



# **HARRISBURG DIVISION**

**Northern Region**

**Timetable Number**

**1**

**In Effect**

**At 12:01 AM**

**Monday, August 4, 2008**

**Eastern Standard Time**

**For The Government of Employees Only**



---

“SAFETY...

What’s in it  
for me?”

---

# HARRISBURG DIVISION TIMETABLE

## TABLE OF CONTENTS

<b>I. Timetable General Information .....</b>	<b>1</b>
a. Station Page.....	1
b. Explanation of Characters .....	1
c. Diesel Unit Groups.....	2
d. Main Track Control .....	2
e. Division Special Instructions.....	2
<b>II. Harrisburg Division Station Pages.....</b>	<b>3</b>
<b>III. Harrisburg Division Special Instructions .....</b>	<b>169–189</b>

**NORFOLK SOUTHERN DIVISION HEADQUARTERS  
TRAIN DISPATCHERS OFFICE  
4600 DEER PATH ROAD  
HARRISBURG, PA 17110**

<b>Assistant Superintendent — Train Operations</b>	Microwave 541-2146	Bell 717-541-2146
<b>Chief Dispatcher</b>	Microwave 541-2158	Bell 717-541-2158
<b>Buffalo Line Dispatcher</b>	Microwave 541-2143	Bell 717-541-2143
<b>Harrisburg East Dispatcher</b>	Microwave 541-2136	Bell 717-541-2136
<b>Harrisburg Terminal Dispatcher</b>	Microwave 541-2138	Bell 717-541-2138
<b>Lehigh Line Dispatcher</b>	Microwave 541-2139	Bell 717-541-2139
<b>Main Line Dispatcher</b>	Microwave 541-2142	Bell 717-541-2142
<b>Southern Tier Dispatcher</b>	Microwave 541-2144	Bell 717-541-2144

# ***WHAT ARE SOME OF THE INGREDIENTS OF A SAFE EMPLOYEE?***

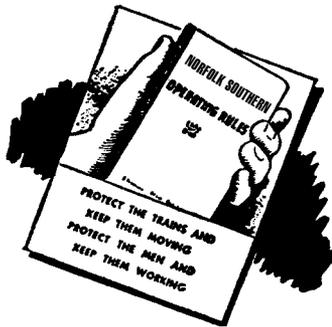


- Physical Fitness.
- Mental Alertness.
- A Sincere Desire to Work Safely.
- A Working Knowledge and Proper Understanding of the Rules.
- Cheerful Compliance with the Rules.
- Teamwork and Cooperation.
- Knowledge of the Importance of Details.
- Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.

## ***THE BOOK of RULES IS YOUR PLAN of WORK***

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgment based on experience. To get the thought out of the book, you must open it and study it. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.

Read the Rule . . . Study the Rule . . . Know what to do under the Rule, and why . . . Then DO it!



***NO DETAIL IS UNIMPORTANT!***

*Reprinted from a 1963 employee timetable.*

# HARRISBURG DIVISION TIMETABLE

## GENERAL INFORMATION

### A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

### B. EXPLANATION OF CHARACTERS

#### **Symbols:**

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒸB — Drawbridge
- RM — Dual Controlled Switch
- - - - — Foreign R.R.
- Frt. — Freight Trains
- Jct. — Junction
- Ⓔ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- Ⓜ — Yard Limit

#### **Train Inspection Detectors:**

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector
- WID — Wheel Impact Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Main Track — Track will not be shown.

## HARRISBURG DIVISION TIMETABLE

### GENERAL INFORMATION (CONT.)

#### C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40  
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,  
GP-59, GP-60  
3 = C-30-7, SD-40, SD-40-2  
4 = C-36-7, SD-50  
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70  
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,  
SD-90-MAC

#### D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Signaled Sidings, Controlled Points, and Controlled Interlockings. All Controlled Sidings listed in the Harrisburg Division Timetable are in charge of Train Dispatcher/Control Operator unless otherwise noted.

#### E. DIVISION SPECIAL INSTRUCTIONS

All Harrisburg Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

HB-GR-13-1 — Refers to NS Operating Rule GR-13.

HB-L-236-1 — Refers to NS-1 Rule L-236.

HB-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
  - NS Operating Rules are Numbered 999 and below.  
Safety and General Conduct Rules are numbered 1000 and up.
  - HB indicates the Special Instruction is specific to the Harrisburg Division.

# HARRISBURG DIVISION TIMETABLE

## STATION PAGES

<b>LINES</b>	<b>Milepost</b>	<b>Page</b>
Buffalo...(BUFL) .....	BX 5.8 – BR 306.2.....	4–16
Harrisburg...(HARL).....	HP 5.2 – HP 112.9.....	17–28
Lehigh...(LEHL) .....	LE 35.8 – LH 130.6.....	29–35
Morrisville...(MORL).....	MV 4.7 – MK 1.1.....	36–39
Norristown...(SEPTA).....	16.8 HN – HP 18.0.....	40–42
Pittsburgh...(PITL) .....	PT 105.1 – PT 118.9.....	43–48
Reading...(REAL) .....	EN 88.6 – HP 61.2.....	49–54
Southern Tier...(SOUL).....	SR 213.2 – SR 419.9.....	55–62

## BRANCHES

Lurgan...(LURB) .....	LG 0.0 – HW 73.7.....	63–67
Port Road...(PORB).....	PD 0.0 – EP 76.1.....	68–73
Pottsville...(POTB) .....	HP 58.6 – FR 61.4.....	74–76
Royalton...(ROYB).....	RY 0.0 – RY 21.9.....	77–79
Stony Creek...(STOB) .....	0.0 – NX 9.9.....	80–81

## DISTRICT

Lake Erie .....	B 2.0 – B 6.5.....	82–85
-----------------	--------------------	-------

## SECONDARY TRACKS

Ashmore...(ASHS).....	QH 0.0 – QH 10.3.....	86–88
C&F...(C&FS) .....	FJ 14.1 – FJ 2.5.....	89–90
Cement...(CEMS).....	SE 0.0 – SE 22.6.....	91–93
Columbia...(COLS).....	ZL 68.1 – ZL 80.1.....	94–95
Corning...(CORS).....	GL 0.0 – GL 70.9.....	96–98
Dale...(DALS) .....	MV 30.1 – MV 46.0.....	99–100
Delmarva...(DELS) .....	FK 0.0 – DM 128.2.....	101–106
Hudson...(HUDS).....	LX 2.0 – LX 20.6.....	107–108
Indian River...(INDS).....	IR 1.5 – IR 39.0.....	109–110
Ithaca...(ITHS).....	IS 271.6 – IS 316.0.....	111–113
Lehigh...(LEHS).....	IS 212.2 – QR 273.2.....	114–116
New Castle...(NEWS).....	WO 0.0 – WO 14.0.....	117–119
New Holland...(NEHS).....	HZ 39.4 – HZ 27.1.....	120–121
Portland...(PORS).....	PO 0.0 – PO 22.0.....	122–125
Roxburg...(ROXS) .....	RJ 78.6 – RJ 75.1.....	126–127
Shellpot...(SHES).....	HE 3.8 – HE 6.1.....	128–130
Shippensburg...(SHIS).....	SI 0.0 – SI 21.0.....	131–133
Stroudsburg...(STRS).....	DG 0.0 – DG 2.0.....	134–135
Washington...(WASS).....	WD 80.2 – WD 58.0.....	136–138
Watsonstown...(WATS).....	WH 0.0 – WH 11.5.....	139–141
York...(YORS).....	YX 2.4 – YX 12.5.....	142–143

## CONSOLIDATED TERMINAL SPECIAL INSTRUCTIONS

Table of Contents .....	144–145
Allentown .....	146–152
Baltimore .....	153–157
Buffalo.....	158–161
Harrisburg.....	162–164
Lancaster.....	165–166
North Jersey.....	167–168

# BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			LAKE SHORE SUB-CSXT ..... AAR-46		
		BX 5.8	CP-5 (NH Dispatcher) ..... AAR-50 / 3#-7C... (Chicago Line) (CP)	1, 3	
			BUFFALO LINE DISPATCHER ..... AAR-64 [725]		
		BX 5.7	HCD-19'0" (Southward only)		
		BX 0.0	Powell Connection (Mike)		
		BX 0.0	GJ ..... (CP)	1, 5	
		BR 5.4	Brian		
		BR 5.7	(Ebenezer R.T.)		
	12000			Gardenville I.T.	
		BR 8.3	GRAVITY ..... (CP)	4, 5	
	BR 8.8	(B&P R.R. leases between MP BR 8.8 and Machias)	5		
B&P R.R.					
	BR 44.5	MACHIAS (B&P R.R.) (WNYP R.R.) ..... (CP) (WNYP R.R. leases between Machias and MP BR 134.0)			
28500					
	BR 50.1	SOUTH MACHIAS ..... (CP)			
	BR 58.2	HBD-DED			
WNYP R.R.					
	BR 66.4	NORTH OLEAN ..... (CP) DED			
12550					
	BR 69.4	OLEAN ..... [RM] (C)			
	BR 73.0	(WNYP R.R. and Olean Secondary Track) SOUTH OLEAN ..... (CP)			

# BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="text-align: center;">MAIN</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">WNYP R.R.</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">BUFFALO YARD</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">B&amp;P R.R.</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">MAIN</p>	17750	BR 76.7 BR 79.3	BUFFALO LINE DISPATCHER ..... AAR-64 [725] HBD-DED PA/NY State Line	
		BR 80.1	NORTH ELDRED ..... (CP)	
		BR 83.7 BR 83.9	Clermont I.T. SOUTH ELDRED ..... (CP)	
		BR 89.6	DED	
		BR 95.6	NORTH KEAN ..... (CP)	
		BR 97.0 BR 97.8	KEAN ..... (CP) HBD-DED	
		BR 103.1 BR 106.5 BR 107.6	LIBERTY ..... (CP) DED Keating Summit	
		BR 118.2 BR 121.2	HBD-DED EMPORIUM ..... (CP) (Buffalo Yard)	
		BR 123.6	SOUTH EMPORIUM ..... (CP)	
		BR 126.7 BR 134.0	DED WNYP R.R. Ends	
		BR 134.5	NORTH DRIFTWOOD ..... (CP)	5
		BR 139.2	DRIFTWOOD (B&P R.R.) ..... (CP)	5
		BR 141.7 BR 142.8	SOUTH DRIFTWOOD ..... (CP) HBD-DED	

# BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows a vertical main line with several sidings branching off to the left. Key features include: WBV and GW at the top; CORMAN CONN. between BR 153.2 and BR 154.2; SS sidings at 17500, 16250, 15250, and 10000; I.T. between BR 165.6 and BR 169.4; NBER and HAND-OPERATED structures between BR 192.8 and BR 196.0; and another SS siding at 29000. The main line is labeled 'MAIN' at both ends.</p>			<b>BUFFALO LINE DISPATCHER</b> ..... AAR-64 [725]		
			<b>BR 153.2</b>	<b>NORTH KEATING</b> ..... (Corman Connection) (CP)	
			<b>BR 154.2</b>	<b>KEATING</b> ..... (CP)	
		17500	<b>BR 158.0</b>	<b>SOUTH KEATING</b> ..... (CP)	
			BR 158.0	DED	
			<b>BR 162.3</b>	<b>NORTH DRURY</b> ..... (CP)	
		16250	<b>BR 165.6</b>	<b>DRURY (Drury I.T.)</b> ..... (CP)	
			BR 169.4	HBD-DED	
			BR 175.6	DED	
		15250	<b>BR 180.4</b>	<b>NORTH BAKER</b> ..... (CP)	5
		10000	<b>BR 183.6</b>	<b>SOUTH BAKER</b> ..... (CP)	5
			BR 188.6	HBD-DED	
			BR 192.8	North Flood Control Gate	
			<b>BR 194.2</b>	<b>LOCK HAVEN (NBER)</b> ..... (CP)	2
			BR 195.2	South Flood Control Gate	
			BR 196.0	DED	
		29000	<b>BR 196.2</b>	<b>LANE</b> ..... (CP)	
		BR 197.7	Scale		
		<b>BR 201.8</b>	<b>PINE</b> ..... (CP)		
		BR 207.8	HBD-DED		

# BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
MAIN			BUFFALO LINE DISPATCHER ..... AAR-64 <span style="border: 1px solid black; padding: 0 2px;">725</span>	
SS ANTLERS I.T.	12250	BR 210.9	BUD ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	5
RIVER ↑		BR 213.4	LINDEN..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	5
		213.7 LY	RIVER (Antlers I.T.)..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 213.8	SOUTH LINDEN..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 217.5	DED	
		BR 228.9	HBD-DED	
LV R.R.		BR 232.3	MUNCY (Lycoming Valley R.R.) ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	3500	BR 238.0	DED	
		BR 241.5	Watson town	
		WH 0.0/		
WATS		BR 241.7	WAT (Watson town Secondary Track) ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 242.7	NORTH FAIR ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	5
SS	13750	BR 245.4	SOUTH FAIR ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	5
UCIR		BR 246.8		
		BR 247.4	HBD-DED	
		BR 253.4	MOLLY ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
SS	16250	BR 256.6	Northumberland	
YD.		BR 256.6	NORRY (NSHR R.R.) ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
NSHR R.R.		BR 257.5	KASE (Canadian Pacific R.R.) ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
CANADIAN PACIFIC R.R.	7920	BR 258.1	HORN ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 258.3	DED	
SV R.R.		BR 258.6	SF (Shamokin Valley R.R.) ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
I.T.		BR 263.3	Selinsgrove I.T.	
		BR 265.8	HBD-DED	
SS	14750	BR 266.7	NORTH BOYLES..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 269.6	SOUTH BOYLES..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		BR 276.0	DED	
	13000	BR 280.9	NORTH MILLER..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
SS		BR 283.7	SOUTH MILLER..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
MAIN		BR 286.7	HBD-DED	

# BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p style="text-align: center;">MAIN</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">SS</p> <p style="text-align: center;">WYE TK.</p> <p style="text-align: center;">PITL</p>	13000	BR 294.7	BUFFALO LINE DISPATCHER ..... AAR-64 [725] NORTH FERRY ..... (CP)		
	13000	BR 297.6 BR 300.0	SOUTH FERRY ..... (CP) HBD-DED-HCD-19'2"		
			BR 302.8	HARRISBURG TERMINAL DISPATCHER ... AAR-58 [723] STONEY ..... (CP)	
	14784	BR 305.7 BR 306.0	KW Yard WYE ..... (CP)		
		BR 306.2/ PT 109.9	ROCKVILLE (Pittsburgh Line) ..... (RM) (CP)		

## STATION PAGE INFORMATION

- NOTE 1:** Between GJ and CP-5, milepost numbers measure north from GJ. Between GJ and Rockville, milepost numbers measure south from GJ, beginning with MP BR 5.7.
- NOTE 2:** Between Lock Haven and Post on the NBER R.R. **Rule 171** is in effect.
- NOTE 3:** Remotely Controlled by CSXT.
- NOTE 4:** B&P R.R. leases between Gravity and Machias.
- NOTE 5:** Movements on the following Signaled Sidings must be made in accordance with **Rule 125(b)**: GJ, Gravity, North Driftwood, Driftwood, North Baker, South Baker, Bud, Linden, North Fair and South Fair.

## 1. RULES IN EFFECT

	Main Track	SS	Other Tracks
<b>Between</b>	<b>Rules</b>		
CP-5 and MP BR 8.8 on Norfolk Southern	261		
MP BR 134.0 and Rockville	261		
All Signaled Sidings		261	
Linden North Wye — Linden and River	261		
Linden South Wye — South Linden and River	261		
Corman Conn. Track	261		
Powell Conn. Track			137

# BUFFALO LINE

## 2. MAXIMUM SPEEDS

Between	Main Track	SS	Other Tracks
	MPH		
CP-5 and MP BX 5.0	10		
MP BX 5.0 and MP BX 0.3	30		
MP BX 0.3 and GJ	10		
GJ and MP BR 8.4	40		
MP BR 8.4 and MP BR 8.8	50		
MP BR 134.0 and MP BR 144.5	40		
Except:			
MP BR 138.0 to MP BR 139.0, Curves	35		
MP BR 142.0, Curves North and South	35		
MP BR 144.5 and Keating	50		
Except:			
MP BR 152.5 to Keating, Curves	35		
Signaled Sidings		25	
Except:			
GJ to Gravity		10	
North Kean to Kean		10	
Keating and MP BR 157.0	35	30	
MP BR 157.0 and South Keating	40	30	
South Keating and North Drury	40		
North Drury and MP BR 163.2	40	30	
MP BR 163.2 and Drury	45	30	
Drury and MP BR 174.4	50		
MP BR 174.4 and MP BR 175.0	40		
MP BR 175.0 and MP BR 177.6	50		
MP BR 176.6	40		
MP BR 176.6 and MP BR 179.2		50	
MP BR 179.2 and North Baker		40	
North Baker and MP BR 180.5		40	30
MP BR 180.5 and South Baker		50	30
South Baker and MP BR 188.0		50	
MP BR 188.0 and MP BR 193.0		40	

## BUFFALO LINE

### 2. MAXIMUM SPEEDS (CONT.)

Between	Main Track	SS
	MPH	
MP BR 193.0 and Lock Haven	30	
Lock Haven and MP BR 194.4	30	25
MP BR 194.4 and MP BR 195.6	50	25
MP BR 195.6 and MP BR 198.0	50	30
MP BR 198.0	50	10
MP BR 198.0 and MP BR 200.0	50	30
MP BR 200.0 and MP BR 200.1	45	30
MP BR 200.1 and Pine	50	30
Pine and Bud	50	
Bud and Linden	50	30
Linden and South Linden	30	
Linden North Wye — Linden and River	10	
Linden South Wye — South Linden and River	10	
South Linden and MP BR 216.3	50	
MP BR 216.3 and MP BR 221.2	30	
MP BR 221.2 and MP BR 224.2	40	
MP BR 224.2 and MP BR 235.8	50	
MP BR 235.8 and MP BR 236.5	25	
MP BR 236.5 and North Fair	50	
North Fair and South Fair	50	30
South Fair and Molly	50	
Molly and MP BR 256.4	50	10
MP BR 256.4 and Kase	30	10
Kase and Horn	30	10
Horn and MP BR 258.8	20	
MP BR 258.8 and MP BR 262.2	50	
MP BR 262.2 and MP BR 262.3	40	
MP BR 262.3 and MP BR 262.6	50	
MP BR 262.6 and MP BR 262.7	40	
MP BR 262.7 and MP BR 263.7	50	
MP BR 263.7 and MP BR 263.8	40	
MP BR 263.8 and North Boyles	50	
North Boyles and South Boyles	50	30
South Boyles and MP BR 278.5	50	
MP BR 278.5 and MP BR 278.8	40	
MP BR 278.8 and North Miller	50	
North Miller and South Miller	50	30
South Miller and MP BR 284.9	50	
MP BR 284.9 and MP BR 285.0	40	
MP BR 285.0 and MP BR 289.5	50	
MP BR 289.5 and MP BR 289.6	45	
MP BR 289.6 and North Ferry	50	
North Ferry and South Ferry	50	30
South Ferry and Stoney	50	
Stoney and Wye	40	20
Wye and Rockville	40	
Wye Track between Wye and Rockville	10	

## BUFFALO LINE

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP BR 160.0 to MP BR 161.0  
 MP BR 216.0 to MP BR 217.0  
 MP BR 301.0 to MP BR 302.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Buffalo to Olean	1650	2300	2360	2980	3690	5696
Olean to Emporium	1210	1690	1740	2210	2710	4214
Emporium to Northumberland	4170	5840	5910	7110	8840	14135
Northumberland to Rockville	5240	7350	7390	8720	10850	17810
<b>Northward</b>						
Rockville to Emporium	4170	5840	5910	7110	8840	14135
Emporium to Olean	860	1190	1230	1580	1920	2988
Olean to Buffalo	5240	7350	7390	8720	10850	17810

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF EQUIPMENT RESTRICTIONS

All trains handling loaded double-stack cars are prohibited from operating on the Wye Track between Wye and Rockville.

Double-stacks are prohibited on the Buffalo Line Main Track at MP BR 189.9.

#### B. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Buffalo Line — 286,000 lbs.  
 Ebenezer R.T. — 273,000 lbs.

#### C. LOCATION OF ENGINE RESTRICTIONS

6-axle engines are prohibited on Selinsgrove I.T.

## BUFFALO LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### D. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Buffalo Line	GJ and Keating Summit	5,000	5,400

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

### 6. SWITCHES AND DERAILS

#### A. HAND-OPERATED SWITCHES

In the application of **Rule 104**, the following hand-operated switches may be left in the reverse position with verbal permission from the Train Dispatcher/Control Operator.

##### EBENEZER RUNNING TRACK

MP BR 2.2 — Transco Wye Switch

Before the Train Dispatcher/Control Operator authorizes any train or track car movements in the direction of the switch left in reverse position, he/she must inform the crew or track car driver.

Train Dispatcher/Control Operators must include in their transfer any hand-operated switch shown above which is left in the reverse position.

#### B. MP BR 137.8

Normal position for hand-operated derail in service on Signaled Siding at MP BR 137.8, north of private road crossing is non-derailing. Derail to be applied only when cars are left standing north of this location, and to be locked in non-derailing position at all other times.

#### C. MP BR 194.3

Hand-operated switch providing access to the Signaled Siding from the Post I.T., MP BR 194.3, may be left lined for the I.T. when authorized by the Train Dispatcher/Control Operator.

## BUFFALO LINE

### 6. SWITCHES AND DERAILS (CONT.)

#### D. ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
BR 240.2	Main	Siding	None
BR 240.9	Main	Siding	7' 00"
BR 242.2	Main	Watsonstown Brickyard	7' 21"
BR 245.0	Main	Crossover	None
BR 246.4	Main	Propane	None
BR 246.8	Main	Union Co.	None
BR 248.0	Main	Weis Switch	None
BR 263.3	Main	Selinsgrove Jct.	45"
BR 259.0	Main	Sunbury Camp	None
BR 256.5	Main	North Shore R.R.	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Driftwood .....	64
Sterling Run .....	64
Emporium .....	64
Keating Summit .....	64
Port Allegany .....	64
Eldred .....	64
North Olean .....	64
Franklinville .....	64
Wales .....	64
Renovo .....	50
Keating .....	64
Turbotville .....	50
Montgomery .....	50
Newberry .....	50
Lock Haven .....	50
Hyner .....	50
View .....	50
Millersburg .....	50
Boyles .....	50
Kase .....	50

#### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channels
Lock Haven .....	64-50

## BUFFALO LINE

### 8. DETECTOR INSTRUCTIONS

#### A. HCD — CP-DRAW

Southward Only. If HCD at CP-Draw is activated and alarm tones broadcast, Engineer must immediately bring train to a safe stop and contact the Train Dispatcher/Control Operator for instructions. HCD is set at 19'1".

Transco Wye equipped with HCD, MP BR 0.0, is set at 19'2".

#### B. STONEY

Northward trains destined to the Canadian Pacific Railway Freight Main Line at Kase may disregard a High Car Detector alarm at MP BR 300.0 provided the following requirements have been met:

1. The relieving crew at Harrisburg verbally communicated with the inbound crew, and
2. The inbound crew reported that the train did NOT activate the High Car Detector at Harrisburg, and
3. The Buffalo Line Dispatcher authorizes the crew to disregard the alarm at MP BR 300.0.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Transco Wye*	Ebenezer R.T. and Bison R.T.	Dispatcher	10 MPH
Ebenezer	CP-Draw and GJ	Dispatcher	15 MPH between GJ and MP BR 2.0
			10 MPH between MP BR 2.0 and CP-Draw

\*Trains stopping on the Transco Wye will stop with the train stretched by using the automatic train brake. Before starting, the Engineer will ensure the train brakes are released throughout the entire train. Engineers must minimize slack action throughout Transco Wye due to extreme curvature.

#### B. NORTH KEATING

GW Siding is controlled by the Buffalo Line Dispatcher. WBV Secondary is controlled by the Buffalo Line Dispatcher from Keating to MP BR 49.0. Yard Limit rules apply on WBV Secondary.

## BUFFALO LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. NORTHUMBERLAND YARD

1. Between the hours of 2:30 PM and 6:30 AM daily, control of No. 1 Thorofare Track at Northumberland between Norry and Molly will be in charge of the Buffalo Line Dispatcher.

Train crews working in Northumberland or Lock Haven must communicate with the Buffalo Line Dispatcher on Road Channel 3 and remain on that channel during these hours.

Restricted Speed not exceeding 10 MPH governs on both tracks.

Restricted Speed not exceeding 15 MPH at MP BR 263.3, Selinsgrove I.T.

2. Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Tracks 1 through 10 Northumberland Yard,  
when there are cars on adjacent tracks

Tracks 5 through 9 in the Car Cleaning Facility,  
when there are cars on adjacent tracks

#### D. LOCATION OF SCALE

**Weigh-in-Motion Scale** is located at McElhattan, MP BR 197.7, on the Buffalo Line.

McElhattan Scales — Radio will announce “Train Speed Okay” or “Train Speed Limit.”

After train has completed movement over scales, Engineer will communicate with Train Dispatcher/Control Operator before proceeding.

Southward freight trains routed to Signaled Siding at Lane will weigh, unless otherwise instructed. Northward trains will weigh only when notified by Train Dispatcher/Control Operator.

When notified of overweight cars, the following will govern:

1. Train may proceed not exceeding 25 MPH.
2. Instructed as to disposition of overweight car or cars.
3. Relieving crews, yards and connecting divisions notified, when required.

#### E. DRIFTWOOD — B&P RAILROAD

Cars interchanged at Driftwood, PA, to the NS from the B&P Railroad must be accompanied with an Air Slip. The Buffalo Line Dispatcher must verify this with the B&P Railroad, before accepting cars and the Air Slip will be placed in the mailbox at the air connection.

If an Air Slip is not provided, the cars are not to be accepted. Employees will not walk on the West Side of the Siding. If for some reason inspection of cars on the Siding is needed, the affected employees will utilize the Main Track side and secure protection from the Train Dispatcher/Control Operator against movement on the Main Track.

## **BUFFALO LINE**

### **9. DISTRICT INSTRUCTIONS (CONT.)**

#### **F. PUSHER SERVICE**

The equivalent of 24 conventional (non high adhesion) powered axles may be used when pushing a solid loaded bulk commodity train northward between South Emporium and Liberty on the Buffalo Line.

#### **G. SOUTH BOYLES**

Southward trains stopping at South Boyles are to contact the Train Dispatcher/Control Operator before entering the siding for exact tie-down location.

#### **H. STONEY**

Northward trains being held at Stoney must stop at least 500 feet south of the signal bungalow.

#### **I. ROBERTS VALLEY ROAD**

Southward trains from Buffalo to Harrisburg Yard are to contact the Terminal Dispatcher to determine that they have routing and movement authority to continue at least one train length beyond the crossing at Roberts Valley Road, MP BR 306.2.

# HARRISBURG LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows two main tracks, 1 and 2, running vertically. Track 1 is on the left and track 2 is on the right. At the top, there are two branches labeled 'TREL' (2) and '1 MAIN'. Track 1 has a branch labeled 'TREL' (1) and '2'. Track 2 has a branch labeled 'I.T.' and '1'. At the bottom, there are two branches labeled '1' and '2' with 'SCALE' written vertically between them. A 'WEST' arrow points down from the top left.</p>			TRENTON SUB-CSXT ..... AAR-58 / 4#-7C		
			HP 5.2	CP-RIVER (NI Dispatcher) ..... (CP) (Trenton Sub)	9
				MAIN LINE DISPATCHER..... AAR-46 [722]	
				NS HARRISBURG DIVISION	
			HP 5.4	FALLS ..... [RM] (CP) (West Falls Yard)	
			HP 6.7	Pencoyd (Venice I.T.)	
			HP 7.1	West Manayunk	
			HP 8.7	ROCK ..... [RM] (CP) HCD-DED-E-17'10"	1
			HP 10.0 HP 12.0 HP 10.8 HP 15.8	Gladwyne Woodlane HBD-DED Swedeland	2
		HP 17.0	Bridgeport (Bridgeport I.T.)		

# HARRISBURG LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>MAIN LINE DISPATCHER</b> ..... AAR-46 [722]	
		HP 18.0	<b>NORRIS</b> ..... (CP) (SEPTA—Norristown Line) (Route to Morrisville Line)	
		HP 19.1	Abrams Yard	
		HP 21.5	Pt. Kennedy	
		HP 22.0	<b>FORGE</b> ..... (RM) (CP)	3
		HP 23.7	Valley Forge	
		HP 24.5	HBD-DED	
		HP 24.9	Perkiomen Jct. (Phoenixville I.T.)	
		HP 27.5	<b>PHOENIX</b> ..... (RM) (CP)	
			<b>HARRISBURG EAST DISPATCHER</b> ..... AAR-50 [721]	
	HP 30.6	Cromby	10	
	HP 34.5	HBD-DED		

# HARRISBURG LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>HARRISBURG EAST DISPATCHER</b> ..... AAR-50 <span style="border: 1px solid black; padding: 0 2px;">721</span>	
		HP 40.8	CG (PRL Railroad and Pottstown I.T.).....	4, 5
		HP 42.9	Tillys (Pottstown Yard)	
		HP 46.9	HBD-DED	
		GV 18.5/ HP 49.2	<b>BIRD</b> ..... <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	6
		GV 16.5	Dyers (Main Track)	
		HP 56.0/ AF 13.0	<b>TITUS</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span> HCD-W-17'2"	
		GV 11.7/ AF 11.4	<b>CUMRU</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		HP 58.1	Reading	
		AF 8.6/ TW 8.3	<b>LEISEY (Reading Line)</b> ..... <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		HP 58.6	<b>WALNUT (Pottsville Branch)</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		HP 59.0	<b>CENTER</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		HP 60.9	HCD-E-17'2"	
		HP 61.2/ TW 9.4	<b>WYOMISSING JCT.</b> ..... <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		HP 64.6	Sinking Springs (L&N R.R.)	
	HP 64.6	HBD-DED		
	8250	HP 73.5 <b>DORF</b> ..... <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>		
	HP 75.7	Sheridan		
	HP 79.8	HBD-DED-1 HBD-2		
	HP 83.9	<b>PRESCOTT</b> ..... <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>		
	HP 86.6	Lebanon		
	HP 87.4	<b>WALL (Cornwall I.T. and Hortown Yard)</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	7	
	10600	HP 87.8	West Lebanon	

# HARRISBURG LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows two main tracks, 1 and 2, running vertically. Track 1 is on the left and Track 2 is on the right. Various sidings and branches are shown as lines branching off these tracks. From top to bottom, the sidings are: Millards (between tracks 1 and 2), Tara (between tracks 1 and 2), Beaver (between tracks 1 and 2), Ruth (between tracks 1 and 2), Capitol (between tracks 1 and 2), Paxton (between tracks 1 and 2), and Harrisburg (Pittsburgh Line) (between tracks 1 and 2). Other sidings include I.T. (Interlocking Track) on track 1, and NO. 2 LURB, NO. 1 LURB, ROYB, and AMTRAK on track 2. At the bottom, there are tracks for 12 R.T., 11 R.T., YARD, SS, and MAIN.</p>			<b>HARRISBURG EAST DISPATCHER</b> ..... AAR-50 [721]		
			HP 90.5	HBD-DED	
			HP 91.4	Annville	
			<b>HP 92.8</b>	<b>MILLARDS</b> ..... [RM] [CP]	
			HP 96.2	Palmyra	
			HP 99.0	Derry	
			HP 99.6	Hershey	
			HP 101.8	Brownstone	8
			HP 103.6	HBD-DED	
			<b>HP 104.2</b>	<b>TARA</b> ..... [RM] [CP]	
				<b>HARRISBURG TERMINAL DISPATCHER</b> ... AAR-58 [723]	
			<b>HP 105.0</b>	<b>BEAVER</b> ..... [RM] [CP]	6
			HP 105.0	HCD-E-20'4"	
			HP 106.1	Crown	
			HP 107.8	Fare	
		HP 108.3	Ford		
		<b>HP 108.8</b>	<b>RUTH</b> ..... [RM] [CP]		
		HP 111.1	19th Street (Hill I.T.)		
		LG 0.0/ HP 111.3	<b>CAPITOL (Lurgan Branch)</b> ..... [RM] [CP]		
		LG 0.0/ RY 21.9/ HP 112.4	<b>PAXTON (Lurgan Branch, Royalton Branch)</b> ..... [RM] [CP] (Steelton I.T.)	6	
		PT 105.1/ HP 112.9	<b>HARRISBURG (Pittsburgh Line)</b> ..... [RM] [CP] HBD-DED HCD-19'2" for Royalton Branch HCD-20'4" for all other routes (Amtrak)		

# HARRISBURG LINE

## STATION PAGE INFORMATION

- NOTE 1:** Eastward trains destined to South Phila. Yard may disregard an alarm from the HCD at Rock.
- NOTE 2:** When westward Automatic Block Signal 174 at Swedeland displays “Approach” (**Rule N285**) or “Restricting” (**Rule N290**), the signal must not be passed until a member of the crew communicates with the Train Dispatcher/Control Operator.
- NOTE 3:** Interlocking on Main 1 Track only.
- NOTE 4:** When block signal 401W, 2,825 feet east of Pottstown, governing westward movements on Main 1 Track displays “Restricting” (**Rule N290**), the signal must not be passed until a member of the train or engine crew has communicated with the Train Dispatcher/Control Operator.
- NOTE 5:** When block signal 429E, at MP HP 41.0 governing eastward movement on Main 2 Track displays “Restricting” (**Rule N290**), the signal must not be passed until a member of the train or engine crew has communicated with the Train Dispatcher/Control Operator.
- NOTE 6:** Controlled Point on Main 2 Track only.
- NOTE 7:** Wall is a Controlled Point on Main 1 and Main 2 Track for eastward movements only.
- NOTE 8:** When westward Automatic Block Signals 1011W or 1012W at Brownstone displays “Restricting” (**Rule N290**) or “Approach” (**Rule N285**), the signal must not be passed until a member of the crew has communicated with the Train Dispatcher/Control Operator.
- NOTE 9:** Remotely Controlled by CSXT.
- NOTE 10:** When eastward Automatic Block Signal 332E west of Royersford on Main 2 Track displays Approach or Restricting, the signal must not be passed until a member of the crew has communicated with the Train Dispatcher/Control Operator. The Train Dispatcher/Control Operator must not grant permission to pass the signal if movement would block Arch St. or Main St., Royersford, or would cause unnecessary activation of the Automatic Highway Warning Devices at these crossings.

## 1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>		
CP-River and Falls	261		
Falls and Rock		261	261
Rock and Norris		251-West	251-East
Norris and Phoenix		261	251-East
Phoenix and Titus		251-West	251-East
Titus and Walnut	261		
Titus and Cumru	261		
Walnut and Oley, Pottsville Branch	261		
Walnut and Center			
Oley, Pottsville Branch, and Center			
Leisey and Wyomissing Jct.	261		
Bird and Cumru	251-East		
Cumru and Leisey		261	261
Center and Wyomissing Jct.		251-West	251-East
Wyomissing Jct. and Harrisburg		261	261

Tracks are numbered North to South.

# HARRISBURG LINE

## 2. MAXIMUM SPEEDS

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
CP-River and Falls	25		
Falls within Controlled Point Limits:			
To or from Trenton Sub toward Laurel Hill		25	
To or from Harrisburg Line Main Track			25
All other diverging movements within Falls		15	15
Falls and Rock		30	30
Rock within Controlled Point Limits	30	30	30
Rock and Norris		40	40
Norris within Controlled Point Limits;			
To or from SEPTA — Norristown Line		10	
Norris and MP HP 21.3		50	30
MP HP 21.3 and MP HP 27.4		50	40
MP HP 27.4 and MP HP 29.0	30	30	30
MP HP 29.0 and MP HP 29.6		35	35
MP HP 29.6 and MP HP 31.0		50	50
MP HP 31.0 and MP HP 32.0 (Royersford Boro)		40	40
MP HP 32.0 and MP HP 34.0		50	50
MP HP 34.0 and MP HP 35.5 (Linfield Curve)		40	40
MP HP 35.5 and MP HP 36.5		50	50
MP HP 36.5 and MP HP 36.7 (Limerock Curve)		45	45
MP HP 36.7 and MP HP 37.2		50	50
MP HP 37.2 and MP HP 37.8 (Sanatoga Curve)		40	40
MP HP 37.8 and MP HP 40.0		50	50
MP HP 40.0 and MP HP 41.0 (Pottstown Boro)		40	40
MP HP 41.0 and MP HP 45.3		50	50
MP HP 45.3 and MP HP 45.7 (Douglassville Curve)		45	45
MP HP 45.7 and MP HP 55.0		50	50
MP HP 55.0 and Titus		35	35
Titus and MP HP 57.8	35		
MP HP 57.8 and MP HP 58.0	30		
MP HP 58.0 and Walnut	10		
Walnut and Center	10		
Oley, Pottsville Branch, and Center	10		
Center and MP HP 60.0		25	25
MP HP 60.0 and Wyomissing Jct.		50	50
Titus and Cumru	30		
Bird diverging routes	10		
Bird and MP GV 17.8	10		
MP GV 17.8 and Cumru	30		
Cumru and Leisey		30	30
Leisey and Wyomissing Jct.	25		
Wyomissing Jct. and MP HP 87.7		50	50
MP HP 85.0 and MP HP 87.7, Head End Only		40	40
MP HP 87.7 and Tara		50	50
Within Rutherford Yard, Restricted Speed not exceeding	Yard — 15		
On Rutherford Siding, Restricted Speed not exceeding	Sdg. — 15		
Tara and Capitol		40	40
Capitol to Main 2 Lurgan Branch			25
Paxton to Main 1 Lurgan Branch		10	
Capitol and Harrisburg		30	
Capitol and Harrisburg			25
Except:			
Eastward trains with LSL's cut in and continuing East of Paxton on the Harrisburg Line, Head End Only			20

## HARRISBURG LINE

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP HP 22.0 to MP HP 23.0  
MP HP 43.0 to MP HP 44.0  
MP HP 90.0 to MP HP 91.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
S. Philadelphia to Abrams	4560	6510	6570	7840	9740	15346
Camden to Abrams	3740	4840	4920	6000	7450	11748
Abrams to Reading	3790	5300	5370	6510	8090	12532
Reading to Harrisburg	2070	2880	2950	3700	4580	6892
<b>Eastward</b>						
Harrisburg to Reading	3790	5300	5370	6510	8090	12532
Reading to Camden	2070	2880	2950	3700	4580	6892
Abrams to S. Philadelphia	2960	4140	4220	5190	6440	9743

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Venice I.T. — Cars weighing over 220,000 lbs. must not be moved without permission of the Train Dispatcher/Control Operator.

Harrisburg Line — Norris to Harrisburg — 286,000 lbs.

#### B. LOCATION OF ENGINE RESTRICTIONS

All engines are restricted from operating on the Venice I.T. except: Class SW 1001.

#### C. LOCATION OF HEIGHT RESTRICTIONS

##### **Venice I.T.**

Equipment not exceeding Plate C is permitted to operate on the Venice I.T.

##### **Ford — Norris to Phoenix**

Cars, double stacks, loads or other equipment which do not exceed 20'2" high are permitted to operate between the following locations:

SEPTA — Norristown Line Main 2 Track between Ford and Norris.

Harrisburg Line between Norris and Phoenix.

##### **MP HP 59.6**

Maximum height of cars permitted under Schuylkill Avenue O.H. Bridge, MP HP 59.6, between Center and Wyomissing Jct., is 17'10" on Main 1 Track and 17'2" on Main 2 Track.

##### **Steelton Industrial**

Steelton Industrial at Paxton has a 17'9" height restriction (**is not** bi-levels or double-stack cleared)

# HARRISBURG LINE

## 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

### D. LOADED DOUBLE-STACK CARS

Due to overhead clearance, all trains handling loaded double-stack cars are prohibited from operating on the following tracks:

- Main 1 and Main 2 Tracks between Wyomissing Jct. and Center
- Main Track between Center and Oley
- Main Track between Center and Walnut

Double-stacks will not clear:

- Wyomissing to Center (17'2") and Walnut to Titus (19'5")

Double-stacks will clear:

- Tara to Wyomissing, Dunkle, Leisey, Cumru, Titus to Phoenix
- Tara to Wyomissing, Dunkle, Leisey, Cumru via Turkey Path to Bird

### E. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Harrisburg Line, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

### F. TRAILING TONNAGE RESTRICTIONS — *TRIPLE CROWN*

Any crew required to operate a Triple Crown train exceeding 125 cars must receive training from a Transportation Supervisor, prior to performing service on the following excerpts of the FRA Waiver:

1. This approval applies only to the NS RoadRailer equipment operation.
2. Interchange will only be permitted with a railroad that has a comparable waiver to operate RoadRailer equipment.
3. RoadRailer equipment shall not be commingled with conventional railroad rolling equipment. RoadRailer units shall only be operated in trains consisting exclusively of RoadRailer units and locomotives.
4. Trains shall be limited to a maximum trailing tonnage as specified in the tables that follow.
5. At no time shall the train length exceed the equivalent of 150 Mark V RoadRailer units.
6. Reverse movements of RoadRailer equipment, with personnel riding Coupler-Mates equipped with compliant safety appliance, shall not exceed 10 MPH.
7. Whenever a shoving move of RoadRailer equipment is required, the movement shall be protected by either: an individual riding an adapter unit (CouplerMate bogie) specifically designed to be ridden; or by an individual walking with the movement and the speed of the move shall not exceed that of the individual walking.

### G. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER\* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18-27 Tons	Loaded 28 Tons or More
Harrisburg Line	Rutherford Yard and Harris	2,100	2,100	3,100

**NOTE:** \*RailRunner Block MUST TRAIL RoadRailers.

# HARRISBURG LINE

## 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

### H. TRAILING TONNAGE RESTRICTIONS — ROADRAILER TRAILERS

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Harrisburg Line	Rutherford Yard and Harris	2,500	3,200	4,800 (Note 2)

**NOTE 1:** Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

**NOTE 2:** Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

## 6. SWITCHES AND DERAILS

### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
HP 6.73	Main 1	Pencoyd	9"
HP 25.0	Main 1	Perkiomen	3"
HP 62.1	Main 1	Lawn Siding	5"–24"
HP 64.2	Main 2	Sinking Springs I.T.	11"–54"
HP 72.9	Main 2	Womelsdorf	9"
HP 74.57	Main 2	West End Womelsdorf	11' 00"
HP 79.1	Main 1	Elk	10' 00"
HP 83.5	Main 1	AES	10' 00"
HP 84.2	Main 1	East End Avon I.T.	13' 00"
HP 84.89	Main 1	West End Avon I.T.	11' 00"
HP 85.5	Main 2	5th Avenue	8' 00"
HP 86.91	Main 1	Dixon	13' 00"
HP 87.43	Main 2	16th Street	15' 00"
HP 89.11	Main 1	Valspar	15' 00"
HP 89.9	Main 2	#4 Storage	10' 00"
HP 92.1	Main 2	East End Scale	9' 00"
HP 92.54	Main 1	Portable	10' 00"
HP 92.57	Main 2	West End Scale	10' 00"
HP 93.75	Main 1	Loadout	14' 00"
HP 95.27	Main 2	PACMA	13' 00"
HP 95.32	Main 1	Pennsy Supply	12' 00"
HP 95.91	Main 1	Palmyra Siding	12' 00"
HP 96.3	Main 2	East End Gen. Mills	11' 00"
HP 96.9	Main 2	West End Gen. Mills	8' 00"
HP 98.9	Main 2	South Yard Hershey	13' 00"
HP 99.0	Main 1 & 2	Hershey Crossover	10' 00"
HP 99.12	Main 1	North Yard Hershey	10' 00"
HP 100.85	Main 2	Resse's	10' 00"
HP 101.24	Main 1	West Hershey	8' 00"
HP 102.77	Main 2	M&H I.T.	7' 00"
HP 110.8	Main 1	Hill I.T.	None
AF 12.7	Main	Reliant Energy, Titus Plant	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

# HARRISBURG LINE

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Rock .....	46
West Falls.....	46
Abrams.....	46
Phoenixville.....	46
Cromby.....	50
Pottstown.....	50
Bird.....	50
Leisey.....	50
Belt.....	50
Sinking Spring.....	50
Avon.....	50
Palmyra.....	50
Rutherford.....	58
Capitol.....	58

### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Abrams.....	46
Pottstown.....	58
Reading.....	58

## 8. DETECTOR INSTRUCTIONS

### A. HIGH CAR DETECTOR — BEAVER

HCD will transmit on Road Channel 4, AAR 58-58 and is set at 20'4".

The HCD will only scan eastward trains moving from the Thorofare Track. Eastward trains moving from the Thorofare Track must remain on Road Channel 4 until a transmission is received from the HCD.

Any train receiving a transmission "NO DEFECTS — CALL A MAINTAINER" may proceed, but must notify the Train Dispatcher/Control Operator that a "CALL A MAINTAINER" transmission was received.

### B. HIGH CAR DETECTOR — HARRISBURG

HCD at Harrisburg is designed to scan two (2) different heights of eastward trains based on the position of the switch at Paxton.

Detector alarms at 19'2" for eastward trains destined to the Royalton Branch and 20'4" for all other routes.

Eastward trains destined to the Royalton Branch must not exceed 10 MPH while passing over the detector until "No Defects" message is received.

Eastward trains destined to the Royalton Branch must communicate with the Train Dispatcher/Control Operator to ensure that the route at Paxton is properly lined before proceeding through Harrisburg.

## HARRISBURG LINE

### 9. DISTRICT INSTRUCTIONS

#### A. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Phoenixville I.T.

MP PX 7.5 to MP PX 10.4

#### B. WERNERSVILLE–ROBESONIA

During daylight hours, trains must ring bell while passing in the vicinity of Wernersville State Hospital between Wernersville and Robesonia.

#### C. ROLL-BY SWITCHING — HERSHEY

T&E employees are prohibited from performing gravity roll-by switches on the Harrisburg Division except when approved by the Transportation Superintendent.

Approved Location — Hershey, PA (South Side).

Procedures to be followed:

1. Roll-by switches cannot be performed on Main Track.
2. Switches must be lined for movement and locomotive and crew members must be in the clear prior to permitting movement of equipment.
3. Inspect and test hand brakes to ensure they are in proper working order and effective prior to switch.
4. Employee controlling movement by use of hand brakes must be properly positioned on the brake platform prior to commencing any movement.
5. Maximum of seven (7) cars, limited to 900 tons, may be handled during one (1) switch.
6. All movements must be stopped and equipment secured before locomotive can reoccupy track.

#### D. SPOTTING CARS — REESE'S PLANT

When spotting cars inside the Reese's plant facility on any track, cars must not be spotted any closer than 25 feet from the end of the track. Hand brake requirements remain in effect along with **NS-1 Rule C-102**.

#### E. TITUS

Titus is located at MP HP 56.0/MP AF 13.0 on Harrisburg Line and is 13.0 miles from Blandon.

#### F. CUMRU

Cumru is located at MP AF 11.4 and is 11.4 miles from Blandon.

# HARRISBURG LINE

## 9. DISTRICT INSTRUCTIONS (CONT.)

### G. LEISEY

Leisey is located at MP AF 8.6/MP TW 8.3 on Harrisburg Line and is 8.6 miles from Blandon.

### H. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

- Hershey North and South Side, all tracks
- Hershey Silo Track, all tracks
- Lebanon 5th Avenue, all tracks
- Horntown Yard, 1 through 4 Horn tracks
- 4 Storage, West Lebanon to Wall, all tracks
- Palmyra between Main 2 and 4 Storage
- Annville 1 through 4 Hill Tracks
- Between No. 1 and No. 2 Runner Belt to Water
- 2 Runner and Main Track between Spring St. Yard office and Oley
- Reading Yard between 3 and 4 Yard Tracks
- FM Brown Siding, Sinking Spring
- Between 4 Storage and Main 2 Tillys to CG
- Between 4 Storage and No. 1 and No. 2 Stowe Yard, Pottstown

### I. CROMBY GENERATING STATION

Crews reporting for duty that will be performing work in the Cromby Generating Station, must contact the plant at the following listed telephone numbers, and provide the following information:

Intent to be at the facility, estimated time of arrival, and the intended work to be done while there (delivery/pull of loads/empties). Crews should note the name of the person they speak to. If no one is available for contact, crews may not enter the facility.

- |                          |                |
|--------------------------|----------------|
| #1 Fuel Yard Office:     | (610) 983-4795 |
| #2 Fuel Yard Cell Phone: | (610) 517-3077 |
| #3 2nd Fuel Yard Office: | (610) 983-4758 |
| #4 Control Room:         | (610) 983-4803 |

### J. GROUND LINE

A ground line is installed at MP HP 20.5 on the south side of Main 2 Track, approximately 270 feet west of the eastward automatic signal at North Abrams.

Trains being stored at this location must spot their train with the lead car adjacent to the ground air line supply pipe which is painted safety Orange. The ground line will keep the train charged in the event the crew is instructed to shut their locomotive down.

### K. RUTHERFORD SIDING

Trains must receive verbal permission from the Train Dispatcher/Control Operator before occupying Rutherford Siding. Permission to occupy the siding must be received before accepting a signal at Ruth or Beaver, or before operating a hand-operated switch providing access to the siding.

# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
MAIN CS			NORTH JERSEY DISPATCHER ..... AAR-50	
R.T.		LE 35.8	CP-PORT READING JCT. .... RM CP (Trenton Sub) (CSXT) (Royce R.T.) (Manville Yard)	3
			LEHIGH LINE DISPATCHER ..... AAR-64 726	
		LE 38.2	Royce	
		LE 45.5	HBD-DED	
		LE 48.4	Three Bridges (BR&W R.R.)	
SS	13404	LE 51.0	CP-51..... RM CP	
		LE 53.6	CP-53..... RM CP	
		LE 60.7	DED	
SS	8200	LE 62.3	CP-62..... RM CP	
		LE 64.0	Bellewood (Musconetcong Tunnel)	
SS	12500	LE 64.5	CP-64..... RM CP	
		LE 67.1	CP-67..... RM CP	
R.T.		LE 68.8	HBD-DED	
		LE 71.0	Conn (Central R.T.)	
MAIN				

# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>LEHIGH LINE DISPATCHER</b> ..... AAR-64 [726]	
		WD 80.2/ LE 76.3	<b>PHILLIPSBURG</b> ..... [RM] [CP] (Washington Secondary Track) NJ/PA State Line	
		LE 76.6		
		PO 0.0/ LE 77.0	<b>EASTON</b> ..... [RM] [CP] (Portland Secondary Track)	
			<b>LE 81.1</b> <b>RICHARDS</b> ..... [RM] [CP]	
		LE 82.8 LE 86.0 LE 87.0	HBD-DED Freemansburg Florence	
			<b>LE 87.2</b> <b>CP-87</b> ..... [RM] [CP]	1
			<b>LE 88.3</b> <b>CP-88</b> ..... [RM] [CP]	1
		LE 88.6/ EN 88.6/ LB 84.3	<b>BETHLEHEM</b> ..... [CP] (Reading Line)	
		SE 0.0/ LB 84.5	<b>JU</b> ..... [RM] [CP] (Freemansburg I.T.) (Cement Secondary Track)	

# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			LEHIGH LINE DISPATCHER ..... AAR-64 [726]		
		LB 85.5	Steel		
		LB 86.9	CANAL ..... [RM] [CP] (Allentown Yard)		
		RV 36.3/ LB 88.2	ALLEN ..... [RM] [CP] (Reading Line)		
				LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		LB 88.5	HAM ..... [RM] [CP]		
		15480			
		LB 90.2	WK		
		LB 91.9	CATY ..... [RM] [CP]		
		LB 94.5 Northampton LB 96.0 Seigfried LB 108.4 Palmerton LB 112.7 HBD-DED			
	LB 114.7/ LH 119.3	LEHIGHTON ..... [RM] [CP] (RBM&N R.R.)		2	
		LH 121.0 Packerton			

# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="font-size: small; text-align: center;">             1      2              RBM&amp;N R.R.      RBM&amp;N R.R.              RBM&amp;N R.R.      ASHS              MAIN           </p>			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		LH 121.3	PACKERTON JCT. .... [RM] [CP]	1
		LH 122.7	Jim Thorpe	
		LH 123.9	DED	
		QH 0.0/ LH 130.6	M&H JCT. .... [RM] [CP]	2

## STATION PAGE INFORMATION

- NOTE 1:** Controlled Point on Main 2 Track only.
- NOTE 2:** **NORAC DCS Rules** are temporarily in effect on No. 1 Track between Lehighton and M&H Jct. and is controlled by the RBM&N R.R. Dispatcher.
- NORAC Rule 93** (Yard Limits) temporarily in effect on No. 1 Track between Lehighton and MP LH 122.3 and is controlled by the RBM&N R.R. Dispatcher.
- NOTE 3:** Remotely Controlled by CR.

## 1. RULES IN EFFECT

	Main Track	SS	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>			
CP-Port Reading Jct. and CP-51	261			
CP-51 and CP-53	261	261		
CP-53 and CP-62	261			
CP-62 and CP-64	261	261		
CP-64 and CP-67	261	261		
CP-67 and Easton	261			
Easton and Richards			261	261
Richards and Bethlehem			251-West	
Richards and CP-87				251-East
CP-87 and Bethlehem				261
Bethlehem and JU	261			
JU and Ham	261			
Ham and Caty	261	261		
Caty and Lehighton	261			
Lehighton and M&H Jct.			Note 2	261

# LEHIGH LINE

## 2. MAXIMUM SPEEDS

	Main Track	SS	Main 1 Track	Main 2 Track
<b>Between</b>	<b>MPH</b>			
CP-Port Reading Jct. and MP LE 63.6	50			
CP-51 and CP-53		40		
CP-62 and CP-64		25		
MP LE 63.6 and MP LE 66.0	40			
CP-64 and CP-67		25		
MP LE 66.0 and MP LE 69.9	50			
MP LE 69.9 and MP LE 72.2	40			
MP LE 72.2 and Phillipsburg	50			
Phillipsburg and Easton	30			
Easton and MP LE 79.5			30	30
MP LE 79.5 and Bethlehem			40	40
Bethlehem and JU	10			
JU and Allen	20			
Allen and Ham	10			
Ham and MP LB 90.0	30			
Ham and Caty		10		
MP LB 90.0 and WK	25			
WK and Lehighton	30			
Lehighton within Interlocking Limits	10			
Lehighton and Packerton Jct.			RBM&N R.R.	20
Packerton Jct. and MP LH 122.3			RBM&N R.R.	25
MP LH 122.3 and MP LH 122.5			RBM&N R.R.	25
MP LH 122.5 and MP LH 126.0			RBM&N R.R.	30
MP LH 126.0 and M&H Jct.			RBM&N R.R.	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

MP LE 40.0 to MP LE 41.0  
 MP LE 71.0 to MP LE 72.0  
 MP LB 90.0 to MP LB 91.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
North Jersey to Allentown	2180	3040	3110	3880	4810	7179
Allentown to M&H Jct.	2430	3400	3470	4320	5360	8077
<b>Eastward</b>						
M&H Jct. to Allentown	5240	7350	7390	8720	10850	17810
Allentown to North Jersey	3470	4840	4920	6000	7450	11748

## LEHIGH LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

##### **AUTHORIZED:**

East of M&H Jct. — 286,000 lbs.

#### B. LOCATION OF HEIGHT RESTRICTIONS

Cars, double stacks, loads or other equipment not exceeding 20'3" high are permitted to operate between the following locations:

CP-Port Reading Junction and Bethlehem.

Cars, double stacks, loads or other equipment not exceeding 20'2" high are permitted to operate between the following locations:

Bethlehem and JU.

#### C. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Lehigh Line (CP-Port Reading Jct. and Allen), up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

### 6. SWITCHES AND DERAILS

#### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
LE 39.3	Main	Royce	15' 00"
LE 48.4	Main	3 Bridges	11' 00"
LE 51.1	SS	Lipton Tea	6' 00"
LE 57.9	Main	Landsdowne	11' 00"
LE 71.0	Main	Central R.T.	None
LB 96.6	Main	Siegfried	None
LB 108.2	Main	Palmerton	18' 00"

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

# LEHIGH LINE

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Marville .....	64
Stanton .....	64
West Portal .....	64
Easton .....	64
Bethlehem .....	64
Allentown .....	46
Jim Thorpe .....	46
M&H Jct. ....	46
Hazleton Repeater .....	46
Croxtan .....	64

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Royce	CP-Port Reading Jct. and Royce	Dispatcher	10 MPH
Central	Conn and Burg	Dispatcher	10 MPH
No. 1 Orange	Clair and DB	Dispatcher	15 MPH*
No. 2 Orange	Clair and DB	Dispatcher	15 MPH*

\*Except: 10 MPH over Bridge at MP 7.6.

### B. L&S MILEPOSTS

Mileage between Bethlehem, MP LB 84.3, and Lehighton, MP LB 114.7, indicates former L&S Mileposts.

### C. PENOBSCOT

Tracks 3, 4 and 5 at Penobscot, PA, are the designated interchange tracks for RBM&N R.R. to receive traffic from Norfolk Southern Railway.

### D. RIVER TRACK

A compressor is operational with air ground line on River Track 1 through River Track 5 on west end and Tracks 1 through 3 on east end.

All cars set off on these above tracks are to be on ground line at all times.

# MORRISVILLE LINE MORRISVILLE CONNECTING TRACK WOOD CONNECTING TRACK

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>SOUTH JERSEY DISPATCHER</b> ..... AAR-64	
		MV 4.7	<b>CP-MA</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span>	1
			DED HCD-W-17'3" Alarm 1 for Fairless Branch HCD-W-20'4"	
	8448		Alarm 2 for Morrisville Line (Morrisville Yard) (Fairless Branch) (CSXT) (Thorofare and Middle R.T.) (C Yard)	
			<b>MAIN LINE DISPATCHER</b> ..... AAR-46 <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">722</span>	
		MV 6.3	<b>LANG</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span>	
		MV 6.7	<b>WEST LANG</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span>	
		ZP 0.0	(Wood Connecting Track)	
		ZP 0.4	<b>WOOD</b> ..... AAR-90/32... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">C</span>	2
			(Trenton Sub) (CSXT) (NI-Dispatcher) (SEPTA)	
		MV 8.6	Langhorne	
		MV 16.0	HBD-DED	
	10032	MV 28.2	<b>PLYMOUTH</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span>	
		MV 30.1	<b>KING</b> ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span> (Morrisville Connecting Track) (Dale Secondary Track)	
	2000	MK 1.1/ 16.8 HN	<b>FORD</b> ..... AAR-90/32... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">C</span> (SEPTA—Norristown Line)	3

## STATION PAGE INFORMATION

- NOTE 1:** Remotely Controlled by CR.
- NOTE 2:** Remotely Controlled by SEPTA 1 Dispatcher.
- NOTE 3:** Remotely Controlled by SEPTA 2 Dispatcher.

# MORRISVILLE LINE MORRISVILLE CONNECTING TRACK WOOD CONNECTING TRACK

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>	<b>SS</b>
	<b>Rules</b>	
CP-MA and Lang	261-CSS	261-CSS
Lang and Plymouth	261-CSS	
West Lang and Wood (SEPTA)	261	
Plymouth and King	261-CSS	261-CSS
King and Ford (SEPTA)	261	

**NOTE:** Between CP-MA and King, Cab Signal System Rules, except Rules 554 and 556, are in effect.

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>	<b>SS</b>
	<b>MPH</b>	
CP-MA and Lang	50	30
Lang and MP MV 7.0	30	
West Lang and Wood (SEPTA)	25	
MP MV 7.0 and Plymouth	50	
Plymouth and King	50	30
King and Ford (SEPTA)	10	

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

MP MV 5.0 to MP MV 6.0  
MP MV 9.0 to MP MV 10.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Morrisville to King	3190	4460	4540	5570	6910	10769
<b>Eastward</b> King to Morrisville	2760	3860	3940	4870	6030	9103

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Morrisville Line — 273,000 lbs.

**MORRISVILLE LINE  
MORRISVILLE CONNECTING TRACK  
WOOD CONNECTING TRACK**

**5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)**

**B. LOCATION OF HEIGHT RESTRICTIONS**

Cars, double stacks, loads or other equipment not exceeding 20'2" high are permitted to operate between the following locations:

- Wood Connecting Track
- Morrisville Line — West Lang and King
- Morrisville Connecting Track

**C. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS**

On the Morrisville Line, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

<b>Base Station</b>	<b>AAR Channel</b>
Langhorne .....	46
County Line .....	46
Earnest .....	46

**YARDMASTER RADIO FREQUENCIES**

<b>Base Station</b>	<b>AAR Channel</b>
Morrisville .....	50
C-Yard, Conrail Morrisville .....	49

**8. DETECTOR INSTRUCTIONS**

None.

**MORRISVILLE LINE  
MORRISVILLE CONNECTING TRACK  
WOOD CONNECTING TRACK**

**9. DISTRICT INSTRUCTIONS**

**A. LOCATION OF RUNNING TRACKS**

<b>Running Track</b>	<b>Between</b>	<b>In Charge of</b>	<b>Restricted Speed not exceeding</b>
Earnest	King and MP MV 31.5	Dispatcher	10 MPH

**B. CAB SIGNALS**

**Exceptions for Trains Not Equipped**

The following exceptions are authorized for trains and engines not equipped with cab signals:

Local trains and engines used in switching and transfer service with or without cars on Main Track and SS between King and MP MV 27.5.

This only applies to the two daily regularly scheduled local freight trains that originate at Abrams Yard in order to access the Dale Secondary Track.

An Absolute Block shall be established in advance of each movement of a non-equipped locomotive or train, and such movements will be made at Restricted Speed.

## NORRISTOWN LINE — SEPTA

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SEPTA DESK 2 DISPATCHER ..... AAR-90/32	
		MK 1.1/ 16.8 HN	FORD ..... AAR-90/32...Ⓢ	2, 3, 4, 5
		17.0 HN	SAWMILL (Trailing point wired crossover)	
		17.2 HN	NORRISTOWN TRANSPORTATION CENTER (Passenger Station)	
		17.3 HN	KALB ..... Ⓢ	1, 4, 5
			MAIN LINE DISPATCHER..... AAR-46 722	
		17.7 HN	ISLAND (Conn. to Stony Creek Branch)..... RM Ⓢ	
		HP 18.0	NORRIS ..... Ⓢ (Harrisburg Line) (Abrams Yard)	

### STATION PAGE INFORMATION

- NOTE 1:** Train Dispatcher/Control Operators in charge: SEPTA Desk 2 between Ford and Kalb, and NS Main Line between Kalb and Norris.
- NOTE 2:** Overhead catenary is energized on No. 1 and No. 2 Tracks between Ford and Kalb.
- NOTE 3:** Ford interlocking is in service on No. 2 Track only.
- NOTE 4:** Train and engine service employees are required to have in their possession a copy of SEPTA's Electric Traction Operating Instructions (SET-01) while operating between Ford and Kalb. Employees operating on the SEPTA-Norristown Line between Ford and Norris are relieved from carrying the SEPTA Timetable due to co-publishing.
- NOTE 5:** Remotely Controlled by SEPTA 2 Dispatcher.

# NORRISTOWN LINE — SEPTA

## 1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>		
Ford and Kalb		251-East	Int. Rules
Kalb and Norris			261
Kalb and Elm	261		
Bridge and Island	261		

## 2. MAXIMUM SPEEDS

	No. 1		No. 2	
	Psgr.	Frt.	Psgr.	Frt.
	MPH			
Ford and Sawmill	60	25	60	25
Sawmill and the southern limits of Kalb	50	25	50	25
Within Kalb Interlocking	10	10	10	10
Kalb and Norris	10	10	10	10
At Island, all diverging routes	10	10	10	10

The direction from Ford to Norris is North. Tracks are numbered West to East.

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

## 6. SWITCHES AND DERAILS

### LOCATION AND TIME-OUTS OF ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

Sawmill crossover, No. 1 Track, no time out.

Sawmill crossover, No. 2 Track, 6 min. 0 sec.

**NOTE:** Train must be stopped within 75 feet of switch points.

## NORRISTOWN LINE — SEPTA

### 7. COMMUNICATION INFORMATION

Radio Channel in use between Ford and Kalb is AAR 90/32.

Radio Channel in use between Kalb and Norris is AAR 46.

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. AC ELECTRICAL OPERATING INSTRUCTIONS

No. 1 and No. 2 Tracks between Ford and the northern limits of Kalb and the crossover at Sawmill are equipped for electrical operation.

#### B. SEPTA RAILROAD DIVISION TELEPHONE NUMBERS

Regional Rail Operation Center (RROC)

Superintendent of Operations	(215) 580-8668
Chief Dispatcher	(215) 580-8670
SEPTA Desk 1 Dispatcher	(215) 580-8671/72
SEPTA Desk 2 Dispatcher	(215) 580-8673/74
Railroad Division Trouble Desk	(215) 580-8686
Power Dispatcher	(215) 580-8606

#### C. ISLAND — KALB

No. 1 Track is removed from service between Island and Kalb.

# PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows two main tracks, 1 and 2, running vertically. Track 1 is on the left and Track 2 is on the right. Various sidings and branches are shown: AMTRAK siding, Harrisburg Fuel Station siding, CP-111L siding (with points A, B, C), MARY siding, D-G Running-W siding, and Cannon siding. Other labels include HARL, SS, MAIN, YARD, 12 R.T., 11 R.T., WBBRT, BUFL, WYE, 0 Track, 5 Track, and 32538. Track numbers 1 and 2 are also shown at the bottom of the diagram.</p>			HARRISBURG TERMINAL DISPATCHER ... AAR-58 [723]	
		HP 112.9/ PT 105.1	HARRISBURG..... [RM] [CP] (Harrisburg Line) (No. 11 & 12 R.T.s) (Amtrak)	2
		PT 107.5	Harrisburg Fuel Station	
		BR 306.2/ PT 109.9	ROCKVILLE (Buffalo Line)..... [RM] [CP] (Eastward & Westward R.T.s)	1, 3
		EP 73.4	CP-111L (Port Road Branch) ..... [RM] [CP]	
		EP 73.5	HIP (Port Road Branch)..... [CP]	
		PT 110.9/ EP 73.7	MARY..... [RM] [CP]	
		PT 112.0	DED-2 (D-G-Running-W)	
		PT 113.2/ EP 76.1	BANKS ..... [CP]	
		PT 113.2	HCD 1-2-East-20'4" D-G-East-17'4"	
		PT 116.0	DED	
		PT 118.9	CANNON ..... [RM] [CP]	
			PITTSBURGH DIVISION	
			ALTOONA EAST DISPATCHER ..... AAR-46 [146]	

# PITTSBURGH LINE

## STATION PAGE INFORMATION

- NOTE 1:** At Rockville, track numbers change at eastward limits of Controlled Point.  
**NOTE 2:** At Harrisburg, track numbers change at eastward limits of Controlled Point.  
**NOTE 3:** Eastbound and Westbound R.T.s end at east end of Rockville.

### 1. RULES IN EFFECT

Between	Main Track	SS	Main 2 Track	Main 1 Track	Main 3 Track	Main 4 Track	Other Tracks
	Rules						
Harrisburg and Rockville	261-CSS	261-CSS					
Within limits of Rockville					261-CSS	261-CSS	
Rockville and Cannon		261-CSS	261-CSS	261-CSS			
Hip and Mary							Main 0 & Main 5 261
Tracks are numbered South to North.							

### 2. MAXIMUM SPEEDS — PASSENGER

Between	Main Track	SS	Main 2 Track	Main 1 Track	Main 3 Track	Main 4 Track
	MPH					
Harrisburg and MP PT 118.9 Except: Harrisburg to MP PT 105.4	79	79				
MP PT 105.4 and MP PT 105.7	30	30				
MP PT 105.7 and MP PT 106.2	60	60				
MP PT 107.4 and MP PT 107.6, Through Hbg. Fuel Station	30	30				
MP PT 108.7 and MP PT 109.4	55	55				
MP PT 109.8 and MP PT 110.1, East End Rockville Bridge	35	35	35	35		
MP PT 110.1 and MP PT 110.6			45			
MP PT 110.5 and MP PT 111.0, West End Rockville Bridge			35	45		
MP PT 111.0 and MP PT 111.7, Curve				60		
MP PT 111.0 and MP PT 113.2, East Limits Banks Controlled Point			45			
MP PT 112.4 and MP PT 113.2		45				
MP PT 113.2 and MP PT 113.8		55	55	55		
MP PT 113.8 and MP PT 115.9		75	75	75		
MP PT 115.9 and MP PT 118.2		55	55	55		
MP PT 118.2 and MP PT 118.9		35	35	35		

# PITTSBURGH LINE

## 2. MAXIMUM SPEEDS — FREIGHT

Between	Main Track	SS	Main 2 Track	Main 1 Track	Main 3 Track	Main 4 Track	Other Tracks
	Rules						
Harrisburg and MP PT 105.4	35	35					
MP PT 105.4 and MP PT 105.7	30	30					
MP PT 105.7 and Rockville	50	50					
Except: MP PT 107.48 to MP PT 107.53, Fuel Facility	30	30					
Rockville and Banks			40	50			
Except: MP PT 110.9, West End Rockville Bridge, Curve			30	40			
MP PT 110.0, East End Rockville Bridge, Curve			30	30			
Rockville, within Controlled Point Limits					10	10	
MP PT 112.8, East of Banks, Curve			40	40			
Banks and Cannon		50	50	50			
Except: Cannon, 1st and 2nd Curves East		35	35	35			
Hip and Mary							Main 0 10
							Main 5 25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

MP PT 108.0 to MP PT 109.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Harrisburg to Altoona	3790	5300	5370	6510	8090	12532
Altoona to Conway	1030	1430	1480	1890	2300	3674
<b>Eastward</b>						
Altoona to Harrisburg	5240	7350	7390	8720	10850	17810

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Pittsburgh Line — 286,000 lbs.

## PITTSBURGH LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### B. TRAILING TONNAGE RESTRICTIONS — *TRIPLE CROWN*

Any crew required to operate a Triple Crown train exceeding 125 cars must receive training from a Transportation Supervisor, prior to performing service on the following excerpts of the FRA Waiver:

1. This approval applies only to the NS RoadRailer equipment operation.
2. Interchange will only be permitted with a railroad that has a comparable waiver to operate RoadRailer equipment.
3. RoadRailer equipment shall not be commingled with conventional railroad rolling equipment. RoadRailer units shall only be operated in trains consisting exclusively of RoadRailer units and locomotives.
4. Trains shall be limited to a maximum trailing tonnage as specified in the tables that follow.
5. At no time shall the train length exceed the equivalent of 150 Mark V RoadRailer units.
6. Reverse movements of RoadRailer equipment, with personnel riding Coupler-Mates equipped with compliant safety appliance, shall not exceed 10 MPH.
7. Whenever a shoving move of RoadRailer equipment is required, the movement shall be protected by either: an individual riding an adapter unit (CouplerMate bogie) specifically designed to be ridden; or by an individual walking with the movement and the speed of the move shall not exceed that of the individual walking.

#### C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER\* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Pittsburgh Line	Harrisburg and Cannon	2,100	2,100	3,100

**NOTE:** \*RailRunner Block MUST TRAIL RoadRailers.

#### D. TRAILING TONNAGE RESTRICTIONS — *ROADRAILER TRAILERS*

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More (Note 2)
Pittsburgh Line	Harris and Cannon	2,500	3,200	4,800 (Note 2)

**NOTE 1:** Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

**NOTE 2:** Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

# PITTSBURGH LINE

## 6. SWITCHES AND DERAILS

### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
PT 107.25	SS	Fuel Pad East	12' 00"
PT 107.84	SS	Fuel Pad West	12' 00"

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Capitol.....	58
Rockville.....	58
Banks.....	58
Kinkora.....	58

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

### A1. CAB SIGNALS

#### Exceptions for Trains Not Equipped

The following exceptions are authorized for trains and engines not equipped with cab signals:

Road trains and engines used in switching and transfer service with or without cars between Harrisburg, Banks, Hip, and Cannon.

### A2. LSL'S

All trains leaving Harrisburg en route to Amtrak will have both the lead and trailing units' Locomotive Speed Limiter (LSL) cut in and tested prior to departing the initial terminal.

In all other cases, the LSL devices will be cut in and operating at all times while operating in Amtrak's Northeast Corridor and on trains east of Harrisburg that are en route to Amtrak.

LSL devices should be cut out at all other times. When personnel are not available to cut out LSL, train may be operated with LSL cut in.

## PITTSBURGH LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### B. HARRISBURG FUEL STATION

Prior to arrival at Harrisburg, Engineer and Conductor must ascertain whether their locomotives require fuel.

Trains stopping at the Harrisburg Fuel Station for service will, after stopping the train, be required to make a full service reduction using the automatic brake, apply the engine brake, center the reverser, and place the generator field switch in the "OFF" position in order to properly secure the train while the mechanical forces are servicing the locomotives and/or train.

All trains and engines must ring engine bell while passing through Harrisburg Fuel Station.

Unless otherwise instructed by the Train Dispatcher/Control Operator, trains recrewing at the Harrisburg Fuel Pad are to stop their locomotives on the pad.

#### C. HARRISBURG FUEL STATION — BLUE SIGNALS

To provide Rule 26 Blue Signal Protection for Mechanical Dept. Forces working at Harrisburg Fuel Station, oscillating Blue lights, controlled by Mechanical Dept. personnel are installed as follows:

##### Main Track:

1. On north side of Main Track at Herr St., to protect rear end of westward trains.
2. On north side of Main Track, 150 feet west of fuel station, to protect head end of westward trains.
3. On south side of Main Track, 3 feet east of Rockville, to protect rear end of eastward trains.
4. On south side of Main Track, 150 feet east of fuel station, to protect head end of eastward trains.

