrictions for cars 9632, 9634 & 9636-9639 in SI's 40-H1 (pg 144), 40-E1 (pg 149), 40-T1 (pg 155), 40-N1 (pg 176), 40-P1 (pg 205) & 40-W1 (pg 222)						

**(n) AMTRAK FREIGHT CARS**

**2/20/06**

*Special Instruction 41-S5, page 289, is revised in its entirety as follows:*

AMTRAK cars in series 11300, 11301, 11303-11308, 11310-11318, 11320-11324, 11327-11347, 11350-11359, 11362-11377, 11379-11384, 11386, 11389-11397, 11399, 11500-11731, 11800-11861, 11901-11920, 13031-13036, 13100, 13101, 13200-13403, 13900-13967, 15003-15012, 15021-15030, 15150-15199 (tower cars must be in lowered position), 15242, 15250-15252, 15260-15316, 15500-15594, 15610-15619, 15700-15725 and 15655-15799 are restricted as follows (Also see SI 41-S10, page 290):

**New York Division**

Must run No. 11 or 12 tracks Penn. Station, N.Y.

**Mid-Atlantic Division**

Must avoid all tracks Suburban Station, Phila.

Trains containing this equipment must be examined by the Conductor to determine the restrictions. The Conductor must notify the Dispatcher and Engineer of any restrictions affecting the movement of their train.

**(o) TRANSFER OF EMPLOYEES OR PASSENGERS BETWEEN EQUIPMENT ON ADJACENT TRACKS – ELECTRICAL OPERATION**

**11/28/05**

*S.I. 47-S5, page 297, is replaced by the following:*

Section 3.7 of AMT-2, Electrical Operating Instructions, is revised as follows:

**3.702** Throttle power shall not be applied on either train until the transfer process is complete.

**NOTE:** Reference is made in Instruction 3.701 to “jumper cables” to be used when performing a train to train transfer. Instructions regarding the use of jumper cables (if they are available on your train) are contained in the “Service Standards for Train Service & On-Board Service Employees”, Chapter 6, page 6-22, Item 11: “Non-Emergency Train-To-Train Passenger Transfers”. Item 11 also contains instructions for the use of train to train transfer bridges, where available. *All High Speed Trainsets in revenue service have been outfitted with a transfer bridge and jumper cable. These items are stored in the cafe car cabinet across from the Railfone.*

**(p) LOWERING AND RAISING PANTOGRAPHS – ELECTRICAL OPERATION**

**11/28/05**

*S.I. 47-S6, page 297, is deleted.* Instructions for raising and lowering pantographs on AEM-7 & HHP-8 locomotives, as well as HST Power Cars, are now contained in AMT-2 Instruction 2.410, page 2-15. (Note that the location specific instructions contained in AMT-2 Instruction 2.411 for raising and lowering pantographs do not apply to AEM-7 & HHP-8 locomotives, or HST Power Cars.)

**(q) MOVABLE POINT FROGS & SLIP SWITCHES**

**11/28/05**

*S.I. 80-S1, page 302, revised:* Add Roy Int. to Mid-Atlantic Division.

**(r) PROTECTION OF OUT-OF-SERVICE TRACKS**

**12/12/05**

*S.I. 133-S1, page 307 revised:* When Form D line 4 is issued for work performed exclusively with the Track Structure Assessment Vehicle (TSAV), Automated Track Inspection Vehicle (ATIV), and NJT Track Geometry Inspection Vehicle (NJT-TGIV), the safeguards prescribed in paragraph numbers 1, 2 & 3 of SI 133-S1 are not required (barricades, shunt check, de-energizing track circuits).

The second paragraph of Special Instruction 133-S1, page 307 (“Exception”) is revised by the addition of TSAV, ATIV & NJT-TGIV to the equipment listed.

**(s) FORM D INQUIRY AND DELIVERY PROCEDURES**

**12/19/05**

*The first paragraph of S.I.165-S1 (pg 313) has been revised, as shown below. This paragraph now references notification of other new instructions, in addition to Form D's, TSRB changes, and Supplemental Bulletin Orders. Examples: Notification that SI 132-S2 is in effect (bridge strikes); Notification that SI 41-A1 paragraph 1 is in effect (manually disable HST tilt).*

At the following locations, Conductors/Engineers of trains indicated must contact the Dispatcher or Operator to inquire about Form D's, TSRB changes, Supplemental Bulletin Orders, and other new instructions. Inquiry must be made sufficiently in advance to avoid delay to train, **but must not be made prior to scheduled sign-up time**. Conductor/Engineer must either deliver Form D's and/or other new instructions to the Conductor/Engineer, or notify Conductor/Engineer that no Form D's and/or new instructions are in effect. Engineers must not depart until Form D and new instruction status has been verified with Conductor.