##### Signaled Siding Track:

5. On north side of Signaled Siding at Herr St., to protect rear end of westward trains.
6. On north side of Signaled Siding, 150 feet west of fuel station, to protect head end of westward trains.
7. On south side of Signaled Siding, 3 feet east of Rockville, to protect rear end of eastward trains.
8. On south side of Signaled Siding, 150 feet east of fuel station, to protect head end of eastward trains.

# READING LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-64 726	
		LE 88.6/ EN 88.6/ LB 84.3	BETHLEHEM..... CP (Lehigh Line)	
		EN 91.3 EN 92.6	DED East Penn Jct. (R.J. Corman R.R.) (East Penn Yard)	
		LB 88.2/ RV 36.3	ALLEN ..... RM CP (Lehigh Line)	
		EN 92.8 RV 35.0	BURN..... RM CP	
		RV 31.7	EMMAUS JCT. (PRL Inc.)	
		RV 30.1 RV 29.9	Emmaus HBD-DED	
		FJ 14.1/ RV 23.9	ALBURTIS (C&F Secondary Track) ..... RM CP	
		RV 18.8 RV 18.0	HBD-DED Topton (PRL Inc.)	
		RV 14.9	LYONS	
		RV 7.5/ TK 0.0	BLANDON ..... CP HARRISBURG EAST DISPATCHER ..... AAR-50 721	
		TK 0.8 TK 3.3	HBD-DED LAUREL (Evansville I.T.)..... CP	
		TK 3.9	WEST LAUREL (RBM&N R.R.)..... CP	

# READING LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			HARRISBURG EAST DISPATCHER ..... AAR-50 721	
		FR 61.4/ TK 5.4/ AF 5.4	BELT (Pottsville Branch, Reading Yard and RBM&N R.R.)..... RM CP	
		AF 8.1/ TW 8.1	TULP..... CP	
		AF 8.6/ TW 8.3	LEISEY..... RM CP	
		TW 8.6	DUNKLE..... CP	
		TW 9.4/ HP 61.2	WYOMISSING JCT. (Harrisburg Line)..... RM CP	

## 1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>		
Bethlehem and Burn	261		
Allen and Burn		261	261
Burn and Blandon		251-West	251-East
Blandon and West Laurel	261		
West Laurel and Tulp		261	261
Tulp and Wyomissing Jct.	261		
Tulp and Leisey	261		

Tracks are numbered North to South except between West Laurel and Tulp South to North.

## READING LINE

### 2. MAXIMUM SPEEDS

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
Bethlehem and East Penn Jct.	30		
East Penn Jct. and Burn	25		
Allen and Burn		20	20
Burn and MP RV 34.4		30	30
MP RV 34.4 and MP RV 30.4		40	40
MP RV 30.4 and Alburdis		50	50
MP RV 23.6, Westward Movements from C&F Secondary to Penn Ave. (Head End Only)		10	10
MP RV 23.8, Eastward Movements from Main 1 and Main 2 Tracks to Main St. on C&F Secondary (Head End Only)	10		
Alburdis and Blandon		50	50
Blandon and West Laurel	40		
West Laurel and Belt		40	30
Belt and Tulp		30	30
Tulp and Wyomissing Jct.	25		
Tulp and Leisey	25		

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP RV 30.0 to MP RV 29.0

MP RV 19.0 to MP RV 18.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Allentown to Wyomissing Jct.	2070	2880	2950	3700	4580	6892
<b>Eastward</b> Wyomissing Jct. to Allentown	3790	5300	5370	6510	8090	12532

# READING LINE

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

**AUTHORIZED:**

Reading Line — 286,000 lbs.

### B. LOCATION OF ENGINE RESTRICTIONS

Engines with 6-axles are prohibited on the following tracks:

Evansville I.T.

### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Reading Line	Blandon and Allen	12,900	11,700
	E. Penn Jct. and Bethlehem	7,900	10,900

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

### D. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Reading Line, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

### E. DOUBLE-STACK CARS

Double-stacks will clear:

Wyomissing to Alburdis

## READING LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### E. TRAILING TONNAGE RESTRICTIONS — *TRIPLE CROWN*

Any crew required to operate a Triple Crown train exceeding 125 cars must receive training from a Transportation Supervisor, prior to performing service on the following excerpts of the FRA Waiver:

1. This approval applies only to the NS RoadRailer equipment operation.
2. Interchange will only be permitted with a railroad that has a comparable waiver to operate RoadRailer equipment.
3. RoadRailer equipment shall not be commingled with conventional railroad rolling equipment. RoadRailer units shall only be operated in trains consisting exclusively of RoadRailer units and locomotives.
4. Trains shall be limited to a maximum trailing tonnage as specified in the table that follows.
5. At no time shall the train length exceed the equivalent of 150 Mark V RoadRailer units.
6. Reverse movements of RoadRailer equipment, with personnel riding Coupler-Mates equipped with compliant safety appliance, shall not exceed 10 MPH.
7. Whenever a shoving move of RoadRailer equipment is required, the movement shall be protected by either: an individual riding an adapter unit (CouplerMate bogie) specifically designed to be ridden; or by an individual walking with the movement and the speed of the move shall not exceed that of the individual walking.

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Reading Line	Bethlehem, PA and Rutherford, PA	5,200	5,200	5,200

### 6. SWITCHES AND DERAILS

#### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
EN 89.5	Main	East Fabs	11' 32"
EN 89.99	Main	East Ramp	15' 38"
EN 90.64	Main	West Fabs	10' 22"
EN 90.73	Main	West Ramp	16' 23"
EN 92.59	Main	R.J. Corman	None
TK 4.1	Main 2	RBM&N R.R.	None
AF 8.6	Main	West Storage	5"
AF 12.8	Main	Titus	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

## READING LINE

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Bethlehem .....	64
Alburtis .....	64
Blandon .....	64
Belt .....	50

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

- Buckeye, MP RV 27.4, Tracks 1, 2, 4 and 5
- FM Brown Siding, Fleetwood

#### B. SCHUYLKILL AVENUE BRIDGE

Trains tying up at Tulp must keep engines east of Schuylkill Avenue Overhead Bridge.

#### C. BLANDON

Milepost numbers east of Blandon indicate distance from Pike, formerly located on Pottsville Branch.

# SOUTHERN TIER LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>SOUTHERN TIER DISPATCHER</b> ..... AAR-46 [724]	
		SR 213.2	<b>BD</b> ..... ©	1
		SR 213.5	Liberty St. (Hand crossover)	
		SR 214.1	Binghamton (NYS&W connects)	
		SR 214.2	Prospect Ave. (Hand crossover)	
		SR 215.3	<b>JOHNSON</b> ..... ©	
		SR 223.1	HBD-DED	
		SR 236.1	FJ	
		SR 243.0	HBD-DED	
		QR 273.2/ SR 255.2	<b>WAVERLY</b> ..... [RM] ©	
		SR 264.0	HBD-DED	
		SR 272.9	<b>ELMIRA</b> ..... [RM] ©	
		SR 276.9	<b>HORSEHEADS</b> ..... ©	
		SR 282.5	HBD-DED	
		SR 290.1	<b>GIBSON</b> ..... [RM] ©	
	SR 290.8	<b>CORNING</b> ..... [RM] ©		
	SR 292.0	Painted Post		
	SR 292.9	<b>GANG MILLS</b> ..... [RM] ©		
	SR 294.9	<b>ERWINS</b> ..... [RM] ©		

# SOUTHERN TIER LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<b>MAIN</b>			<b>SOUTHERN TIER DISPATCHER</b> ..... AAR-46 [724]	
		SR 302.5	HBD-DED	
SS	11969	<b>SR 316.2</b>	<b>CAM</b> ..... [RM] [CP]	
		SR 318.7	<b>ADRIAN</b> ..... [RM] [CP]	
		SR 322.3	HBD-DED	
SS		<b>SR 328.2</b>	<b>HORN</b> ..... [RM] [CP]	
		SR 331.2	Hornell	
		<b>SR 331.8</b>	<b>CASS</b> ..... [CP]	
			(WNYP R.R.)	
		SR 339.6	HBD-DED	
SS	12800	<b>SR 349.0</b>	<b>SWAINS</b> ..... [RM] [CP]	
		<b>SR 351.6</b>	<b>ROSS</b> ..... [RM] [CP]	
		SR 359.6	HBD-DED	
		SR 366.0	DED	
SS	12900	<b>SR 368.3</b>	<b>SILVER SPRINGS</b> ..... [CP]	
		<b>SR 371.0</b>	<b>ROCK GLEN</b> ..... [RM] [CP]	
		SR 378.2	HBD-DED	
I.T.	26400	<b>SR 387.1</b>	<b>LINDEN</b> ..... [CP]	
SS		<b>SR 392.5</b>	<b>ATTICA</b> ..... [CP]	
			(Groveland I.T.)	
		SR 398.7	HBD-DED	
SS	25850	<b>SR 401.0</b>	<b>ALDEN</b> ..... [CP]	
		<b>SR 406.2</b>	<b>MARILLA</b> ..... [RM] [CP]	
		SR 412.7	HBD-DED	
		<b>SR 415.6</b>	<b>BROADWAY</b> ..... [RM] [CP]	
BISON YD.			<b>BUFFALO LINE DISPATCHER</b> ..... AAR-64 [725]	
RAMP		<b>SR 419.9</b>	<b>PANAMA</b> ..... [RM] [CP]	
R.T.			(Bison R.T., Howard R.T., Ramp, and Canadian Pacific North Yard)	

# SOUTHERN TIER LINE

## STATION PAGE INFORMATION

**NOTE 1:** All movements of On-Track equipment must contact the Southern Tier Dispatcher for verbal permission to proceed through BD.

### 1. RULES IN EFFECT

	Main Track	SS	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>			
BD and Waverly			251-West	251-East
Waverly and Panama	261			
All Signaled Sidings		261		
Tracks are numbered North to South.				

### 2. MAXIMUM SPEEDS

	Main Track	SS	Main 1 Track	Main 2 Track
<b>Between</b>	<b>MPH</b>			
BD and Johnson			30	30
Johnson and MP SR 228.0			25	50
MP SR 228.0 and MP SR 241.4			40	50
MP SR 241.4 and Waverly			50	25
Waverly and Gibson	50			
Elmira and Horseheads		25		
Corning, Diverging	25	25		
Gibson and Erwins	50	40		
Erwins and MP SR 307.7	50			
MP SR 307.7 and MP SR 309.7	40			
MP SR 309.7 and MP SR 315.4	50			
MP SR 315.4 and Cam	40			
Cam and MP SR 318.2	40	25		
MP SR 318.2 and Adrian	50	25		
Adrian and MP SR 325.8	50			
MP SR 325.8 and MP SR 326.1	40			
MP SR 326.1 and Horn	50			
Horn and MP SR 330.2	50	25		
MP SR 330.2 and MP SR 331.6	35	25		
MP SR 331.6 and Cass	30	25		
Cass and MP SR 332.1	30			
MP SR 332.1 and MP SR 350.2	50			
Swain and MP SR 350.2		25		
MP SR 350.2 and Ross	50	25		
Ross and MP SR 359.1	50			
MP SR 359.1 and MP SR 360.5	40			
MP SR 360.5 and MP SR 361.5	30			
MP SR 361.5 and MP SR 362.1	10			
MP SR 362.1 and MP SR 362.6	30			
MP SR 362.6 and Silver Springs	50	25		
Silver Springs and Rock Glen	50	25		
Rock Glen and Linden	50			
Linden and MP SR 392.1	50	25		

## SOUTHERN TIER LINE

### 2. MAXIMUM SPEEDS (CONT.)

Between	Main Track	SS	Main 1 Track	Main 2 Track
	MPH			
MP SR 392.1 and Attica	40	25		
Attica and MP SR 392.8	40			
MP SR 392.8 and Alden	50			
Alden and Marilla	50	25		
Marilla and Broadway	50			
Broadway and Panama	40			

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP SR 214.0 to MP SR 215.0  
 MP SR 267.0 to MP SR 268.0  
 MP SR 303.0 to MP SR 304.0  
 MP SR 372.0 to MP SR 373.0  
 MP SR 410.0 to MP SR 411.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Croxtton to Port Jervis	2300	3210	3280	4090	5070	7578
Port Jervis to Buffalo	1720	2400	2460	3100	3840	5923
<b>Eastward</b>						
Buffalo to Croxtton	1530	2130	2190	2770	3420	5347

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

BD and Ross — 286,000 lbs.  
 Ross and Silver Springs — 273,000 lbs.  
 Silver Springs and Buffalo — 286,000 lbs.  
 Horseheads I.T. — 273,000 lbs.  
 Gulf I.T. to Middletown I.T. — Authority is required for equipment in excess of 220,000 lbs.

**NOTE:** Trains handling cars with combined weight of car and lading over 263,000 lbs. are restricted as follows:

Bridge SR 214.42, eastward track clear.

#### B. LOCATION OF ENGINE RESTRICTIONS

Engines with 6-axes are prohibited on the following tracks:

All I.T.s except: Groveland I.T., A&P I.T. and Milliken I.T.

## SOUTHERN TIER LINE

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Southern Tier Line	Suffern and Howells	11,500	13,000
	Howells and BD	8,200	6,300
	Cass and Bison	12,600	12,700

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

#### D. LOADED DOUBLE-STACK CARS

Loaded double-stack cars are restricted on DLW4 at MP SR 214.0.

## 6. SWITCHES AND DERAILS

#### A. POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Oak Street MP SR 214.4	Johnson R.T.	Three Pocket Yard	Johnson R.T.

#### B. HAND-OPERATED SWITCHES

In the application of **Rule 104**, the following hand-operated switches may be left in the reverse position with verbal permission from the Train Dispatcher/Control Operator.

##### **BISON RUNNING TRACK**

- MP SR 420.0 — North Yard Lead SK Yard
- MP SR 420.05 — Panama Hand Throw
- MP SR 420.15 — William Street Crossover
- MP SR 421.8 — Clinton Street Crossover
- MP SR 421.8 — SK Yard Lead
- MP SR 421.9 — Transco Wye Switch

Before the Train Dispatcher/Control Operator authorizes any train or track car movements in the direction of the switch left in reverse position, he/she must inform the crew or track car driver.

Train Dispatcher/Control Operators must include in their transfer any hand-operated switch shown above left in the reverse position.

## SOUTHERN TIER LINE

### 6. SWITCHES AND DERAILS (CONT.)

#### C. ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
SR 259.35	Main	Vulcraft Switch	7' 55"
SR 274.31	Siding	Westbound Pull-out	8' 15"
SR 274.9	Siding	Anchor Glass	8' 30"
SR 276.08	Siding	Weyerhauser Switch	7' 06"
SR 278.81	Main	West End A&P I.T.	8' 37"
SR 283.42	Main	Big Flats Agway	None
SR 285.42	Main	Hicklings Switch	None
SR 291.97	Main	'B' Spur	7' 57"
SR 292.35	Main	'A' Spur	9' 19"
SR 293.08	Main	East End West Yard	9' 35"
SR 297.15	Main	West End Erwin R.T.	12' 15"
SR 314.25	Main	Cameron Town	None
SR 329.5	Main	East End East Yard	10' 55"
SR 330.1	Main	West End East Yard	8' 15"
SR 343.9	Main	Canaseraga Town	None
SR 367.45	Main	East End Dead Track	6' 00"
SR 417.82	Main	DL&W (Engine By-pass)	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Binghamton .....	46
Endicott .....	46
Owego .....	46
Waverly .....	46
Chemung .....	46
Horseheads .....	46
Painted Post .....	46
Rathbone .....	46
Cameron .....	46
Hornell .....	46
Corning .....	64
Garwoods .....	64
River Jct. ....	64
Warsaw .....	64
Attica .....	64
Lancaster .....	64

## SOUTHERN TIER LINE

### 8. DETECTOR INSTRUCTIONS

MP 0.0 on the Transco Wye:

High Car Detector is in service for southward trains and will alarm at 19'0". If alarmed, trains must come to a safe stop and inspect train per System Timetable instruction.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Johnson	BD and Johnson	Southern Tier Dispatcher	10 MPH
Erwins	MP SR 297.4 and Erwins	Southern Tier Dispatcher	10 MPH
Bison	CP-Draw and Bison Chicago Line and Southern Tier Line	Buffalo Line Dispatcher	15 MPH
Howard St.	CP-437 and William St. Chicago Line	Buffalo Line Dispatcher	15 MPH

#### B. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Southern Tier Line:                      MP SR 389.0 to MP SR 392.0

#### C. ROCHESTER SOUTHERN R.R.

The Rochester Southern Railroad Main Line with **Rule 171** in effect begins at the Clean Out Track switch, Silver Springs, MP SR 368.5. All NS crews delivering trains to the RSR must contact the RSR Dispatcher to obtain authority prior to operating the switch.

All NS crews receiving a train in interchange with cars north of the switch on the RSR Main Line must contact the RSR Dispatcher and obtain authority prior to departing.

#### D. SUFFERN INDUSTRIAL

At Route 59, MP MX 0.01, trains are to stop at stop sign and wait for more favorable signal before proceeding. **NOTE:** Engines and cars are not to be left on circuit.

#### E. NJ TRANSIT

NJ TRANSIT Rail Operations Timetable and Operating Manuals are in effect east of Sparrow. Employees working east of Sparrow are required to carry NJT Timetable, TR-03, Employees Passenger Trains Timetable and current Bulletin Orders.

#### F. CANADIAN PACIFIC R.R.

Operation on Canadian Pacific R.R. — NS trains and engines will operate on the tracks of the Canadian Pacific R.R. between BD and MP SR 192.6, subject to the following:

Tracks between BD and MP SR 192.6 are designated as R.T.s. Permission must be obtained from the Canadian Pacific Yardmaster at East Binghamton.

Movement must not exceed Restricted Speed and report clear when movement is completed.

## SOUTHERN TIER LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### G. PANAMA

Eastward trains must not pass Panama without signal indication to proceed or permission by Stop Signal per **Rule 238** from Buffalo Line Dispatcher. Westward trains must not pass Panama without permission to occupy Bison R.T. from the Buffalo Line Dispatcher.

#### H. MP SR 389.2

Westward trains stopping at MP SR 389.2 must stop approximately 1,000 feet east.

#### I. GROVELAND I.T.

"Groveland I.T., Cargill Salt." When spotting plant, crews must stop south of derail and check with plant before proceeding.

#### J. BISON YARD

The train crew must obtain verbal permission to enter Bison Yard from the NS Yardmaster on duty before accepting signal indication or **Rule 238** permission at Panama or Broadway.

#### K. BINGHAMTON YARD

Before setting off cars at Middle Yard in Binghamton, all crews must notify the Gang Mills Yardmaster.

#### L. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

Horseheads    A&P I.T.  
Horseheads    Horseheads I.T.

#### M. CANADIAN PACIFIC R.R.

The CPRS Daily Bulletin will be faxed to the Buffalo Yardmaster between 5:30 PM and 7:00 PM daily. Crews must have a copy of the Daily Bulletin prior to occupying the Buffalo Runner.

The current Bulletin can be obtained by contacting the CPRS South End Dispatcher at 612-904-6113.

# LURGAN BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>HARRISBURG TERMINAL DISPATCHER ... AAR-58</b> [723]	
		HP 111.3/ LG 0.0	<b>CAPITOL (No. 2 Track)</b> ..... [RM] [CP] (Harrisburg Line)	
		RY 21.9/ LG 0.0/ HP 112.4	<b>PAXTON (No. 1 Track)</b> ..... [RM] [CP] (Harrisburg Line)	
		LG 0.2	<b>FRONT ST.</b> ..... [RM] [CP]	
CAMP HILL CONN.		LG 2.7	Camp Hill	
		LG 4.5	<b>ROSS</b> ..... [RM] [CP]	1
		LG 6.8	HBD-DED	
		LG 19.4	<b>SPRING</b> ..... [RM] [CP]	
	11140	LG 21.1	<b>CARL</b> ..... [CP] (Getty R.R.)	
RM		LG 22.0	Mt. Holly Spring	
		LG 27.0	HBD-DED	
		LG 36.3	<b>LEES CROSS ROADS</b> ..... [RM] [CP]	
1 R.T.		LG 40.1	<b>SHIP (Lurgan R.T.)</b> ..... [RM] [CP]	
		HW 40.1	HBD-DED	
		HW 47.2	<b>CP-50</b> ..... [RM] [CP]	
		HW 51.6	Chambersburg	
SS	13600	HW 53.0	<b>CP-53</b> ..... [RM] [CP] (CSXT)	
		HW 62.2	<b>CP-62</b> ..... [RM] [CP]	
SS	15000	HW 65.0	<b>CP-65</b> ..... [RM] [CP] HBD-DED-HCD-20'4"	
		HW 68.2	PA/MD State Line	
CSXT		HW 73.7	<b>TOWN (Brick Yard R.T.)</b> ..... [RM] [CP]	
CSXT R.T. MAIN				

# LURGAN BRANCH

## STATION PAGE INFORMATION

**NOTE 1:** Eastward trains must not pass 18th St. Camp Hill without permission from the Train Dispatcher/Control Operator if Automatic Block Signal 2E displays Approach or Restricting.

### 1. RULES IN EFFECT

Between	Main Track	SS	Main 1 Track	Main 2 Track
	<b>Rules</b>			
Capitol and Front St.				261
Paxton and Front St.			261	
Front St. and Ross			251-West	251-East
Ross and Spring	261			
Spring and Carl	261	261		
Carl and Lees Cross Roads	261			
Lees Cross Roads and Ship			261	261
Ship and CP-50	261			
CP-50 and CP-53	261	261		
CP-53 and CP-62	261			
CP-62 and CP-65	261	261		
CP-65 and Town	261			

Tracks are numbered North to South.

### 2. MAXIMUM SPEEDS

Between	Main Track	SS	Main 1 Track	Main 2 Track
	<b>MPH</b>			
Capitol and Front St.				25
Paxton and Front St.			10	
Front St. and Ross			40	40
Ross and MP LG 17.0	40			
MP LG 17.0 and MP LG 18.5	35			
MP LG 18.5 and Spring	40			
Spring and Carl	40	30		
Carl and Lees Cross Roads	40			
Lees Cross Roads and Ship			40	40
Ship, Diverging Movements to/from No. 1 Track	30			
Ship, Westward Movements to Lurgan R.T.			10	10
Ship and CP-50	50			
CP-50 and CP-53	50	40		
CP-53 and CP-62	50			
CP-62 and CP-65	50	40		
CP-65 and Town	50			
Town Interlocking	25			

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

# LURGAN BRANCH

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Harrisburg to Ship	2430	3400	3470	4320	5360	8077
Ship to Hagerstown	2960	4140	4220	5190	6440	9793
<b>Eastward</b>						
Hagerstown to Ship	2590	3610	3690	4580	5670	8590
Ship to Harrisburg	3790	5300	5370	6510	8090	12532

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

**AUTHORIZED:**

Lurgan Branch — 286,000 lbs.

### B. MULTIPLE-PLATFORM DOUBLE-STACK AND SPINE CARS

On the Lurgan Branch between Town and Ship, up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Lurgan Branch	Front St. and Lurgan	13,700	11,800
No. 1 Track Leg of Wye	Paxton and Front St.	2,400*	2,800
No. 2 Track Leg of Wye	Capitol and Front St.	13,400	15,900

\*EXCEPT: 2,000 behind empty TTOX.

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

# LURGAN BRANCH

## 6. SWITCHES AND DERAILS

### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
LG 5.6	Main	Cumberland	None
LG 20.0	Main	#1 Siding	None
LG 20.0	SS	#2 Siding	None
LG 35.6	Main	Lane Siding	None
HW 43.1	Main	CV Co-op	13' 00"
HW 50.1	SS	Campcar Siding	11' 00"
HW 54.1	Main	CSX Inter.	9' 00"
HW 60.0	Main	Gibbles	9' 00"
HW 61.5	Main	Foremost	None
HW 63.5	Main	PACMA	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Capitol .....	58
Mt. Holly .....	58
Pennroad .....	58
Greencastle .....	58
Chambersburg .....	58
Town .....	58

### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Hagerstown .....	64

## 8. DETECTOR INSTRUCTIONS

### MASON-DIXON

When HCD at MP HW 65.0 is activated by a southward train, train may proceed to Shomo Yard, Hagerstown for inspection. Northward trains activating HCD must be inspected before passing under CSXT O.H. Bridge at Chambersburg, MP HW 52.9.

## 9. DISTRICT INSTRUCTIONS

### A. CAB SIGNAL TEST RACKS

No. 1 and No. 2 Tracks at the east end of Susquehanna River Bridge, MP LG 0.5.

# LURGAN BRANCH

## 9. DISTRICT INSTRUCTIONS (CONT.)

### B. TOWN

1. CSXT crews whose train movements are limited to movement through Town Interlocking are relieved from carrying NS Train Clearances. Information affecting CSXT trains will be contained in CSXT Train Bulletins. CSXT crews operating north of Town on the Lurgan Branch are required to have a current NS Train Clearances.
2. NS train crews operating into the CSXT Yard at Hagerstown via Town Interlocking must receive permission to enter Yard Limits (Town and Antietam Street) from AV-Dispatcher Radio Channel 86-86 Tone #1. Crews must also clear Yard Limits with AV-Dispatcher. For yarding instruction at CSXT Yard, contact the Yardmaster (when on duty) on Radio Channel 70-70 or 86-86 or AV-Dispatcher at all other times.
3. Trackage south of Town is under control of the Virginia Division Hagerstown R.T. re-designated "Main Line." Maximum Authorized Speed is Restricted Speed not exceeding 15 MPH. **Rule 93** and Virginia Division Timetable Special Instructions apply. Southward trains destined to Vardo Yard, Hagerstown, must not occupy Brick Yard R.T. or the NS Main without permission from the Yardmaster, Hagerstown.
4. The Interlocking signal at Town only governs speed through the Interlocking. Before the head end occupies the Brick Yard R.T. or the NS Main, train speed must be at the authorized speed for that track. Engines returning to their trains may receive a signal more favorable than Restricting signal.

### C. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Lurgan	Ship and Lurgan	Dispatcher	10 MPH
Brick Yard	Town and Virginia Ave. Crossovers	Yardmaster	10 MPH

# PORT ROAD BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-64 <span style="border: 1px solid black; padding: 0 2px;">722</span>	
<b>AMTRAK</b>				
		<b>PD 0.0</b>	<b>PERRY (Amtrak).....</b> ©	<b>3</b>
	13100	PD 0.8	Aikin	
		PD 1.8	DED	
		PD 2.0	Minnick	
		<b>PD 3.2</b>	<b>QUARRY.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		<b>PD 4.5</b>	<b>TOME.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	15600	<b>PD 7.4</b>	<b>WEST ROCK.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		PD 9.6	HBD-DED	
		<b>PD 11.6</b>	<b>PILOT.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	6600	<b>PD 13.0</b>	<b>WEST PILOT.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		PD 14.2	Wildcat Tunnel	
		PD 14.6	Frazier Tunnel	
		PD 14.7	MD/PA State Line	
		PD 16.0	Williams Tunnel	
		PD 17.2	DED	
		PD 20.8	HBD-DED	
		<b>PD 21.7</b>	<b>MIDWAY.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	16700	<b>PD 25.0</b>	<b>HOLTWOOD.....</b> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	8550	<b>PD 26.8</b>	<b>McCALLS.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		PD 30.4	DED-E	
		<b>PD 31.9</b>	<b>HARBOR.....</b> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
	6200	<b>PD 33.2</b>	<b>WEST HARBOR.....</b> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	
		PD 33.6	HBD-DED-WID-WCD (11'4") HCD (19'1")	
		<b>PD 38.3</b>	<b>CRES.....</b> <span style="border: 1px solid black; padding: 0 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 0 2px;">CP</span>	

# PORT ROAD BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			<b>MAIN LINE DISPATCHER</b> ..... AAR-64 [722]		
		PD 39.7	Port		
		EP 33.7			
		EP 36.5	DED-1-E		
		ZL 80.1/ EP 38.4	<b>COLA</b> ..... (Columbia Secondary Track) (CP)		
	6864	EP 40.0	<b>LAKE</b> ..... (RM) (CP)		
		EP 42.0	SSD		
		EP 44.1	HBD-DED		
		RY 0.0/ EP 45.4	<b>SHOCKS</b> ..... (CP) (Royalton Branch) (Marietta I.T.)		
		EP 47.6	DED-1-E DED-2-W		
		YX 2.4/ EP 51.7	<b>WAGO (PPL Inc.)</b> ..... (RM) (CP) (York Secondary Track)		
		EP 52.5	YORK HAVEN		
		EP 61.4 EP 61.6 EP 65.1	HBD-DED Marsh Run New Cumberland		
		SI 0.0/ EP 68.2	<b>STELL (Shippensburg Secondary Track)</b> ..... (CP)		
	2 I.T.      1 I.T.		EP 68.5	HCD-19'10" DED	2
ENOLA YARD		EP 69.4	<b>DAY</b> (Enola Yard)	1	

# PORT ROAD BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			HARRISBURG TERMINAL DISPATCHER ... AAR-58 [723] (Enola Yard)		
		EP 73.4	CP-111L .....	[RM] [CP]	
		EP 73.5	HIP .....	[CP]	
		PT 110.9/ EP 73.7	MARY .....	[RM] [CP] (Pittsburgh Line)	
		EP 76.1	HCD-D-G-East-17'3"		
		EP 76.1/ PT 113.2	BANKS .....	[CP] (Pittsburgh Line)	

## STATION PAGE INFORMATION

- NOTE 1:** Eastward trains must not pass "Day" without verbal permission of the Train Dispatcher/Control Operator. Proper signal indication at Stell will include permission to occupy the Industrial Tracks.
- NOTE 2:** Due to ascending grade, when Block Signal 831-W west of New Cumberland displays Approach or Restricting, westward trains on Main 2 Track with more than 45 cars will stop at signal and contact the Train Dispatcher/Control Operator for instructions.
- NOTE 3:** Remotely Controlled by Amtrak CETC-3.

## 1. RULES IN EFFECT

	Main Track	SS	Main 2 Track	Main 1 Track	Other Tracks
<b>Between</b>	<b>Rules</b>				
Perry and Quarry	261-CSS	261-CSS			
Quarry and Tome	261-CSS				
Tome and West Rock	261-CSS	261-CSS			
West Rock and Pilot	261-CSS				
Pilot and West Pilot	261-CSS				
West Pilot and Midway	261-CSS				
Midway and McCalls	261-CSS	261-CSS			
McCalls and Harbor	261-CSS				
Harbor and West Harbor	261-CSS				
West Harbor and Cres	261-CSS				
Cres and Cola			251-West CSS	251-East CSS	
Cola and Lake		261-CSS	261-CSS	261-CSS	
Lake and Shocks			251-East CSS	261-CSS	
Shocks and Stell			251-West CSS	251-East CSS	
Stell and Day			137	137	
CP-111L and Hip					'B' 137
Hip and Mary					Main 0 & Main 5 261

Tracks are numbered South to North.

# PORT ROAD BRANCH

## 2. MAXIMUM SPEEDS

Between	Main Track	SS	Main 2 Track	Main 1 Track	Main 0 Track	Main 5 Track
	MPH					
Perry and MP PD 0.8	15	15				
MP PD 0.8 and Quarry	30	30				
Quarry and Tome	30					
Tome and West Rock	30	30				
West Rock and Pilot	40					
Pilot and West Pilot	35	Siding 10				
West Pilot and Midway	35					
Except: MP PD 16.0, Reverse Curve	30					
Midway and Holtwood	30	30				
Holtwood and McCalls	35	35				
McCalls and Harbor	35					
Except: MP PD 29.0 to Pequea, Reverse Curve	30					
Harbor and West Harbor	30	Siding 10				
West Harbor and Cres	35					
Cres and Port			30	30		
Port and Cola			35	40		
Cola and Lake		10	45	40		
Lake and Signal 831-W			50	50		
Except: Signal L-416 to Lake				40		
Diverging Movements to/from Royalton Branch			25	25		
East End Shocks Bridge, Curve			40	40		
West End Shocks Bridge, Curve			40	40		
MP EP 52.4 and MP EP 52.8, Curves			40	40		
MP EP 63.2 and MP EP 63.4, Curves			45	45		
Signal 831-W and Stell			35	35		
Day and Stell, I.T., Restricted Speed not exceeding			15	15		
Hip and Mary					10	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

MP PD 5.0 to MP PD 6.0  
MP EP 57.0 to MP EP 58.0

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Perry to Enola	4650	6510	6570	7840	9740	15346
<b>Eastward</b> Enola to Perry	4170	5840	5910	7110	8840	14135

## PORT ROAD BRANCH

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Port Road Branch — 286,000 lbs.

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Port Road Branch	Perry and Day	12,100	—

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

### 6. SWITCHES AND DERAILS

#### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
PD 10.2	Main	Conowingo	3' 33"
PD 17.4	Main	Peach Bottom	4' 35"
PD 33.4	Main	Safe Harbor	4' 40"

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Port Deposit .....	64
Conowingo .....	64
Holtwood .....	64
Safe Harbor .....	64
Columbia .....	64
Cly .....	64
Enola .....	64

## PORT ROAD BRANCH

### 8. DETECTOR INSTRUCTIONS

#### A. MP EP 42.0 — MARIETTA

Overloaded equipment is prohibited from operating on the Northeast Corridor (NEC). The Stress State Detector located at Marietta, MP EP 42.0 has been equipped to detect overloaded equipment.

When passing over the Marietta SSD at MP EP 42.0 moving eastward, and receiving notification of one or more overloaded cars (non-critical alarm), the Train Dispatcher/Control Operator is to be contacted for specific information on car number(s) and location(s) in train. Proceed prepared to stop short of the yard at Cola to set off overloaded cars.

#### B. MP PD 33.6 — WCD

Crew members must ensure mirrors and awnings are pulled in on all trailing units before leaving their initial terminal and on the lead unit prior to passing the WCD at MP PD 33.6.

Trains receiving radio notification of a wide car(s) at the WCD must:

1. Immediately stop the train
2. Notify the Train Dispatcher/Control Operator
3. Inspect the entire train to determine the cause.

### 9. DISTRICT INSTRUCTIONS

#### A. CAB SIGNAL EXCEPTIONS

The following exception is authorized for trains and engines not equipped with cab signals:

New Cumberland to Stell

#### B. LSL'S

All trains leaving Enola en route to Amtrak's NEC must have both the lead and trailing units' Locomotive Speed Limiter (LSL) cut in and tested prior to departing the initial terminal.

In all other cases, the LSL devices will be cut in and operating at all times while operating in Amtrak's NEC and on trains east of Harrisburg en route to Amtrak.

LSL devices should be cut out at all other times. When personnel are not available to cut out LSL, train may be operated with LSL cut in.

#### C. PERRY — PORT

Between Perry and Port, mileages are those of Columbia & Port Deposit R.R. Mileages shown from Port west reflect distance from Parkesburg via former Atglen & Susquehanna Low Grade.

#### D. MIDWAY — McCALLS

In the application of **Rule N294** on the Port Road Branch, between Midway and McCalls, trains moving west on Signaled Siding or east on Main Track will be governed by cab signal indication. If cab signals have failed, movement will be governed by signal marked SP for adjacent track, insofar as protection against slides is concerned.

# POTTSVILLE BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<b>MAIN</b>			<b>HARRISBURG EAST DISPATCHER</b> ..... AAR-50 [721]	
		HP 58.6	<b>WALNUT (Harrisburg Line)</b> ..... CP	
<b>POTB</b>	<b>HARL</b> <b>CENTER</b> <b>HARL</b>			
		FR 59.1	<b>OLEY (Reading Yard) (No. 2 R.T.)</b> ..... CP	
I.T.	RDG YD.	FR 59.9	Pike (11th Street I.T.)	
NO. 2 R.T.	I.T. I.T.	FR 60.6	Water (Richmond St. I.T., Reading I.T. and Spruce St. I.T.)	
NO. 2 R.T.	YARD NO. 1 NO. 2	FR 61.1	HCD-E (17'2")	
<b>MAIN</b>		<b>FR 61.4/ TK 5.4/ AF 5.4</b>	<b>BELT (No. 2 R.T.) (Reading Line)</b> ..... [RM] CP (Reading Yard) (RBM&N R.R.)	
1 2 <b>REAL</b>	<b>RBM&amp;N R.R.</b>			

# POTTSVILLE BRANCH

## 1. RULES IN EFFECT

Between	Main Track Rules
Walnut and Belt	261

## 2. MAXIMUM SPEEDS

Between	Main Track MPH
Walnut and Belt	30

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Pottsville Branch — 286,000 lbs.

### B. ENGINE RESTRICTIONS

6-axle engines are prohibited on Richmond I.T., Reading I.T. and Spruce St. I.T.

### C. DOUBLE-STACK CARS

Double-stacks will not clear:

Belt to Walnut (19'5")

## POTTSVILLE BRANCH

### 6. SWITCHES AND DERAILS

#### ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
FR 59.9	Main	11th Street I.T.	None
FR 60.6	Main	Water Crossover	None

Trains may not clear the Main Track at other locations in 261-ABS territory unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Valley.....	50

#### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Reading.....	58

### 8. DETECTOR INSTRUCTIONS

#### HCD — MP FR 61.1

HCD at MP FR 61.1 only checks eastward trains routed to Oley via Main Track and No. 2 R.T. HCD alarms at 17'2" to protect Schuylkill Ave. O.H. Bridge.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
No. 2	Belt and Oley	Dispatcher	15 MPH

#### B. READING YARD

Employees are prohibited from storing locomotives on Track 10 South in Reading Yard.

# ROYALTON BRANCH

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	12500	EP 45.4/ RY 0.0	MAIN LINE DISPATCHER..... AAR-64 [722]	
		RY 2.2	SHOCKS (Port Road Branch) ..... (CP)	
			JEB ..... (CP)	
		RY 6.1	DED	
		RY 9.5	TMI Switch	
		RY 11.0	ROY ..... (C)	1, 2, 3
			HARRISBURG TERMINAL DISPATCHER ... AAR-58 [723]	
		RY 12.0	Middletown	
		RY 15.9	DED-E	
		LG 0.0/ RY 21.9/ HP 112.4	PAXTON (Harrisburg Line, Lurgan Branch)..... (RM) (CP)	

## STATION PAGE INFORMATION

- NOTE 1:** State is located on Amtrak Main Line, MP 104.6, Harrisburg, PA, AAR Channel 35-35.
- NOTE 2:** Remotely Controlled by State.
- NOTE 3:** A sign with letters "CC" is placed 70 feet east of Route 441 highway grade crossing. When a Stop signal is displayed at Roy for westward trains, the movement must stop east of the "CC" sign to avoid unnecessary operation of the automatic highway warning devices. When the signal is displayed to Proceed, movement must not occupy the crossing until it is ascertained that the warning devices have been operating at least 20 seconds, or the gates, if equipped, are in the horizontal position.

# ROYALTON BRANCH

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track Rules</b>
Shocks and Paxton	261-CSS
<b>NOTE:</b> CSS Rules are in effect between Harrisburg and Paxton for trains operating either to or from the Royalton Branch.	

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track MPH</b>
Shocks and MP RY 21.0	50
Except: Diverging Movements to/from Port Road Branch	25
MP RY 5.0, 1st Curve West	45
MP RY 5.9 and MP RY 8.5, Curves	40
MP RY 9.4, Curve	45
Roy Interlocking	30
Between: MP RY 13.5 to MP RY 14.0	40
MP RY 21.0 and Paxton	40

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Shocks to Roy	4650	6510	6570	7840	9740	15346
Roy to Paxton	2760	3860	3940	4870	6030	9103
<b>Eastward</b>						
Paxton to Shocks	2760	3860	3940	4870	6030	9103

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

### AUTHORIZED:

Royalton Branch — 286,000 lbs.

## ROYALTON BRANCH

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Enola .....	64
Cly .....	64
Columbia .....	64

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### STOPPING — MP RY 5.0 TO MP RY 11.0

A train that stops for any reason while operating between MP RY 5.0 and Roy, MP RY 11.0, must immediately contact the Train Dispatcher/Control Operator.

Notification to the Train Dispatcher/Control Operator must include:

1. The reason for stopping, and
2. The exact location of the head end to the nearest tenth of a mile or nearest landmark, and
3. The exact location of the rear of the train to the nearest tenth of a mile or nearest landmark.

The train crew must maintain continual communication with the Train Dispatcher/Control Operator and be governed by Train Dispatcher/Control Operator instructions.

This instruction must be complied with for all stops, planned or unplanned.

# STONY CREEK BRANCH

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SEPTA DESK 1 DISPATCHER .....AAR-90/32	
		0.0	DALE (BEGIN/END DCS) ..... © (SEPTA—Main Line) (Lansdale Yard) (SEPTA—Doylestown Line)	1
		1.0	NK	
		2.5	West Point	
		5.0	Belfry	
		NX 6.6	Custer	
		NX 7.11	JN	
		NX 7.5	Hartranft	
		NX 9.9	ELM (BEGIN/END DCS) ..... AAR-90/32... © (SEPTA—Norristown Line)	2, 3

## STATION PAGE INFORMATION

- NOTE 1:** Remotely Controlled by SEPTA 1 Dispatcher.  
**NOTE 2:** Remotely Controlled by SEPTA 2 Dispatcher.  
**NOTE 3:** **NORAC DCS Rules** in effect between Elm and Dale.

### 1. RULES IN EFFECT

Between	Main Track
Elm and Belfry	DCS

### 2. MAXIMUM SPEEDS

Between	Main Track
Elm and Belfry	MPH 10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## STONY CREEK BRANCH

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Abrams.....	46
Lansdale.....	58

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. HANCOCK STREET

Movements will provide on-ground protection at Hancock St., MP NX 0.5, regardless of the condition or operation of crossing warning devices.

#### B. TRACK MAINTENANCE

CSXT maintenance extends between Dale and MP NX 5.0. NS maintenance extends between Belfry and Elm.

#### C. SEPTA RAILROAD DIVISION TELEPHONE NUMBERS

##### Regional Rail Operation Center (RROC)

Superintendent of Operations	(215) 580-8668
Chief Dispatcher	(215) 580-8670
SEPTA Desk 1 Dispatcher	(215) 580-8671/72
SEPTA Desk 2 Dispatcher	(215) 580-8673/74
Railroad Division Trouble Desk	(215) 580-8686
Power Dispatcher	(215) 580-8606

# LAKE ERIE DISTRICT

WEST 	SIDINGS IN FEET	MP	STATION	NOTE
		B 2.0	BUFFALO SUB-CSXT.....AAR-46 / 1#-6C BUFFALO JCT.	1, 2
		B 2.4	CP-DRAW (NG Dispatcher)..... DB VL CP	
		B 3.3	Tift Yard..... VL	
		B 6.5	BLASDELL..... VL CP	

## STATION PAGE INFORMATION

- NOTE 1:** The requirements to complete a SPAF Form in **Rule 251** Territory does not apply on the Lake Erie District between CP-Draw and Blasdell.  
All train and engine movements operating against the current of traffic between CP-Draw and Blasdell must approach all facing point hand-operated switches at Restricted Speed unless advised that such switches have been spiked for the Main Track.
- NOTE 2:** Remotely Controlled by CSXT.

### 1. RULES IN EFFECT

	Main 1 Track	Main 2 Track
<b>Between</b>	<b>Rules</b>	
CP-Draw and Blasdell	251-East	251-West

### 2. MAXIMUM SPEEDS

	Main Tracks
<b>Between</b>	<b>MPH</b>
CP-Draw, MP B 2.4 and Blasdell, MP B 6.5	60
Except:	
MP B 6.4, Through Turnout at Blasdell	35
MP B 6.6, Turnout at Blasdell to BSOR	25
CP-Draw to MP B 7.0	35

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## LAKE ERIE DISTRICT

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Buffalo Jct. to Blasdell	3000	4000	4800	5940	6600	—
<b>Eastward</b> Blasdell to Buffalo Jct.	3500	4650	5600	6930	7700	—

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

GROSS WEIGHT IN POUNDS				
Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Buffalo Jct. and Blasdell	291,000	420,000	263,000	394,500

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Buffalo .....	76
Location	Channel
Buffalo Yard	NW 3

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. BETWEEN CP-DRAW AND BLASDELL

All trains/engines and On-Track equipment are under the jurisdiction of the NS Buffalo Yardmaster or NS supervisor on duty.

Westward movements must not pass Blasdell without permission from the Pittsburgh Division Dispatcher.

#### B. NS YARDMASTER

1. NS Yardmaster must not authorize a movement against the current of traffic between CP-Draw and Blasdell if a proceed signal has been authorized for an opposing train.
2. NS Yardmaster must not authorize the crossover switch at FY to be opened if a proceed signal has been authorized for the adjacent Main Track.

## LAKE ERIE DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### C. MULTI-LEVEL AUTOMOBILE RACK CARS

Multi-level automobile rack cars will not be allowed to move through the switch of Tracks 8, 9, or 10 from the west end of Buffalo Junction Yard, due to the low clearance of Elk St. Bridge, MP B 1.89.

Close clearance will exist when cars are standing at the clearance points of both Tracks 7 and 8 located at the east end of Buffalo Junction Yard.

Employees must not ride the side of cars that would place them between Tracks 7 or 8 when cars are standing within 150 feet of the east end of Buffalo Junction Tracks 7 or 8.

Extreme caution must be used.

Close clearance exists at Buffalo Junction Yard, west end, as follows:

- Between Allied (Freight House Lead) and the Bird Yard Lead (4 through 10) when equipment is on both leads at the same time. Employees must not be on equipment or between these tracks when both leads are occupied by equipment.
- Buffalo Junction — No. 4, No. 8, and No. 10 Tracks.
- Tiftt Yard — South side eastward Main Track, MP B 4.3, South Buffalo overhead bridge.
- Buffalo Junction — South side of Bulk No. 5 Track between South Park Overpass and end of track.

Due to close clearance between Tracks No. 27 and No. 28 at Rail SK Yard, Buffalo, New York, employees must not to ride the side of equipment that places them between these tracks or stand between these tracks with adjacent moving equipment.

Before going off duty, road crews at Buffalo will check with the Yardmaster on duty.

Movements must approach gate at Panama expecting to find it in the closed position.

#### D. ON-TRACK EQUIPMENT

1. Before On-Track equipment enters or fouls a Main Track between CP-Draw and Blasdell, MP B 2.4 to MP B 6.5, the operator must obtain authority from the Buffalo Yardmaster.
2. All radio transmissions must be on Buffalo District Road Channel No. 2 for On-Track equipment.
3. All instructions will clearly state:
  - (a) Name of person obtaining permission
  - (b) Equipment designation
  - (c) Track designation
  - (d) Restrictions
  - (e) Clearing instructions
4. The person receiving the authority will repeat the instructions.
5. The Yardmaster will confirm the instructions.
6. The Yardmaster will make sure that all instructions are written on the prescribed form at the Yard Office and copies are retained for one year.

## LAKE ERIE DISTRICT

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### E. NEW YORK STATE LAWS

No railroad, corporation or any officer, or agent of employees thereon shall stop its cars or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving or delivering passengers or freight or other purpose.

When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes, a member of the crew or a qualified employee must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

#### BUFFALO

Stack cars that exceed a height of 19'3" will not clear overhead bridges at Buffalo Jct. Yard. DO NOT ENTER Buffalo Jct. Yard with a stack car in excess of 19'3".

The following applies at Buffalo when using CSXT trackage.

1. Notify CSXT Dispatcher if you have a stack car in excess of 19'3".
2. Refer to CSXT's intermodal blanket route, Buffalo, NY (CP-Draw) to Niagara Falls, NY-CN.

#### Northward:

NS CP-Draw to CP-437: may move to Frontier Yard via Track 1 or 2 and return CP-437; Bailey Avenue Branch — T to Belt Line: run Track 1 overhead bridge 3.71; Dewey Avenue to CP-55 — may move H to Black Rock and return CP-55; Niagara Branch — CP-60 to CP-81, Niagara Falls/Suspension Bridge to CN.

#### Southward:

Niagara Falls/Suspension Bridge — Niagara Branch to CP-81, CP-60 to CP-55: may move H to Black Rock CN and return CP-55; Belt Line: run Track 1 overhead bridge 3.71; Dewey Ave. to T, Bailey Avenue Branch to CP-437: may move Frontier Yard via Track 1 or 2 and return CP-437, CP-Draw to NS.

20'3" stack cars will not clear a lot of locations. If a 20'3" stack car must be set out, ensure the car will clear overhead structures. If the train is operated on tracks other than Main Tracks and passing sidings, ensure there are proper clearances.

# ASHMORE SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		LH 130.6/ QH 0.0	M&H JCT. .... (CP) (Lehigh Line) (RBM&N R.R.)	
		QH 2.0	KEN	
		QH 4.3	Black Creek Jct.	
		QH 6.8	Hazle Creek Jct.	
		QH 10.3	ASHMORE (Hazleton R.T.)	

## 1. RULES IN EFFECT

Between	Main Track Rules
M&H Jct. and Ashmore	171

## 2. MAXIMUM SPEEDS

Between	Main Track MPH
M&H Jct. and Ashmore	10

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## ASHMORE SECONDARY

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Hazleton I.T. (Locust Jct. to Harleigh Jct.) — 286,000 lbs.

Humboldt Industrial Park — 286,000 lbs.

Tomhicken I.T. from Hazleton Jct. (MP TH 146.4 to MP TH 149.6)  
via Harleigh Jct. at MP TH 149.5 — 263,000 lbs.

Ebervale I.T. from Harleigh Jct. (MP QO 151.8 to MP QO 148.7) — 263,000 lbs.