**(t) OPERATION IN ACSES TERRITORY**

**2/22/06**

**1. ACSES DISPLAY AND ENFORCEMENT OF TRACK SPEEDS**

***ACSES Rule 582** (part of Special Instruction 580-S1, pages 322 & 323) is revised in its entirety as shown below. **S.I. 582-S3**, “ACSES Display on High Speed Trainsets” (formerly on page 329) has been moved, and is now part of Rule 582, as shown in section “b”, item No. 5 below.*

*These revisions are intended to clarify how ACSES will function in territory where wayside data radio is in service, and the train is equipped with the “ACSES II T.S.R. Data Radio” version of on-board ACSES apparatus.*

**582. ACSES Display and Enforcement of Track Speeds**

**a. ACSES Conforms to Known Track Speeds**

1. The on-board ACSES apparatus will display and enforce all permanent and temporary track speed limits. When approaching a location where the track speed is more restrictive, the track speed indicator will display the speed change prior to reaching the restriction if a reduction in speed is required.

**Exception: Temporary Transponders** – Where temporary transponders are used to enforce temporary speed restrictions:

- i. Temporary speed restrictions will be displayed as soon as the engine passes the temporary transponder, regardless of the train's speed.
- ii. ACSES will not display or enforce temporary speed restrictions within interlocking limits.
2. When the track speed indicator changes to a more restrictive speed, the audible indicator will sound until the speed change is acknowledged. Failure to acknowledge the change within 8 seconds or to satisfy the required braking rate will result in a penalty application of the brakes.
3. When the track speed indicator changes to a more favorable speed, the audible indicator will transmit a short sound, which will not require acknowledgment. Speed must not be increased until the entire train has cleared previous lower speed limit.
4. Where ACSES data radio is in service and a train is diverted at an interlocking over one or more switches, ACSES will display and enforce the speed of the slowest crossover in the established route on trains that are equipped with the “ACSES II T.S.R. Data Radio” version of on-board apparatus. This crossover speed enforcement will continue until the head end of the train clears the interlocking, but may release sooner at certain locations.

**b. ACSES Does Not Conform to Known Track Speeds: More Restrictive Speed Governs**

1. If ACSES displays an incorrect speed limit, the lower speed limit will apply.
2. If ACSES displays the **Missing Transponder Symbol** (“–”), the train will operate according to track and signal speed limits, not exceeding 110 MPH between New Haven and Boston, and 125 MPH between New York and Washington.
3. If ACSES displays the **Missing Temporary Speed Symbol** (display alternates between “–” for 2 seconds, and permanent track speed for 8 seconds), the train will operate according to track and signal speed limits. Although ACSES will cap the maximum speed displayed at

125 MPH in all ACSES equipped territory, trains operating between New Haven and Boston must not exceed 110 MPH.

4. When approaching an interlocking, if data radio reception is interrupted and train routing data is not received by the on-board ACSES apparatus, ACSES may enforce a temporary speed restriction that exists on an adjacent track within or beyond the interlocking, as a precaution in case the train is routed to the affected track. This adjacent track temporary speed restriction enforcement will be released when the train exits the interlocking.
5. On High Speed Trainsets, various internal faults may cause the display of Train Type "B" speeds instead of Train Type "A" speeds, even when the tilt system is still functional. When this occurs, a report must be made to the Dispatcher, and the train will be governed by the Train Type "B" speeds displayed. This type of malfunction will **not** be considered an ACSES failure, but must be recorded on MAP 100.

**c. If one of the conditions listed in Part "b" occurs:**

1. The Engineer must notify the Dispatcher as soon as possible without delay to the train. The report must include the location and description of the non-conformity.  
**Exception:** Non-conformities referenced in Rule 586, "Circumstances in Which ACSES May Not Indicate Current Wayside Conditions," need not be reported to the Dispatcher.
2. The Dispatcher must relay all reported information to appropriate Mechanical and C&S personnel, so that they can investigate the non-conformity.
3. Normal speed may be resumed once ACSES displays a correct speed on the track speed indicator, unless an ACSES on-board apparatus failure has occurred as described in Rule 584(a).

**2. TRAINS EQUIPPED WITH ACSES APPARATUS**

**Special Instruction 580-S2**, page 327, is revised by the addition of a new fourth paragraph, as shown below:

**580-S2. TRAINS EQUIPPED WITH ACSES APPARATUS**

All trains operating in the ACSES territory between New Haven and Boston must be equipped with ACSES.

In the ACSES territory between New York and Washington, trains that are authorized to exceed 125 MPH (HST's) must be equipped with ACSES.