**EXCEPTION:** Bridge MP QO 149.02 is restricted to 220,000 lbs.

West Hazleton I.T. from MP 151.8 and MP 152.4 — 263,000 lbs.  
(into Valmont Industrial Park)

Connection at Oakburn Jct. between Ebervale I.T. and  
West Hazleton I.T. — 263,000 lbs.

This instruction prohibits cars in excess of 220,000 lbs. from access to Fabrikal.

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
M&H Jct.....	46
Hazleton.....	46

All radio communication within Hazleton area and to the Lehigh Line Dispatcher will be made on Road Channel 1.

### 8. DETECTOR INSTRUCTIONS

None.

# ASHMORE SECONDARY

## 9. DISTRICT INSTRUCTIONS

### A. SUPPLEMENTARY INSTRUCTIONS FOR HANDLING FREIGHT TRAINS

Freight trains will be operated on descending grades without the use of retainers when hauled by an engine equipped with pressure-maintaining feature properly tested and known to be in working order in addition to operative dynamic brake.

In the event of failure of the dynamic brake or pressure-maintaining feature, or both en route, or if for any reason the Engineer is unable to control the speed of the train as desired, train will be brought to a stop and secured by use of hand brakes before air brake is released. After train line is recharged, crew must comply with instructions for engines not equipped with dynamic brake and/or pressure-maintaining feature.

When an engine is not equipped with operative dynamic brake and/or pressure-maintaining feature, or when dynamic brake and/or pressure-maintaining feature becomes inoperative, retainers will be used as follows:

#### EASTWARD TRAINS

Between	Train Tonnage	Retaining Valves to be set
Ashmore and M&H Jct.	All trains	Set 90% Retainers

Retaining valves used as above must be set on high-pressure position on loaded cars and low pressure on empty cars. When using retaining valves of the three-position type, place handle in high-pressure position on loaded cars and slow direct exhaust position on empty cars.

When Engineers are notified as to the condition of the brakes, they must also be notified as to the number of retaining valves set and in which position. When in the judgment of Engineers the use of additional retaining valves is required or their use is desired on grades other than specified, they will instruct the Conductors or crew members.

On all grades where retaining valves are used, Engineers must operate the brake valve in such a manner as to maintain not less than 70 PSI brake pipe pressure. In the event brake pressure falls below 64 PSI, the train must be stopped and sufficient hand brakes set to secure the train on grade until the brake pipe is recharged.

### B. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Ashmore Secondary MP QH 1.3 to MP QH 7.1

\*All trains operating on the Ashmore Secondary must have working Two-Way EOT Device at all times unless operating with a rear-end helper.

### C. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Hazleton	Ashmore and Oneida Jct.	Lehigh Line Dispatcher	10 MPH

# C&F SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-58 726	
		RV 23.9/ FJ 14.1	ALBURTIS ..... RM CP (Reading Line)	
		FJ 11.5	TOWN	
		FJ 8.5	Chapman (Chapman Yard)	
		FJ 7.0	CHAP	
		FJ 6.3 FJ 3.3	Walbert Seiple	
		FJ 2.5	END OF TRACK	

## 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Alburtis and Town	171
Town and Chap	93
Chap and End of Track, MP FJ 2.5	171

## 2. MAXIMUM SPEEDS

	Main Track
<b>Between</b>	<b>MPH</b>
Alburtis and Town	25
Town and Chap, Restricted Speed not exceeding	15
Except: Over Bridge, MP FJ 9.28	10
Chap and End of Track	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

**C&F SECONDARY**

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**LOCATION OF WEIGHT RESTRICTIONS**

System Instruction EQ-1 applies.

**AUTHORIZED:**

Between Alburdis and Chap — 286,000 lbs.

Iron Run I.T. — 286,000 lbs.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

<b>Base Station</b>	<b>AAR Channel</b>
Bethlehem .....	64
Chapman.....	58

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**ROAD CROSSINGS**

Movements must stop and crew member must protect crossing before passing over:

Huckleberry Road, MP FJ 4.93

Rte. 309, MP FJ 6.3

# CEMENT SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 726	
		LB 84.5/ SE 0.0	JU ..... RM CP (Lehigh Line) (Freemansburg I.T.)	
		SE 1.1	Allen Jct.	
		SE 11.4	BATH	
		SE 14.8	TADD	
		SE 19.6	Stockertown..... N (E&N I.T.)	
	SE 22.6	UHLERS		

## 1. RULES IN EFFECT

	Main Track Rules
<b>Between</b> JU and Uhlers	171

## CEMENT SECONDARY

### 2. MAXIMUM SPEEDS

Between	Main Track
	MPH
JU and MP SE 8.8	10
MP SE 8.8 and MP SE 11.8	25
MP SE 11.8 and MP SE 12.0	10
MP SE 12.0 and MP SE 15.0	25
MP SE 15.0 and MP SE 16.5	10
MP SE 16.5 and MP SE 19.5	25
MP SE 19.5 and Uhlers	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Between JU and Nazareth, MP SE 7.5 — 286,000 lbs.

Between Nazareth, MP SE 7.5 and Uhlers, MP SE 22.6 — 263,000 lbs.

#### B. LOCATION OF ENGINE RESTRICTIONS

Engines with 6-axes are prohibited as follows:

E&N I.T.

### 6. SWITCHES AND DERAILS

None.

# CEMENT SECONDARY

## 7. COMMUNICATION INFORMATION

<b>Base Station</b>	<b>AAR Channel</b>
Allentown.....	46

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

### A. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:  
Rte. 115, MP SE 20.6

### B. NON-INTERLOCKED RAILROAD CROSSING AT GRADE

Movements of trains over Non-Interlocked Crossings at Grade are governed as follows:

Location	Signals Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Stockertown: Cement Sec. Track crosses E&N I.T.	None	None	Movements on I.T.s must stop clear of Main Track, then contact Train Dispatcher/Control Operator for verbal permission to proceed. Before granting permission, Train Dispatcher/Control Operator must know no conflicting movements are authorized.

# COLUMBIA SECONDARY

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-64 722	
		ZL 68.1	CORK (Amtrak) ..... ©	1
		ZL 71.3	FARM	
		ZL 74.7	MOUNT	
		ZL 77.7	DED	
		EP 38.4/ ZL 80.1	COLA ..... © (Port Road Branch)	

## STATION PAGE INFORMATION

**NOTE 1: CORK — FARM**  
 Between Cork and Farm  
 No. 2 I.T. is controlled by the Train Dispatcher/Control Operator.  
 No. 1 I.T. is controlled by the Yardmaster.  
 No. 1 and No. 2 I.T., Restricted Speed not exceeding: 15 MPH.

### 1. RULES IN EFFECT

Between	Main Track Rules
Farm and Cola	171

### 2. MAXIMUM SPEEDS

Between	Main Track MPH
Farm and Cola	30
Columbia: Over Union, Perry and Mill Streets	15

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## COLUMBIA SECONDARY

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> Cork to Cola	2960	4140	4220	5190	6440	9743
<b>Eastward</b> Cola to Cork	2760	3860	3940	4870	6030	9103

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Columbia Secondary — 286,000 lbs.

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Columbia .....	64
Lancaster .....	64

#### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Dillerville.....	58

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

None.

# CORNING SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>ROCHESTER SUB-CSXT</b> ..... AAR-46 / 5#-5C	<b>1</b>
		GL 0.0	CP-335 (NF Dispatcher)..... <b>CP</b>	
			<b>SOUTHERN TIER DISPATCHER</b> ..... AAR-64 <b>724</b>	
		GL 1.2	<b>WD</b> (No. 6 R.T. to CP-334—Chicago Line)	
		GL 11.8	<b>RICH</b>	
		GL 14.0	Geneva (FGLK R.R.)	
		GL 14.7	FGLK R.R.	
		GL 15.3	<b>GENE</b>	
		GL 35.1	Himrod Jct. (FGLK R.R.)	
		GL 67.7	<b>BAKER</b> (Corning R.T. & Baker St. Yard)	
	GL 70.9	<b>CORNING/GIBSON</b> ..... <b>RM</b> <b>CP</b> (Southern Tier Line) (Gibson R.T.)		

## STATION PAGE INFORMATION

**NOTE 1:** Remotely Controlled by CSXT.

### 1. RULES IN EFFECT

	<b>Main Track Rules</b>
<b>Between</b>	
WD and MP GL 13.2	171
MP GL 13.2 and Gene	93
Gene and Baker	171

# CORNING SECONDARY

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>
	<b>MPH</b>
WD and MP GL 4.3	25
MP GL 4.3 and MP GL 5.0	40
MP GL 5.0 and MP GL 13.2	25
MP GL 13.2 and Gene, Restricted Speed not exceeding	10
Gene and Baker	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

### LOCATION OF TEST MILE SIGNS:

MP GL 2.0 to MP GL 3.0  
MP GL 52.0 to MP GL 53.0

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Corning Secondary — 273,000 lbs.

### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Corning Secondary	CP-335 and Corning	11,700	10,600

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## CORNING SECONDARY

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Corning.....	64
Himrod.....	64
Geneva.....	64
Lyons.....	64

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

Track	Located at/or	Between/at	And
Main	All Crossings	MP GL 14.7	MP GL 70.6
Main	All Crossings	MP GL 33.5	Randall's Rd.

#### B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Corning	Baker and Corning	Dispatcher	10 MPH
Gibson	MP GL 70.6 and Gibson	Dispatcher	10 MPH
No. 6	CP-334 and MP GL 1.2	Dispatcher	10 MPH
Lyons	CP-335 and MP GL 1.2	Dispatcher	10 MPH

# DALE SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-46 722	1
		MV 30.1	KING ..... RM CP (Morrisville Line) (Earnest R.T.)	
		MV 42.0	LAB	
		MV 45.3	Dale	
MV 46.0	GLEN (Amtrak)			

## STATION PAGE INFORMATION

**NOTE 1:** Remotely Controlled by Amtrak Thorn.

### 1. RULES IN EFFECT

Between	Main Track Rules
King and Glen	171

### 2. MAXIMUM SPEEDS

Between	Main Track MPH
King and MP MV 31.0	30
MP MV 31.0 and Dale	40
Dale and Glen	30

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> King to Glen	2070	2880	2950	3700	4580	6892
<b>Eastward</b> Glen to King	2760	3860	3940	4870	6030	9103

**DALE SECONDARY**

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

None.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

<b>Base Station</b>	<b>AAR Channel</b>
Earnest.....	46
Dale.....	46

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**LOCATION OF RUNNING TRACKS**

<b>Running Track</b>	<b>Between</b>	<b>In Charge of</b>	<b>Restricted Speed not exceeding</b>
Earnest	King and MP MV 31.5	Dispatcher	10 MPH

# DELMARVA SECONDARY (Delmarva Business Unit)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			MAIN LINE DISPATCHER..... AAR-46 <span style="border: 1px solid black; padding: 2px;">722</span>		
			FK 0.0	<b>DAVIS</b> ..... ©	3
				(Amtrak) (Chrysler Yard)	
			FK 5.5	PH (Del Pro Yard)	
			WO 14.0/ FK 6.3	<b>PORTER</b>	1
			DM 14.4	(New Castle Secondary Track)	
			DM 14.8	DED	
			DM 16.5	<b>KIRK</b>	
			DM 18.3	Canal Movable Bridge ..... <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DB</span>	2
			DM 20.6	Mt. Pleasant	
			DM 22.9	DED	
			DM 24.0	<b>FROG</b>	
			DM 24.8	Middletown	
			DM 28.9	HBD-DED	
			DM 29.0	Townsend	
		8950	DM 35.0	<b>CLAY</b>	
			DM 41.0	<b>CHES</b>	
			DM 42.4	Cheswold	
			DM 47.4	Dover	
			DM 50.7	Wyoming	
			DM 50.8	<b>WYDEL</b>	
			DM 58.3	Felton	
			DM 61.0	<b>ALLEY</b>	

# DELMARVA SECONDARY (Delmarva Business Unit)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
	7250	DM 62.5	Moore	
	3950	DM 64.4	Harrington (Indian River R.T.)	
	<b>DM 67.0</b>	<b>JACK</b>		
	5000	DM 72.4	Greenwood	
	<b>DM 75.5</b>	<b>NYLON</b>		
		DM 77.0	Bridgeville	
		DM 80.1	DED	
		DM 84.1	Seaford Yard (M&D R.R. and Cambridge I.T.)	
		DM 84.2	Seaford Movable Bridge..... (DB)	
	<b>DM 86.0</b>	<b>SEA</b>		
	DM 88.2	DED		
	DM 91.0	Laurel		
	DM 95.0	Hearn		
	DM 97.3	Delmar DE/MD State Line		

# DELMARVA SECONDARY (Delmarva Business Unit)

SOUTH 	SIDINGS IN FEET	MP	STATION	NOTE
			<b>MAIN LINE DISPATCHER..... AAR-46 722</b>	
		DM 103.2	Salisbury (Willards I.T. and Mardella I.T.)	
		<b>DM 105.3</b>	<b>CROWN</b>	
		DM 107.0	Fruitland	
		DM 116.3	Princess Anne	
		DM 119.4	Kings Creek (Crisfield I.T.)	
		<b>DM 127.0</b>	<b>CASS</b>	
			(Pocomoke I.T.)	
		DM 127.9	Cassatt Movable Bridge ..... (DB)	
		DM 128.2	Pocomoke (Eastern Shore R.R.)	

## STATION PAGE INFORMATION

- NOTE 1:** MP FK 6.3 is the distance from Davis.
- NOTE 2:** Movements approaching the Canal Movable Bridge, MP DM 18.3, must notify the Bridge Tender 30 minutes in advance of expected arrival.
- NOTE 3:** Remotely Controlled by Amtrak CETC-3.

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
	<b>Rules</b>
Davis and Alley	171
Alley and Jack	93
Jack and Hearn	171
Hearn and Crown	93
Crown and Cass	171

## DELMARVA SECONDARY (Delmarva Business Unit)

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>
	<b>MPH</b>
Davis and Porter Except: Davis, Curve	30
Porter and MP DM 47.5	40
MP DM 47.5 and MP DM 47.9	30
MP DM 47.9 and Alley	40
Alley and MP DM 63.9	30
MP DM 63.9 and MP DM 66.0	10
MP DM 66.0 and Jack	25
Jack and MP DM 84.1	25
MP DM 84.1 and MP DM 84.3	20
MP DM 84.3 and Hearn	25
Hearn and MP DM 103.0	15
MP DM 103.0 and Crown	10
MP DM 105.5 and MP DM 126.0	25
MP DM 126.0 and Cass	20
Alley and Jack/Hearn and Crown, Restricted Speed not exceeding	15
Pocomoke I.T.	15
Willards I.T.	15

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP DM 16.0 to MP DM 17.0  
MP DM 54.0 to MP DM 55.0

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Davis to Harrington	3190	4460	4540	5570	6910	10769
Harrington to Pocomoke	5240	7350	7390	8720	10850	17810
<b>Northward</b>						
Pocomoke to Harrington	5240	7350	7390	8720	10850	17810
Harrington to Davis	4650	6510	6577	7840	9740	15346

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Delmarva Secondary — 286,000 lbs.  
Willards I.T. — 273,000 lbs.

## DELMARVA SECONDARY (Delmarva Business Unit)

### 6. SWITCHES AND DERAILS

#### A. POSITION OF MAIN TRACK SWITCHES

Hand-operated switches providing access to the Main Track at Porter, MP FK 6.3/ MP DM 14.4, may be left in reverse position when authorized by Track Authority.

#### B-1. HAND-OPERATED SWITCHES

Normal position of switches and crossovers.

Switch Located at	Connecting	With	Normal Position is for Movement
Porter	Delmarva Secondary Track	New Castle Secondary Track	Delmarva Secondary Track

#### B-2. HAND-OPERATED CROSSOVER

Trailing point hand-operated crossover switch governing northward movements from northward siding to Delmarva Secondary at Harrington may be left in reverse position and unattended after receiving permission of the Train Dispatcher/Control Operator. All crews operating within yard limits must expect to find these switches in reverse position.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Newark .....	46
Canal .....	46
Clayton .....	46
Dover .....	46
Harrington .....	46
Seaford .....	46
Delmar .....	46
Pocomoke .....	46

#### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Chrysler .....	58

### 8. DETECTOR INSTRUCTIONS

None.

## DELMARVA SECONDARY (Delmarva Business Unit)

### 9. DISTRICT INSTRUCTIONS

#### A. MOVABLE BRIDGES — NOT PART OF AN INTERLOCKING

Bridge	Location
Canal	MP DM 18.3
Seaford	MP DM 84.2
Cassatt	MP DM 127.9, Pocomoke I.T.

When a train encounters a Stop Signal at a movable bridge, the Train Dispatcher/Control Operator must not authorize the train to pass the Stop Signal until a qualified employee examines the bridge and determines that the rails are properly lined and the bridge is safe for movement.

When Track Authority Form authorizes the movement of On-Track equipment over a movable bridge, before proceeding, the employee in charge must verbally communicate with the Bridge Operator to ensure the bridge is lined and locked. If no employee is on-duty, the employee in charge must ensure the bridge is lined and safe for movement.

#### B. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

Track	Located at/or	Between/at	And
Main	All Crossings	MP DM 100.0	MP DM 106.0
Main	All Crossings	State Rd., MP DM 117.0	—

#### C. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Indian River	Harrington and Ring	Dispatcher	15 MPH

**NOTE:** Movement must not exceed 5 MPH on curve on south leg of Wye Track at East Street.

#### D. CHRYSLER YARD

Train operations at Chrysler Yard, Newark, DE, are controlled by the Edgemoor Yardmaster between 6:00 AM Saturday to 6:00 AM Monday, on a weekly basis.

During these periods, communication with the Yardmaster at Edgemoor can be established on Radio Channel 3 (AAR Channel 50-50) or via telephone number 302-429-6032/6059 or company line 332-6032/6059. In addition, crews reporting for duty at Chrysler Yard or at locations currently under the jurisdiction of the Yardmaster at Chrysler must promptly contact the Edgemoor Yardmaster for instructions when going on duty. Crews that are programmed to perform setoffs, pickups or perform other service at Chrysler Yard must contact the Edgemoor Yardmaster for instructions in advance of their arrival so as to reduce delays to train operations in the area.

#### E. CHRYSLER ASSEMBLY PLANT

Loaded frame cars must not be handled in buildings on Tracks 5 and 6 at Chrysler Assembly Plant, Newark, DE, at MP PL 39.0.

# HUDSON SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			NJT MAIN LINE DISPATCHER ..... AAR-46 722 (Southern Tier Line)	1
		LX 2.0	CP-HUDSON JCT. .... CP	
			SOUTHERN TIER DISPATCHER ..... AAR-46 724	
		LX 2.0	HJ	
		LX 2.5	Hudson I.T.	
		LX 10.0	GREY	
		LX 10.1	Greycourt I.T.	
		LX 13.0	SUGAR	
		LX 20.0	Warwick Yard	
		LX 20.6	PELTON	
DIVISION POST (NS/NYS & W)				

## STATION PAGE INFORMATION

**NOTE 1:** Remotely Controlled by NJT.

### 1. RULES IN EFFECT

Between	Main Track Rules
HJ and Pelton	171

### 2. MAXIMUM SPEEDS

Between	Main Track MPH
CP-Hudson Jct. and MP LX 8.92	25
Over Bridge at MP LX 8.92	10
MP LX 8.92 and MP LX 9.36	25
Over Bridge at MP LX 9.36	10
MP LX 9.36 and MP LX 18.59	25
Over Bridge at MP LX 18.59	10
MP LX 18.59 AND MP LX 18.93	25
Over Bridge at MP LX 18.93 and Pelton	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

# HUDSON SECONDARY

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Hudson Secondary — 286,000 lbs.

### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Hudson Secondary	HJ and Pelton	10,700	10,900

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## 6. SWITCHES AND DERAILS

None.

## 7. COMMUNICATION INFORMATION

None.

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

None.

## INDIAN RIVER SECONDARY (Delmarva Business Unit)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-46 722	
		IR 1.5	<b>RING</b> (Indian River R.T.)	
		IR 4.3	Houston	
		IR 8.3	MILFORD	
		IR 10.0	<b>FORD</b>	
		IR 15.7	Ellendale (DCL R.R.)	
		IR 24.0	Georgetown	
		IR 25.0	<b>COURT</b> (DCL R.R.)	
		IR 32.9	Mill	
		IR 36.6	Dagsboro	
		IR 37.5	<b>DAG</b> (Dagsboro I.T.)	
		IR 38.8	Frankford	
		IR 39.0	End/Begin Track (M&D R.R.)	

### 1. RULES IN EFFECT

Between	Main Track Rules
Ring and Dag	171

### 2. MAXIMUM SPEEDS

Between	Main Track MPH
Ring and MP IR 8.7	30
MP IR 8.7 and MP IR 22.8	40
MP IR 22.8 and MP IR 23.8	30
MP IR 23.8 and MP IR 24.3	10
MP IR 24.3 and Dag	30
Dagsboro I.T., Restricted Speed not exceeding	15

**INDIAN RIVER SECONDARY  
(Delmarva Business Unit)**

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

None.

**4. DIESEL UNIT RATINGS**

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Southward</b>						
Harrington to Frankford	5240	7350	7390	8720	10850	17810
<b>Northward</b>						
Frankford to Harrington	5240	7350	7390	8720	10850	17810

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**LOCATION OF WEIGHT RESTRICTIONS**

System Instruction EQ-1 applies.

**AUTHORIZED:**

- Indian River Sec. — 286,000 lbs.
- Indian River R.T. — 286,000 lbs.
- Dagsboro I.T. — 286,000 lbs.

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

Base Station	AAR Channel
Harrington .....	46
Millsboro .....	46
Ellendale .....	46

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**LOCATION OF RUNNING TRACKS**

Running Track	Between	In Charge of	Restricted Speed not exceeding
Indian River	Harrington and Ring	Dispatcher	15 MPH

**NOTE:** Movements must not exceed 5 MPH on curve on south leg of Wye Track at East Street.

# ITHACA SECONDARY

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SOUTHERN TIER DISPATCHER ..... AAR-46 <span style="border: 1px solid black; padding: 0 2px;">724</span>	
		IS 271.6	RENA (Lehigh Secondary Track)	
		IS 272.6	NY/PA State Line	
		IS 274.5	SAL	
		IS 288.2	SID	
		IS 306.3	RAM	
		IS 307.0	Ithaca	
I.T.		IS 316.0	MILL (Milliken I.T.)	

## 1. RULES IN EFFECT

Between	Main Track
Rena and Mill	Rules 171

## 2. MAXIMUM SPEEDS

Between	Main Track
Rena and Ram	MPH 25
Ram and MP IS 310.3	10
MP IS 310.3 and Mill	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

None.

## ITHACA SECONDARY

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Ithaca Secondary	Rena and Mill	6,200	5,200

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

#### C. LOCATION OF ENGINE RESTRICTIONS

Engines with 6-axes are prohibited on the following tracks:

- All I.T.s except:  
Milliken I.T.

### 6. SWITCHES AND DERAILS

#### POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
MP IS 271.6	Lehigh Secondary Track	Ithaca Secondary Track	Lehigh Secondary Track

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
North Spencer .....	46
Ithaca .....	46

## **ITHACA SECONDARY**

### **8. DETECTOR INSTRUCTIONS**

None.

### **9. DISTRICT INSTRUCTIONS**

#### **A. HIGHWAY CROSSING INSTRUCTIONS**

Highway grade crossing warning devices equipped with highway traffic lights are in service at State St., MP IS 307.05, Seneca St., MP IS 307.10, and Buffalo St., MP IS 307.17, Ithaca, NY.

Indicator lights are in service to notify trains when highway traffic lights are activated to stop highway traffic. Indicator lights are located on 8-foot poles, 10 feet to right of track, 20 feet south of State St. and 20 feet north of Buffalo St.

All trains must approach indicator lights prepared to stop. Indicator lights will display Red until highway traffic lights indicate stop to highway traffic. At that point, indicator light will display Yellow allowing train movements to proceed. If indicator light stays Red, trains may proceed after providing on-ground protection.