HST's may be dispatched from their initial terminal with inoperative ACSES, when their movement will be confined to the territory between Washington and New York. When operating in ACSES territory between Washington and New York, HST's with inoperative ACSES on-board equipment must not exceed 125 MPH.

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

**(u) TRAIN CREW RESPONSIBILITY: TEMPORARY RESTRICTIONS**

**12/26/05**

*S.I. 941-S1, pages 341 & 342, is revised in its entirety as shown below:*

**Initial job Briefing:** During initial job briefings, passenger train Conductors and Assistant Conductors are jointly responsible for reviewing all upcoming temporary operating restrictions. The Conductor must verbally remind the Engineer of any upcoming temporary operating restrictions at the last station stop prior to each restriction, or the Conductor may designate a physical characteristics qualified Assistant Conductor as responsible for this task.

**Additional Job Briefings:** During additional job briefings that are held to discuss new or changed conditions, the Conductor or designated Assistant Conductor must review the new or changed conditions with the Engineer.

**Restriction Reminders:** As illustrated in the following example, temporary operating restriction reminders should be brief but clear, and must include **(1)** the number of temporary speed restrictions in effect on each track to which the train could be routed, and **(2)** the type and location of any temporary restriction that may require the train to stop.

**Example:** "Amtrak Train 640, Conductor to Engineer, two TSRB restrictions on Track 1 Lancaster to Parkesburg, and a TBS in service at Leaman, over"

Temporary restriction reminders must be transmitted via radio using proper radio procedures. The intercom's P.A. feature must not be used to communicate the reminder.

If, after the initial reminder, the train stops for any reason prior to arriving at the point of restriction, or stops while within the limits of the restriction, the Conductor or designated Assistant Conductor must again remind the Engineer of the restriction.

*Listed below are examples of temporary operating restrictions for which a reminder must be provided:*

- Temporary Block Station (TBS) in service
- DCS rules substituted for ABS rules
- Form D line 1 or line 13 speed restriction
- TSRB speed restriction
- Approaching a location where automatic highway crossing warning devices are not functioning properly [Rule 138(c)]
- Approaching Rule 562 territory when cab signals have failed en route [Rule 562(c)] – *This reminder must be provided when 2 miles from Rule 562 territory, or at the last station stop prior to Rule 562 territory.*
- Approaching Rule 562 territory when speed control and/or automatic train stop has failed en route [Rule 562(d)]
- Approaching ACSES equipped territory when ACSES apparatus has failed en route [Rule 584(b)]

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## HIGH SPEED TRAINSET & HHP-8 INSTRUCTIONS

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### (v) HST TILT SYSTEM OPERATION IN SNOWY CONDITIONS

12/19/05

*S.I. 41-A1, page 345, is replaced in its entirety. A new paragraph 1 has been inserted, pertaining to HST tilt system operation under snowy conditions. Former paragraphs 1 and 2 have been renumbered as 2 and 3, respectively.*

#### 1. Manually Disabling Tilt in Snowy Conditions:

When snowfall which can become packed in HST undercarriage areas accumulates on the right of way, it may become necessary to disable the HST's tilt system to avoid damage to tilt system components. When such conditions are determined to exist, Conductor/Engineer will receive verbal instructions to manually disable the HST tilt system in accordance with this instruction (SI 41-A1, paragraph 1). These instructions will generally be delivered when inquiring about Form D's or other instructions as per SI 165-S1 (pages 313-315), but may also be delivered by the Dispatcher when en route, should conditions require.

- When instructed to manually disable tilt as per this instruction, Engineers must manually disable the HST tilt system on the lead power car by positioning the "Tilting Disable Switch" to the "Disable" position.
- Engineers must note this condition on the MAP-100 as "Tilt disabled per SI 41-A1 para. 1".
- Once tilt has been disabled in accordance with this instruction, it must remain disabled until the train reaches its final terminal.

#### 2. Manually Disabling Tilt on Metro North Railroad:

Between CP 216 (MP 16.3) & CP 274 (MP 72.7), the tilt system must be manually disabled, using "Tilting" switch on Engineer's left switch panel.

Crews of **eastward** HST's must contact New Haven District E Rail Traffic Controller when passing Pelham Bay to confirm that tilt system is disabled.

Crews of **westward** HST's must contact the New Haven District G Rail Traffic Controller when passing Shore Line Jct. to confirm that the tilt system is disabled.

#### 3. Tilt System Failure:

In the event of tilt system failure ("Car Not Centered" or "Tilting Fault" alarms), speed must be reduced to Train Type "B" speeds. The Engineer must inform the Conductor and Dispatcher of tilt system failure as soon as possible.