#### **B. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY**

Ithaca Secondary                      MP IS 279.5 to MP IS 301.5

# LEHIGH SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>RBM&amp;N R.R. DISPATCHER</b>	
		IS 212.2	<b>PAPER</b> (RBM&N R.R.) Charmin	1
		IS 213.0		
		IS 213.7	<b>ROB</b>	2
		IS 214.1	Mehoopany	
			<b>LEHIGH LINE DISPATCHER ..... AAR-46 [726]</b>	
		IS 215.5	<b>HOOP</b>	
		IS 225.4	<b>LACEY</b>	
		IS 228.0	Rocky Forest	
		IS 235.0	<b>ROCK</b>	
		IS 247.0	DED	
		IS 253.0	<b>SOX</b>	
		IS 254.8	Towanda (Towanda I.T.)	
		IS 256.3	Sugar Creek	
		IS 261.4	DED	
		IS 266.5	<b>GREEN</b>	1
	IS 269.5	<b>ATHENS</b>	1	
		<b>SOUTHERN TIER DISPATCHER ..... AAR-46 [724]</b>		
	IS 271.6	Ithaca Secondary Track Connects		
	QR 271.7	<b>CROFT</b>		
	QR 272.4	PA/NY State Line		
	QR 273.2/ SR 255.2	<b>WAVERLY ..... [RM] [CP]</b> (Southern Tier Line)		

## STATION PAGE INFORMATION

**NOTE 1:** Eastward trains must contact Lehigh Line Dispatcher for authority to pass Athens Station. Westward trains must contact Southern Tier Dispatcher for authority to pass Athens Station.

**NOTE 2:** Main Track between Rob and Paper controlled by the RBM&N R.R. Dispatcher. **NORAC Rule 93** in effect between Rob and Paper. NS crews must not operate east of Rob without permission from the RBM&N R.R. Dispatcher.  
NS crews with cars for Mehoopany Yard must contact the RBM&N R.R. Dispatcher for yarding instructions.

# LEHIGH SECONDARY

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
	<b>Rules</b>
Rob and Hoop	93
Hoop and Waverly	171

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>
	<b>MPH</b>
Rob and Waverly	25
Rob and Hoop, Restricted Speed not exceeding	10

**NOTE:** If, for any reason, the speed of a train cannot maintain 25 MPH between Paper and Athens, speed must be immediately reduced to 10 MPH.

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b>						
Rob to Waverly	3790	5300	5370	6510	8090	12532
<b>Eastward</b>						
Waverly to Rob	5240	7350	7390	8720	10850	17810

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

## 6. SWITCHES AND DERAILS

None.

# LEHIGH SECONDARY

## 7. COMMUNICATION INFORMATION

<b>Base Station</b>	<b>AAR Channel</b>
Meshoppen .....	46
Wyalusing.....	46
Rummerfield.....	46
Towanda.....	46
Ulster.....	46

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

None.

# NEW CASTLE SECONDARY (Delmarva Business Unit)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-46 722	1
		HE 3.8/ WO 0.0	RIVER (Shellpot Secondary Track)	
		WO 0.38	Port (New Connection I.T.)	
		WO 3.29	TERM	
		WO 5.7	TASKER	
		WO 13.0	ROAD	
		WO 13.6	DP (Del Pro Switch)	
		WO 13.8	Bold (Reybold R.T.)	
		FK 6.3/ WO 14.0	PORTER (Delmarva Secondary Track)	

## STATION PAGE INFORMATION

**NOTE 1:** New Connection I.T. in charge of the Dispatcher.

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track Rules</b>
River and Term	93
Term and Road	171
Road and Porter	93

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track MPH</b>
River and Term, Restricted Speed not exceeding	10
Term and Road	30
Road and Porter, Restricted Speed not exceeding	15
Occidental Lead (Reybold) between 2½ Track and 1-2 Switch	5

**NEW CASTLE SECONDARY  
(Delmarva Business Unit)**

**3. CHECKING LOCOMOTIVE SPEED INDICATOR**

None.

**4. DIESEL UNIT RATINGS**

None.

**5. LOCOMOTIVE AND CAR RESTRICTIONS**

**A. LOCATION OF WEIGHT RESTRICTIONS**

System Instruction EQ-1 applies.

**AUTHORIZED:**

Shellpot I.T. — 273,000 lbs.

Reybold R.T. and I.T. between Porter and End of Track — 286,000 lbs.

New Castle Secondary between Porter and River — 286,000 lbs.

**B. LOCATION OF ENGINE RESTRICTIONS**

6-axle engines are restricted on the Marine Terminal Lead Track.

6-axle locomotives are restricted to 5 MPH on Track 5 Advance in Edgemoor Yard.

**6. SWITCHES AND DERAILS**

**A. NORMAL POSITION OF HAND-OPERATED SWITCHES**

Switch Located at	Connecting	With	Normal Position is for Movement
Bold	New Castle Secondary Track	Reybold R.T.	Reybold R.T.
Porter	New Castle Secondary Track	Delmarva Secondary Track	Delmarva Secondary Track

Hand-operated switches at River, Port, and Hazel may be left unattended and secured in reverse position when authorized by the Main Line Dispatcher.

**B. POSITION OF MAIN TRACK SWITCHES**

Hand-operated switches providing access to the Main Track at Bold, MP WO 13.8, may be left in reverse position for movements on the New Castle Secondary when authorized by Track Authority.

**C. SCHOOLHOUSE ROAD**

The derails installed at Schoolhouse Road may be left and locked in the non-derailing position except when storing and securing engines. In those instances, derails must be applied and locked.

## NEW CASTLE SECONDARY (Delmarva Business Unit)

### 6. SWITCHES AND DERAILS (CONT.)

#### D. PORT

Employees on northward movements from Port are cautioned that signal indication on the Distant Signals do not reflect the position of the hand-operated switch at River. All northward movements must approach the hand-operated switch at River prepared to stop until it is determined that the switch is lined for movement.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Bridge .....	46
Canal .....	46

#### YARDMASTER RADIO FREQUENCIES

Base Station	AAR Channel
Edgemoor .....	50

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Reybold	Reybold and Bold	Yardmaster Newark	15 MPH

#### B. CLOSE CLEARANCE — EDGEMOOR YARD

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Yard Tracks in Edgemoor Yard.

Employees are prohibited from riding on the side(s) of equipment, when the track adjacent to the equipment is occupied by cars. This rule applies to the Advance Yard, Receiving Yard, Class Yard, southward South and northward South Tracks.

#### C. CONNECTIVE POWER PLANT

When pulling empty hopper trains from this facility, the crew must ensure that the first track pulled have all air hoses coupled and the air brake system properly charged. A minimum of 15 cars with air is required.

# NEW HOLLAND SECONDARY

EAST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-64 <span style="border: 1px solid black; padding: 0 2px;">722</span>	1
		HZ 39.4	CORK (Amtrak) (Amtrak New Holland I.T.)..... ©	
		HZ 38.8	FIELD	
		HZ 32.3	LEOLA	
		HZ 27.1	RANCKS	

## STATION PAGE INFORMATION

**NOTE 1:** Between Field and connection to Amtrak Main Line at Amtrak MP HZ 66.3, the track is known as Amtrak New Holland I.T. and is controlled by Cork. Cork is located on Amtrak Main Line at MP HZ 68.1.

### 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Field and Rancks	171

### 2. MAXIMUM SPEEDS

	Main Track
<b>Between</b>	<b>MPH</b>
Field and MP HZ 38.0	30
MP HZ 38.0 and MP HZ 37.7	10
MP HZ 37.7 and Rancks	30

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

# NEW HOLLAND SECONDARY

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

New Holland Secondary — 286,000 lbs.

### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
New Holland Secondary	Cork and Rancks	7,100	6,200

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## 6. SWITCHES AND DERAILS

None.

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Lancaster .....	64

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

### ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:  
Newport Rd., MP HZ 33.7.

# PORTLAND SECONDARY

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		LE 77.0/ PO 0.0	EASTON ..... [RM] [CP] (Lehigh Line)	
		PO 0.6	PHILLIPS (BDRV R.R.)	
		PO 2.4	DY	
		RJ 78.6/ PO 7.1	BRAINARDS (Roxburg Secondary Track)	
		PO 11.5	MC	
		PO 14.0	BANGOR	
		PO 17.0	Stier	
		DG 0.0/ PO 21.9	JAKE (Stroudsburg Secondary Track)	
		PO 22.0	PORTLAND	

## 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Easton and DY	93
DY and Portland	171

## 2. MAXIMUM SPEEDS

	Main Track
<b>Between</b>	<b>MPH</b>
Easton and DY, Restricted Speed not exceeding	10
DY and Brainards	30
Brainards and MP PO 9.3	10
MP PO 9.3 and MP PO 19.3	30
MP PO 19.3 and Portland	10

## PORTLAND SECONDARY

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Northward</b> Easton to Portland	1370	1910	1970	2500	3070	4859
<b>Southward</b> Portland to Easton	630	880	910	1170	1420	2274

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Portland Secondary between Easton and Portland — 286,000 lbs.

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Portland Secondary	Easton and Portland	3,500	5,000

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## PORTLAND SECONDARY

### 6. SWITCHES AND DERAILS

#### A. POSITION OF MAIN TRACK SWITCHES

Hand-operated switches providing access to the Main Track at Brainards, MP PO 7.1, may be left in reverse position when authorized by Track Authority.

#### B. HAND-OPERATED SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Brainards	Portland Secondary	Roxburg Secondary	Portland Secondary
Jake	Stroudsburg Secondary	Portland Secondary	Portland Secondary
East End Portland Wye	Wye	Old Road Ind.	Wye to Old Road

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Easton .....	46
Bangor .....	46

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. GRADE OPERATION AND INSTRUCTIONS

##### Engines Equipped with Dynamic Brake

Engineers on northward trains between MP PO 17.8 and Portland must operate automatic brake valve in such a manner as to maintain not less than 70 PSI brake pipe pressure. In the event brake pipe pressure falls below 64 PSI, the train must be stopped and sufficient hand brakes set to secure the train on the grade until the brake pipe is recharged.

# PORTLAND SECONDARY

## 9. DISTRICT INSTRUCTIONS (CONT.)

### B. SUPPLEMENTARY INSTRUCTIONS FOR HANDLING FREIGHT TRAINS

Freight trains will be operated on descending grades without the use of retainers when hauled by an engine equipped with pressure-maintaining feature properly tested and known to be in working order in addition to operative dynamic brake.

In the event of failure of the dynamic brake or pressure-maintaining feature, or both en route, or if for any reason the Engineer is unable to control the speed of the train as desired, train will be brought to a stop and secured by use of hand brakes before air brake is released. After train line is recharged, crew must comply with instructions for engines not equipped with dynamic brake and/or pressure-maintaining feature.

When an engine is not equipped with operative dynamic brake and/or pressure-maintaining feature, or when dynamic brake and/or pressure-maintaining feature becomes inoperative, retainers will be used as follows:

#### NORTHWARD TRAINS

Between	Train Tonnage	Retaining Valves to be set
Stier and Portland	Loaded and Mineral	Set 50% Retainers

Retaining valves used as above must be set on high-pressure position on loaded cars and low pressure on empty cars. When using retaining valves of the three-position type, place handle in high-pressure position on loaded cars and slow direct exhaust position on empty cars.

When Engineers are notified as to the condition of the brakes, they must also be notified as to the number of retaining valves set and in which position. When in the judgment of Engineers the use of additional retaining valves is required or their use is desired on grades other than specified, they will instruct the Conductors or crew members.

On all grades where retaining valves are used, Engineers must operate the brake valve in such a manner as to maintain not less than 70 PSI brake pipe pressure. In the event brake pressure falls below 64 PSI, the train must be stopped and sufficient hand brakes set to secure the train on grade until the brake pipe is recharged.

### C. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Portland Secondary                      MP PO 17.7 to MP PO 21.2

# ROXBURG SECONDARY

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		PO 7.1/ RJ 78.6	BRAINARDS (Portland Secondary Track)	
		RJ 75.1	ROXBURG (Roxburg I.T. and Belvidere I.T.)	

## 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
	<b>Rules</b>
Brainards and Roxburg	171

## 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>
	<b>MPH</b>
Brainards and Roxburg	25

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

None.

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### **AUTHORIZED:**

Roxburg Secondary — 286,000 lbs.

Belvidere I.T. — 286,000 lbs.

**ROXBURG SECONDARY**

**6. SWITCHES AND DERAILS**

None.

**7. COMMUNICATION INFORMATION**

None.

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

None.

## SHELLPOT SECONDARY (Delmarva Business Unit)

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows a vertical track labeled 'MAIN'. Above it is 'SHES I.T.' with a downward arrow. To the left of the 'MAIN' track is a siding labeled 'NEWS' with a horizontal track. Below 'NEWS' is another 'I.T.' track. At the bottom, a dashed line labeled 'AMTRAK' branches off to the left from the 'MAIN' track.</p>			MAIN LINE DISPATCHER..... AAR-46 722	1
		WO 0.0/ HE 3.8	RIVER (Movable Bridge)..... (DB) (New Castle Secondary Track) (Shellpot I.T.)	
		HE 4.2	Hazel (New Connection I.T.)	
		HE 5.0	READ	
		HE 5.2	Ward ..... (DB) (Movable Bridge) (West Wilmington I.T.)	
		HE 6.1	RAGAN ..... (C) (Amtrak)	

### STATION PAGE INFORMATION

**NOTE 1:** New Connection I.T. in charge of the Dispatcher.

### 1. RULES IN EFFECT

Between	Main Track
River and Read	Rules 93
Read and Ragan	171

### 2. MAXIMUM SPEEDS

Between	Main Track
River and Read, Restricted Speed not exceeding	MPH 10
Read and Ragan	30
Except: Over Ward Bridge	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

## SHELLPOT SECONDARY (Delmarva Business Unit)

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Shellpot I.T. between Bell and River — 286,000 lbs.

Shellpot Secondary — 263,000 lbs.

New Connection I.T. — 286,000 lbs.

The weight of diesel units and cars is limited as follows:

#### GROSS WEIGHT IN POUNDS

Between	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Ward Bridge	291,000	420,000	263,000	300,000
<p>1. Loaded 4-axle cars weighing between 220,001 lbs. and 286,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:</p> <p style="margin-left: 40px;">Coupled Length . . . . . 37'7"</p> <p style="margin-left: 40px;">Truck Centers . . . . . 25'3"</p> <p style="margin-left: 40px;">Axle Spacing in Trucks . . . . . 5'8"</p>				
<p>2. Must not be operated over open deck trestles on side tracks or I.T.s except where authorized.</p>				
<p>3. Loaded 4-axle cars weighing between 286,001 lbs. and 315,000 lbs. may be handled at the weight shown in the table provided their coupled length, truck centers and axle spacing are not less than the following:</p> <p style="margin-left: 40px;">Coupled Length . . . . . 49'0"</p> <p style="margin-left: 40px;">Truck Centers . . . . . 36'8"</p> <p style="margin-left: 40px;">Axle Spacing in Trucks . . . . . 6'0"</p>				

### 6. SWITCHES AND DERAILS

#### HAZEL

- A. Employees on northward movements from Hazel are cautioned that signal indication on the Distant Signals do not reflect the position of the hand-operated switch at River. All northward movements must approach the hand-operated switch at River prepared to stop until it is determined that the switch is lined for movement.
- B. Hand-operated switches at River, Port, and Hazel may be left unattended and secured in reverse position when authorized by the Main Line Dispatcher.

### 7. COMMUNICATION INFORMATION

None.

**SHELLPOT SECONDARY  
(Delmarva Business Unit)**

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

**CLOSE CLEARANCE — EDGEMOOR YARD**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Yard Tracks in Edgemoor Yard.

Employees are prohibited from riding on the side(s) of equipment, when the track adjacent to the equipment is occupied by cars. This rule applies to the Advance Yard, Receiving Yard, Class Yard, southward South and northward South Tracks.

# SHIPPENSBURG SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p style="font-size: small;">                     PORB S I.T. R.T. CONN. TO LURB                 </p>			MAIN LINE DISPATCHER..... AAR-64 722	1
		EP 68.2/ SI 0.0	STELL (Port Road Branch) ..... CP	
		SI 2.0	CAMP	
		SI 3.3	Camp Hill Connection	
		SI 4.0	North Switch of Shippensburg I.T.	
		SI 4.7	Shiremanstown	
		SI 7.8	TRINDLE	
		SI 8.2	Mechanicsburg	
		SI 11.8	New Kingston	
		SI 12.7	KING	
		SI 14.5	Middlesex	
		SI 17.1	Watts	
		SI 18.3	Carlisle	
		SI 21.0	ISLE	

## STATION PAGE INFORMATION

**NOTE 1:** Camp Hill Connection between MP SI 3.3 and Lurgan Branch is controlled by the Main Line Dispatcher.

### 1. RULES IN EFFECT

Between	Main Track Rules
Stell and Camp	171

### 2. MAXIMUM SPEEDS

Between	Main Track MPH
Stell and Camp	10

# SHIPPENSBURG SECONDARY

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Eastward</b> Stell to Isle	4170	5840	5910	7110	8840	14135
<b>Westward</b> Isle to Stell	4170	5840	5910	7110	8840	14135

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Shippensburg Secondary between Stell and MP SI 7.0 — 286,000 lbs.

Between MP SI 7.0 and Isle — 273,000 lbs.

Camp Hill Connection — 286,000 lbs.

### B. LOCATION OF ENGINE RESTRICTIONS

6-axle engines are prohibited on the Shippensburg Secondary Track.

### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Shippensburg Secondary	Stell and Isle	12,900	8,500

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

# SHIPPENSBURG SECONDARY

## 6. SWITCHES AND DERAILS

### NORMAL POSITION OF SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
MP SI 4.0	Shippensburg I.T.	No. 2 I.T.	To No. 2 I.T.

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Enola .....	64
Carlisle .....	64
Shiremanstown Y.M. ....	46

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

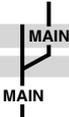
### A. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:  
 All crossings between Stell and Isle

### B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Carlisle	Trindle and Isle	Dispatcher	10

# STROUDSBURG SECONDARY

NORTH 	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	1
		DG 0.0	JAKE (Connects w/Portland Sec. Track)	
		DG 2.0	SLATE (DLRR)	

## STATION PAGE INFORMATION

**NOTE 1:** Delaware Lackawanna R.R. controls between Slate and Gravel.

### 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Jake and Slate	93

### 2. MAXIMUM SPEEDS

	Main Track
<b>Between</b>	<b>MPH</b>
Jake and Slate, Restricted Speed not exceeding	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

## STROUDSBURG SECONDARY

### 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

#### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Stroudsburg Secondary	Jake and Slate	12,800	12,400

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

### 6. SWITCHES AND DERAILS

#### NORMAL POSITION OF HAND-OPERATED SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
Jake	Stroudsburg Secondary	Portland Secondary	Portland Secondary

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Washington .....	46

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

None.

# WASHINGTON SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER ..... AAR-46 [726]	
		LE 76.3/ WD 80.2	PHILLIPSBURG ..... [RM] [CP] (Lehigh Line)	
		WD 67.5	RON	
		WD 65.5	WASHINGTON	
	NJT MORRISTOWN LINE	WD 58.0	BILL (NJT—Morristown Line)	1

## STATION PAGE INFORMATION

**NOTE 1:** Eastward trains must stop at Bill, MP WD 58.0, and contact the NJT—Morristown Line Dispatcher, Kearny, NJ, for permission to occupy Morrystown Line.  
Westward trains must stop at Bill, MP WD 58.0, and contact the Lehigh Line Dispatcher for permission to occupy Washington Secondary Track.

## 1. RULES IN EFFECT

	Main Track
<b>Between</b>	<b>Rules</b>
Phillipsburg and Ron	171
Ron and Washington	93
Washington and Bill	171

## 2. MAXIMUM SPEEDS

	Main Track
<b>Between</b>	<b>MPH</b>
Phillipsburg and MP WD 79.7	10
MP WD 79.7 and Bill	25
Ron and Washington, Restricted Speed not exceeding	10

## WASHINGTON SECONDARY

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

None.

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

**AUTHORIZED:**

Washington Secondary — 286,000 lbs.

#### B. LOCATION OF HEIGHT RESTRICTIONS

Car, load or other equipment higher than 16'6" prohibited.

#### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Washington Secondary	Phillipsburg and Bill	8,400	8,600

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## WASHINGTON SECONDARY

### 6. SWITCHES AND DERAILS

None.

### 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Easton .....	46
Hackettstown .....	46
Washington .....	46

### 8. DETECTOR INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### ROAD CROSSINGS

Movements must stop and crew members must protect crossing before passing over:

Railroad Ave., MP WD 66.47, and all crossings equipped with automatic warning devices between MP WD 58.0 and MP WD 63.7

Airport Road, MP WD 59.0

Hazen Road, MP WD 59.7

Blau Street, MP WD 60.5

Thomas Road, MP WD 60.7

Washburn Road, MP WD 61.2

South Broad Street, MP WD 67.1

South Lincoln Avenue, MP WD 67.2

# WATSONTOWN SECONDARY

EAST 	SIDINGS IN FEET	MP	STATION	NOTE
			BUFFALO LINE DISPATCHER ..... AAR-50 <span style="border: 1px solid black; padding: 2px;">725</span>	1
		BR 241.7/ WH 0.0	WAT ..... <span style="border: 1px solid black; padding: 2px;">RM</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CP</span> (Buffalo Line)	
		WH 9.7	OTTAWA	
		WH 11.5	RIDGE (Watsonstown I.T.)	

## STATION PAGE INFORMATION

**NOTE 1:** Watsonstown I.T. between Ridge and MP WH 14.2.

### 1. RULES IN EFFECT

<b>Between</b>	<b>Main Track</b>
	<b>Rules</b>
Wat and Ridge	171

### 2. MAXIMUM SPEEDS

<b>Between</b>	<b>Main Track</b>
	<b>MPH</b>
Wat and MP WH 0.2	25
MP WH 0.2 and MP WH 0.3	15
MP WH 0.3 and MP WH 11.4	25
MP WH 11.4 and Ridge	10

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Eastward</b> Wat to Ridge	3790	5300	5370	6510	8090	12532
<b>Westward</b> Ridge to Wat	4650	6510	6570	7840	9740	15346

# WATSONTOWN SECONDARY

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

**AUTHORIZED:**

Watsonstown Secondary — 286,000 lbs.

Watsonstown I.T. — 286,000 lbs.

### B. LOCATION OF ENGINE RESTRICTIONS

6-axle engines are prohibited on Watsonstown I.T. between MP WH 2.6 and MP WH 14.2.

### C. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Watsonstown Secondary	Wat and Ridge	13,200	—

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

**WATSONTOWN SECONDARY**

**6. SWITCHES AND DERAILS**

**NORMAL POSITION OF HAND-OPERATED SWITCHES**

<b>Switch Located at</b>	<b>Connecting</b>	<b>With</b>	<b>Normal Position is for Movement</b>
Strawberry Ridge	Pa. Power & Light Co.	Watsonstown Sec.	Pa. Power & Light Co.

**7. COMMUNICATION INFORMATION**

<b>Base Station</b>	<b>AAR Channel</b>
Montgomery .....	50
Turbotville .....	50

**8. DETECTOR INSTRUCTIONS**

None.

**9. DISTRICT INSTRUCTIONS**

None.

# YORK SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MAIN LINE DISPATCHER..... AAR-64 [722]	
		EP 51.7/ YX 2.4	WAGO (Port Road Branch)..... [RM] [CP]	
		YX 4.9	WOLF	
		YX 5.2	Mount Wolf	
		YX 9.8	FLOUR	
		YX 12.5	(York R.T.) York	

## 1. RULES IN EFFECT

Between	Main Track Rules
Wago and Flour	171

## 2. MAXIMUM SPEEDS

Between	Main Track MPH
Wago and Flour	30

## 3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

## 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Eastward</b> Wago to York	1970	2740	2810	3530	4370	6605
<b>Westward</b> York to Wago	2180	3040	3110	3880	4810	7179

## 5. LOCOMOTIVE AND CAR RESTRICTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

North York I.T. — 220,000 lbs.

# YORK SECONDARY

## 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

### B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
York Secondary	Wago and York	9,400	10,300

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

## 6. SWITCHES AND DERAILS

None.

## 7. COMMUNICATION INFORMATION

Base Station	AAR Channel
York .....	64

## 8. DETECTOR INSTRUCTIONS

None.