### (w) AMT-2 SLEET INSTRUCTIONS FOR HIGH SPEED TRAINSETS – ELECTRICAL OPERATION 1/23/06

*S.I. 47-A2, page 347, is deleted. AMT-2 instruction 2.401 (page 2-13) now governs Engineers on High Speed Trainsets who receive a "double pantograph" instruction.*

**(x) HST SINGLE POWER CAR OPERATION**

1/9/06

S.I. 47-A3, page 347, added. When snow, sleet or mechanical conditions require single power car operation, the Engineer will be directed by the Train Dispatcher to operate with a single power car, with one pantograph raised. When so directed, the Engineer must follow the single power car operation and setup instructions contained in System General Road Foreman Notice 2006-32.

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**OPERATING RULE REVIEW**

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**(y) PHYSICAL CHARACTERISTICS AWARENESS – EAST END OF PENN STATION (JO)**

MW Foreman, Track Car Drivers, Engineers and Conductors are required to be qualified on the physical characteristics of the territory on which they are to operate (Rules 800, 940 & 950). They must therefore be aware of the following physical characteristics features present at the east end of Penn Station (JO).

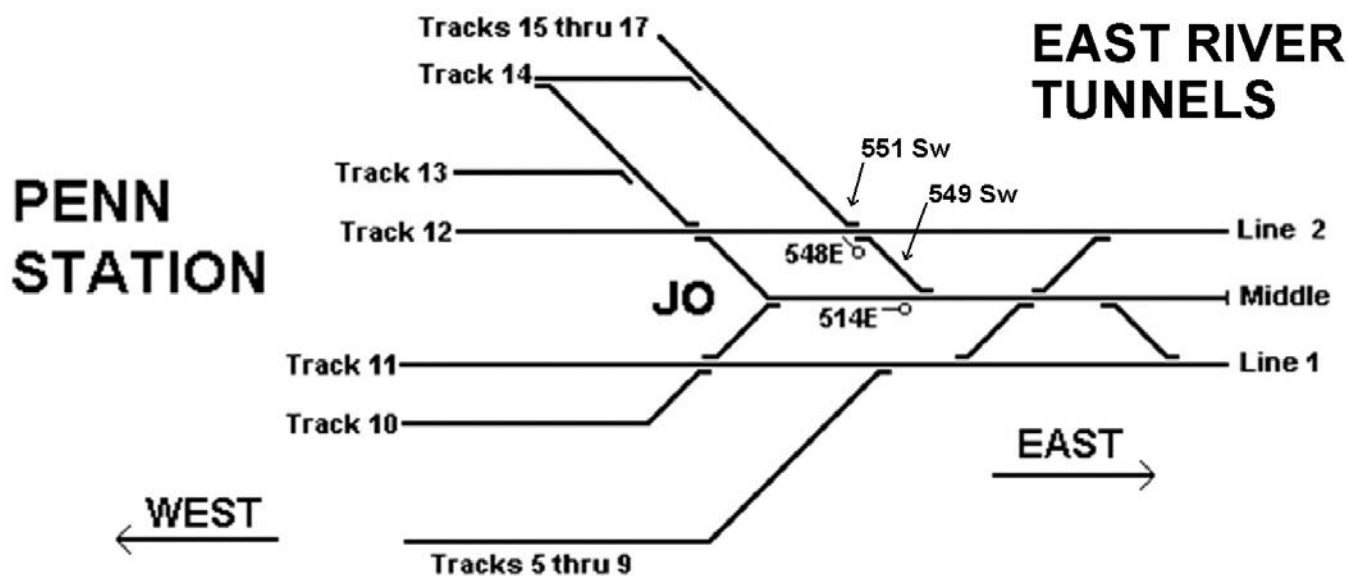
Trains and track cars operating from tracks 12 through 17 must be aware of the locations of signals 548E and 514E, due to the very short distance between these signals (approximately 40 ft.). Whenever 548E signal is required for your movement, if you are routed towards the Middle Track or Line 1, then **both** 548E and 514E signals govern, as in the following example routes:

- Operating from track 12 to Middle Track (over 549 switch reverse)
- Operating from track 17 to Line 1 (over 551 & 549 switches reverse)

When signals 548E and 514E cannot be displayed for a route over 549 switch reverse (e.g., movement from 12, 13 or 14 track to Line 1), or a route over 551 & 549 switches reverse (e.g., movement from 14, 15, 16 or 17 track to Line 1), the Dispatcher/Console Operator must issue Rule 241(a) authority using the following format:

*“Pass 548E signal indicating Stop Signal and operate approximately 40 feet east. Do not pass 514E signal until permission is received”*

When notified that the movement has stopped to the rear of 514E signal, conventional Rule 241(a) permission will then be given.



**Lenore Slimbock**  
General Superintendent