## 9. DISTRICT INSTRUCTIONS

### LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
York	Flour and York	Dispatcher	10 MPH

# HARRISBURG DIVISION

## CONSOLIDATED TERMINAL SPECIAL INSTRUCTIONS

### TABLE OF CONTENTS

	Page
<b>Allentown Consolidated Terminal</b>	
A. Telephone Numbers.....	146
B. Radio Frequencies.....	146
C. Environmental Spill Pans.....	146
D. Allentown Yard Operations.....	146–148
E. Fouling Class Track.....	148
F. Inert Retarders.....	148
G. Securing Cars.....	149
H. Power-Operated Switches.....	149–150
I. Boonton Line — Transfer of Territory.....	150–151
J. Orange Industrial Track.....	151–152
K. LSL's.....	152
<b>Baltimore Consolidated Terminal</b>	
A. Location of Weight Restrictions.....	153
B. Radio Frequencies.....	153
C. High Car Detector.....	153
D. Location of Running Tracks.....	153
E. Non-Interlocked Railroad Crossings at Grade.....	153
F. Electrical Transmission of Communications — Amtrak Northeast Corridor.....	153
G. Aberdeen Proving Grounds — Aberdeen, MD.....	154
H. Close Clearance — Baltimore, MD.....	154
I. Close Clearance — Home Depot.....	154
J. Sparrows Point.....	154
K. EOT at Dundalk.....	154
L. Industry Tracks.....	154
M. Bayview Yard.....	155
N. Bayview Yard and Intermodal Facility.....	155
O. Speed Restriction.....	155
P. Close Clearances (Yard).....	155
Q. Clearances (General).....	155
R. Excessive Dimension Equipment — Yard Tracks.....	156
S. Switch Locks.....	156
T. 35 Lead.....	156
U. High/Wide Shipments.....	156
V. Industries.....	157
W. HazMat.....	157
X. Snow and/or Ice.....	157

## HARRISBURG DIVISION

### CONSOLIDATED TERMINAL SPECIAL INSTRUCTIONS

#### TABLE OF CONTENTS (CONT.)

	Page
<b>Buffalo Consolidated Terminal</b>	
A. Terminal Superintendent's Notices .....	158
B. RS Report .....	158
C. Switching .....	158-159
D. EOTD .....	159
E. Silver Springs .....	159
F. Close Clearance .....	159-160
G. CPRS Daily Bulletins .....	160
H. Panama — CP-Draw .....	161
I. SK Yard — Buffalo, NY .....	161
<b>Harrisburg Consolidated Terminal</b>	
A. Location of Running Tracks .....	162
B. Running Tracks — Harrisburg to MaClay St. ....	162
C. Radio Frequencies .....	162
D. Speeds on Other Tracks .....	163
E. Location of Engine Restrictions .....	163
F. Freight Train Operation .....	163
G. Loaded Double-Stack Cars .....	163
H. Electrical Transmission of Communications — Amtrak Northeast Corridor .....	163
I. Close Clearance — Enola Yard .....	164
J. Locomotive Awnings/Mirrors .....	164
K. Enola Car Shop .....	164
L. Enola Yard Pullouts .....	164
M. Remote Control Operation .....	164
N. Hump Instructions at Enola .....	164
<b>Lancaster Consolidated Terminal</b>	
A. Lancaster Trestle Track .....	165
B. York Haven Plant .....	165
C. Location of Weight Restrictions .....	165
D. Road Crossings .....	165
E. Close Clearance .....	166
<b>North Jersey Consolidated Terminal</b>	
A. Close Clearance .....	167
B. Height Restrictions .....	167
C. Equipment Restrictions .....	168
D. Croxton Tracks Renamed .....	168

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. TELEPHONE NUMBERS

<u>POSITION</u>	<u>COMPANY LINE</u>	<u>OUTSIDE LINE</u>
Terminal Superintendent	285-1000	610-508-1000
Fax	285-1004	610-508-1004
Trainmaster	285-1241	610-508-1241
Fax	285-1276	610-508-1276
Yardmaster	285-1240	610-508-1240
Fax	285-1245	610-508-1245

### B. RADIO FREQUENCIES

Road trains originating, terminating, yarding or working within Allentown Yard are directed to use Road Channel No. 1 between Burn and JU.

### C. ENVIRONMENTAL SPILL PANS

Environmental spill pans are located on Track FT09, Allentown Yard for containing leaks of petroleum and other chemicals from equipment.

### D. ALLENTOWN YARD OPERATIONS

1. Prior to shoving from the Receiving Yard to the hump, the following procedure must be followed:
  - (a) The Hump Conductor and CRO will receive instructions from the Yardmaster.
  - (b) The Hump Conductor will ensure the route is properly lined to the top of the hump.
  - (c) The Hump Conductor will then inform the Engineer that the route is clear, the switches are properly lined and the Engineer may shove the cut to the hump (the distance to be shoved must be specified in 50 ft. car lengths).
  - (d) After permission from the CRO is received to shove over the hump, and the warning siren is sounded, humping may begin. If humping should pause for five (5) minutes or more, the warning siren must again be sounded.
  - (e) EOTDs will be removed by the Mechanical Department and placed on the end of the car in the Receiving Yard. The Hump Conductor will remove the EOTD and place it on the rack at the hump shanty.
  - (f) Prior to shoving tracks in the class yard, precaution must be taken to ensure that cars standing in the curve at the entrance to the tracks are coupled. This is to prevent damage due to passed couplers.
  - (g) When Engineers are required to pull cars back over the hump, they must exercise caution when braking to a stop. To keep buff forces to a minimum, after reducing the throttle to idle, the independent brake should be applied lightly to adjust slack and gradually increased to complete the stop.
  - (h) When stopping with a draft of cars, Engineers should expect a delayed slack action due to the rear of the draft coming off the apex of the hump. Before making a reverse movement towards the hump, Engineers should allow sufficient time to ensure the train has come to a complete stop.

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### D. ALLENTOWN YARD OPERATIONS (CONT.)

2. The following procedure will govern the number of cars that can be cut over the hump at one time:
  - (a) No more than five (5) Empty/Loaded cars in combination will be cut at one time.  
No more than four (4) Medium/Heavy cars will be cut at one time.  
No more than two (2) Extra Heavyweight cars will be cut at one time.
  - (b) Weights and Symbols:

(1) Zero – 30 tons	Empty	(E)
(2) Zero – 50 tons	Light	(L)
(3) 50 – 80 tons	Medium	(M)
(4) 80 – 100 tons	Heavy	(H)
(5) 100+ tons	Extra Heavy	(X)
  - (c) One (1) or two (2) car cuts of Extra Heavy cars (i.e., Coal, Cement, Slag, Lime, Aluminum, etc.) must not be humped to a clear track(s) until arrangements are made to ensure the track(s) are not fouled by assignments working on the west end of the Classification Yard, until it is ascertained that the cars will stop in the clear on the track.
  - (d) Cuts of empty cars may be handled at the discretion of the CYO provided due caution is exercised to ensure a safe coupling speed.
  - (e) Further restrictions apply on certain cars outlined in the Instructions for Handling Hazardous Materials. All personnel must be conversant with, and are responsible for, compliance with these rules.
3. Operating Retarders and Weighing Cars
  - (a) When humping cuts of cars, the equipment should be in automatic mode, including the group retarders, unless conditions exist that require manual operation (i.e., radar failure, group failure, etc.). Weigh cars must be humped in automatic mode. When trimming or pulling back cars to hump, the equipment should be in the trim mode. At the end of each train or cut of cars humped, the switch should be moved from automatic to trim mode and reset when humping is to resume. In the automatic mode, the operator will still have the ability to control the retarders manually if required.
  - (b) The Retarder Operator must be at the station whenever trains or cars are traveling through the retarders.
  - (c) The CRO must be in a position to stop movement with the retarders when trains or cars are being pulled out of the Class Yard into the Receiving Yard in case of train separation or other event.
  - (d) Upon completion of any maintenance or repairs involving power-controlled switches, or loss of power to the Retarder Operator's control panel, the CRO must ensure that the switches are in their intended position and in correspondence with its control.
  - (e) When handling loaded cars, the CRO must not rely solely on the group retarders to control the speed of the cars. The Master Retarder must be engaged to assist in controlling the speed of the cars.

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### D. ALLENTOWN YARD OPERATIONS (CONT.)

- (f) CRO's should use the Auto cold setting at 40 degrees or below and the Auto warm setting at 41 degrees and above.
- (g) The CRO will use the following exit speed settings as a guideline for normal operations from the group retarders for the following track designations:

<u>TRACKS</u>	<u>SPEED</u>
CT01 & CT02	6 MPH
CT03	7 MPH
CT04 – CT08	6 MPH
CT09 – CT11	7 MPH
CT12 – CT15	6 MPH
CT16 – CT17	7 MPH
CT18 – CT24	6 MPH
CT25 – CT27	5 MPH
CT28 – CT29	6 MPH

**NOTE:** Should the speed need to be adjusted (i.e., weather conditions), it must be done at the safest possible speed to allow the coupling to occur without equipment or lading damage.

### E. FOULING CLASS TRACK

T&E Crews and all other employees, whose duties may require them to foul tracks in the Class Yard, will be responsible for notifying the CRO at the hump prior to entering or fouling those tracks. The CRO must apply blocking devices as prescribed by **Rule 26**. The CRO will be responsible for maintaining a written record of BDA's for 15 days. Crafts other than T&E may also have more restrictive rules, which will still apply, such as Roadway Worker Protection. CRO AAR Channel is 09-09.

### F. INERT RETARDERS

When practicable, cars should not be left standing west of the inert retarders on Class Tracks at Allentown Yard. When necessary to have cars standing west of inert retarder on Class Track:

1. Employees on the ground will ascertain that the cars west of the inert retarders are properly coupled to car or cars effectively held by the inert retarder. Cars west of the inert retarder that are not coupled are to be secured by sufficient effective hand brakes to prevent cars from fouling lead at West End of the Yard.
2. When puller crews are making a cut in a Class Yard track, do not leave cars in the middle of the track. Pull the cars down and make the cut in or near the insert retarders.

**NOTE:** Employees are reminded that hearing protection must be worn working within 150 feet of any retarder operation. When working within 25 feet of the Master Retarder, dual protections (earplugs and earmuffs) are required.

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### G. SECURING CARS — HAND BRAKE EQUIPMENT CUTTING OFF CARS OR LOCOMOTIVES FROM TRAIN

In addition to **NS-1 Rule C-102**, the following modified instructions apply to the Allentown Receiving Yard and Forwarding Yard:

1. The first two (2) cars left standing unattended must have hand brakes applied at the end next to the engine consist. If a crew couples their cars to other cars already on the track, the crew must release those hand brakes previously applied to the standing equipment and apply the hand brakes on the first two (2) cars behind their engine consist.
2. Locomotives left unattended must be secured.

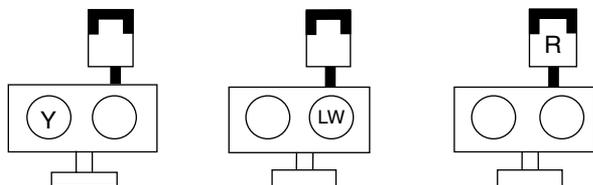
At the following crew change points, freight trains left unattended for less than one (1) hour may be left with only the locomotive consist hand brakes applied:

Allentown

### H. POWER-OPERATED SWITCHES

#### NON-INTERLOCKED, POWER-OPERATED SWITCHES, WEST END ALLENTOWN YARD

The following procedure applies to the power-operated switches on the crossovers at the pullout area on the west end of Allentown Yard.



Switch Lined For  
Diverging Track

Switch Lined For  
Straight Track

Switch Not  
Properly Lined

R — Red; W — White; Y — Yellow; G — Green; LW — Lunar White

Switch machines at each crossover are numbered as indicated below:

Crossover Number	Eastward Facing or Trailing	Between	and
3 B & A	Facing Point	Yard Lead	Loop Track (Yard Reverse 2)
7 B & A	Trailing Point	Yard Lead	Loop Track (Yard Reverse 2)
1 B & A	Facing Point	Loop Track (Yard Reverse 2)	Extension (Yard Reverse 1)
5 B & A	Trailing Point	Loop Track (Yard Reverse 2)	Extension (Yard Reverse 1)

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### H. POWER-OPERATED SWITCHES (CONT.)

**OPERATION PROCEDURE:** Local control of power-operated switch machines is activated by push button located on top of switch lamp at each switch location. Control button on A or B machine will activate both switches of numbered crossover simultaneously.

Track circuit electrical locking limits are identified by controlled circuit (cc) signs placed at the insulated joints. When necessary to align switches, train or engine must stop clear of controlled circuit sign; switch alignment must be established before proceeding.

**SWITCH INDICATOR SIGNALS:** Illuminated switch lamp located at each switch control machine will indicate switch alignment as follows:

Color	Indication
Lunar White Light	Switch Normal — Straight Movement
Yellow Light	Switch Reversed — Crossover Movement
Flashing Red	Switch Out of Correspondence

**NOTE:** When switch is operated, a Red light, mounted on top of the switch lamp, will flash and extinguish when switch movement is completed. The switch lamp will then display an indication corresponding with switch alignment. When the switch fails to align properly, the Red light will continue to flash indicating that the switch is out of correspondence.

When the Red light continues to flash, indicating a switch failure or if no lights are illuminated, a crew member must examine the route to ensure the switches are properly lined, before a movement over them. The Yardmaster must be notified.

### I. BOONTON LINE — TRANSFER OF TERRITORY

The Boonton Line Main Line at MP 11.7 is connected to the Montclair Line via a new connection track.

The Harrisburg Division Lehigh Line Dispatcher controls the remaining trackage between MP 11.7 and "DB", MP 4.2.

**Rule 137** is in effect on No. 1 and No. 2 Track between MP 11.7 and "DB". These running tracks are under the control of the Lehigh Line Dispatcher. **Rule 137** is also in effect on Main Track between "DB" and West End, MP 2.2.

No. 1 and No. 2 Tracks are designated No. 1 and No. 2 Orange Running Tracks respectively.

Restricted Speed not exceeding 15 MPH applies on all Running Tracks except 10 MPH over Bridge at MP 7.6.

A hand-operated facing point switch for eastward movements on No. 1 Track (NJT) is placed in service at MP 11.7. The switch governs movements to either the new NJT connection track or to No. 1 Orange R.T. The switch is equipped with an electric lock with a 5'00" time release. Norfolk Southern crews destined to No. 1 Orange R.T. at MP 11.7 must first get permission from the NJT Dispatcher to operate the electric lock, and permission from the Lehigh Line Dispatcher for permission to occupy No. 1 Orange R.T.

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### I. BOONTON LINE — TRANSFER OF TERRITORY (CONT.)

The location of the hand-operated switch at MP 11.7 is designated "Clair".

Movements must stop and crew member must protect crossing before passing over at all road crossings equipped with automatic highway warning devices.

No. 2 Orange R.T. at MP 11.7 (Clair) has been disconnected. Norfolk Southern crews operating to and from Dover and destined to the Orange Industrial Track must operate on No. 1 Orange R.T.

The normal position of the hand-operated crossover switches between No. 1 and No. 2 Orange R.T.'s at Bellwood Park, MP 9.7 is lined from No. 1 to No. 2 R.T. The switches are blocked and spiked in that position.

No. 1 and No. 2 R.T. have been disconnected at MP 8.4, Mt. Prospect Ave. with tie barricades erected on both tracks.

The following tracks are placed "out of service" but may be used with permission of the Track Supervisor at Croxton:

Track	Between
No. 1 and No. 2 Orange R.T.....	MP 8.4 and DB

### J. ORANGE INDUSTRIAL TRACK

The following procedure will govern operations over the shared right of way of NJT Newark City Subway (NCS) and Norfolk Southern's Orange I.T. between MP 9.15 and MP 9.83. This territory is now referred to as the City Subway Connection. All movements by NS crews have the right to access the NCS at any time of the day or night, except for peak periods.

An interlocking designed "Grove" Interlocking with home signals is installed at MP 9.15 for westward movements and at MP 9.83 for eastward movements. Located prior to each interlocking signal is a ROUTE REQUEST CONTROL BOX. This control box is used to enter a route to automatically align the interlocking and to clear the interlocking signal.

Grove Interlocking is controlled by the NCS Operations Control Center. The OCC is located in Bloomfield, NJ, and is manned 24 hours a day, seven days a week and can be reached by telephone at (973) 566-6770 or via the NJ Transit Rail Hoboken Division Radio Channel.

NJT Rail switch locks (type 104) have been applied to all switches and derails within the interlocking.

# ALLENTOWN CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### J. ORANGE INDUSTRIAL TRACK (CONT.)

#### Instructions For Westward Movements

NS crews must stop before passing the interlocking signal located at MP 9.15 and contact the NCS-OCC on the NJT Radio Channel for permission to enter the shared right of way. After receiving permission to proceed, the switch lock may be removed from the ROUTE REQUEST CONTROL BOX and the "REQUEST" button may be pressed.

After the REQUEST button has been depressed, close and lock the control box, and then proceed on signal indication.

Upon arriving at the opposing interlocking signal at MP 9.83, the NS crews must remove the derail before proceeding to clear the interlocking. After clearing Grove Interlocking, the NS crew must open the ROUTE REQUEST CONTROL BOX and then press the "CANCEL" button, close and lock the control box and restore the derail to the normal position. After the "CANCEL" button has been pressed and the derail restored, report to the OCC that the route has been cancelled and the derail has been restored.

#### Instructions For Eastward Movements

NS crews returning to the shared right of way must stop at the interlocking signal located at MP 9.83 and contact the OCC on the NJT Radio Channel for permission to enter. After receiving permission to proceed, the switch lock may be removed from the ROUTE REQUEST CONTROL BOX and the "REQUEST" button may be pressed.

After pressing the button, close and lock the control box, remove the derail and then proceed on signal indication, restoring the derail to normal position.

After clearing interlocking limits at MP 9.15, the NS crew must unlock the ROUTE REQUEST CONTROL BOX and press the "CANCEL" button.

After the "CANCEL" button is pressed, close and lock the control box and report clear of the shared right of way, that the route has been cancelled and the derail was restored to normal position to the OCC.

Previous instructions regarding the operation at this location are cancelled.

### K. LSL'S

All trains leaving Allentown en route to Amtrak will have both the lead and trailing units' Locomotive Speed Limiter (LSL) cut in and tested prior to departing the initial terminal.

In all other cases, the LSL devices will be cut in and operating at all times while operating in Amtrak's Northeast Corridor and on trains east of Harrisburg that are en route to Amtrak.

LSL devices should be cut out at all other times. When personnel are not available to cut out LSL, train may be operated with LSL cut in.

# BALTIMORE CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

**AUTHORIZED:**

President St. I.T. — Bay View Yard to Jct., MD  
(MP IP 0.0 to MP IP 1.05) — 286,000 lbs.

Bear Creek R.T. — Jct., MD to Dundalk Marine Terminal  
(MP BV 1.30 to MP BV 5.5) — 286,000 lbs.

### B. RADIO FREQUENCIES

Yardmaster Bayview .....Ch 3, AAR 50  
MTA Dispatcher .....AAR 60, or AAR 53  
(Baltimore-Cockeysville)

### C. HIGH CAR DETECTOR

Radio alarm HCD on the Lead Track at Bayview South End, MP 91.8, to protect Baltimore Tunnels detector alarms at 16'3" on Radio Channel 2. Baltimore High Car Detector will function when switches are lined for "A" track or No. 2 ladder and will function for movements in either direction.

### D. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Bear Creek	Canton Jct. and End of Track	Yardmaster Bayview	10 MPH

### E. NON-INTERLOCKED RAILROAD CROSSINGS AT GRADE

Location	Signals Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Canton: Canton R.R. crosses Bear Creek Track at Newkirk St.	None	None	All trains must stop clear of crossing and communicate with Yardmaster Bayview.

### F. ELECTRICAL TRANSMISSION OF COMMUNICATIONS AMTRAK NORTHEAST CORRIDOR

Train and engine crews reporting for duty who are destined to operate on Amtrak Northeast Corridor must obtain copy of *Amtrak Communications* from the Panafax and verify it has been received and is legible. Verification must be made as follows:

BAYVIEW SOUTH END  
Amtrak CETC Section 2 — Microwave 8-375-7318, Bell (215) 895-7318

# **BALTIMORE CONSOLIDATED TERMINAL**

## **SPECIAL INSTRUCTIONS (CONT.)**

### **G. ABERDEEN PROVING GROUNDS ABERDEEN, MD**

Conductors will arrange to spot inbound loads and pick up outbound loads directly across from the U.S. Army Ordnance Museum on the Main track yard to Aberdeen Proving Grounds. Once inside the gate to the military reservations gate, the U.S. Army Ordnance Museum is located between the second and third road crossings on the yard lead.

### **H. CLOSE CLEARANCE BALTIMORE, MD**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

All tracks at Eastern Avenue on the President Street I.T., due to bridge girders adjacent to the tracks.

### **I. CLOSE CLEARANCE HOME DEPOT, MP 122.5**

Close clearance exists at the main entrance at Home Depot at MP 122.5 due to a gate leading into the facility. Employees must not ride the side of moving equipment through the gate.

### **J. SPARROWS POINT**

Trains en route to Bayview Yard from Sparrows Point must stop in the clear of the foul point of all tracks at River and receive permission from the Yardmaster at Bayview for yarding instructions.

After permission is received, the route must be lined and double checked before movement is initiated.

### **K. EOT AT DUNDALK**

All trains going to and from Bay View Yard at Dundalk must have a linked EOT.

### **L. INDUSTRY TRACKS**

Cars are not to be placed any closer than 25 feet from the end of track or bumping post. This supersedes any previous instructions or any marking at any industry tracks.

# BALTIMORE CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### M. BAYVIEW YARD

All employees reporting for duty at Bayview Yard must engage in a shift briefing with the on-duty Yardmaster or on-duty Trainmaster.

These briefings must include, but are not limited to the following:

1. Pre-work exercise program.
2. Rule of the day review.
3. Review of the Metrics.
4. Review of any changes, unsafe conditions in any of the areas under the control of the Yardmaster.
5. Review of any recent incident or injury.

### N. BAYVIEW YARD AND INTERMODAL FACILITY

Unless otherwise posted, the maximum speed for all vehicles operating in Bayview Yard or the Intermodal Facility is 15 MPH. In addition, any vehicle operating in the vicinity of any building or immediate work area is restricted to 5 MPH. This applies to all personnel, contracted or company vehicles. Seat Belts must be worn at all times when in a moving vehicle.

### O. SPEED RESTRICTION

The following tracks are governed by a speed not to exceed 5 MPH:

- Track: #82 over the scale
- Track: #2 Ladder
- Track: Lawn
- Track: Jones
- Track: Drop-out
- Track: 37 Advance

### P. CLOSE CLEARANCES (YARD)

Employees must not ride the side of moving equipment on #1, #2 and #3 Relay when cars are on adjacent tracks due to Close Clearances.

Employees must not ride the side of moving equipment on the Incline Track, Bank Track or Perryville Above when cars are on adjacent tracks. **NOTE:** On Perryville Above, cars other than empty flat cars could strike equipment passing on Bank due to track profile.

### Q. CLEARANCES (GENERAL)

President Street Branch clearances in effect are:

- South Track 21'0"
- North Track 19'7"
- Bank Track 19'9"
- Trappe Road 18'0"

## BALTIMORE CONSOLIDATED TERMINAL

### SPECIAL INSTRUCTIONS (CONT.)

#### **R. EXCESSIVE DIMENSION EQUIPMENT YARD TRACKS**

1. Any rail cars moved under TLC File (High or Wide) between Boston Street and Dundalk Marine Terminal, the condition of #1 Track at Fifth Ave. Yard and the MCI Track should be known. Conductors must notify Trainmaster if either Track has cars, Yard Tracks are not listed in TLC paperwork. Be aware of possible Close Clearance. The maximum height clearance in the Car Shop is 19'2". If in doubt, notify the Shop Foreman.
2. When cars are on the Old Wreck Siding, crews must ensure that switches and derails are lined as instructed by the Yardmaster prior to fouling Old Wreck Train Siding. You must ensure that no attempt to operate them is made when the track is fouled.

#### **S. SWITCH LOCKS**

Switch locks have been placed on Tracks CT30, the Loop and 28 Crossover. The normal position will be lined and locked to allow movement on the Switching Lead. As it applies to Crossovers, Harrisburg Timetable Special Instructions HB104-1 is in effect.

#### **T. 35 LEAD**

The north end of the Cab Track/North Runner Lead Switch is normal when lined for the Apex of the Hump. This switch is locked with an M/W lock. The Apex Switch has no Normal.

#### **U. HIGH/WIDE SHIPMENTS**

All trains must stop and notify Yardmaster on-duty prior to entering Presidents Street I.T. Each train crew and Yardmaster will be required to perform Job Briefings to ensure train is routed properly. All trains operating with Dimensional Shipment must have proper Clearance paperwork and Yardmasters must have copy of Clearance File at desk for review.

# BALTIMORE CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### V. INDUSTRIES

#### 1. Consol

- (a) Crews working at Consol empty tracks must not shove train back into empty tracks after pulling complete train out of track. In the event you pull your entire train out and need to shove back into track you must verify with Consol that the derails have not been placed in the locked position and that Consol is aware that you are making move into track. The Yardmaster on-duty will communicate your needs with Consol.
- (b) Locomotives NS 8764 through NS 8888 are restricted through the dumper at Consol. Before any of these units occupy Consol property, the Yardmaster at Bayview must communicate with Consol Control Room Operator to arrange disposition of the locomotive. Train crews must communicate with the Yardmaster and arrange proper disposition of these units before occupying Consol property.

#### 2. Chase Power Plant

When working Chase Power Plant, if it is necessary to block Keeners Road Crossing for anything other than building or yarding train, you must notify Bayview Yardmaster. This road must not be blocked for any undue length of time.

#### 3. Dundalk Marine Terminal

- (a) Locomotive Requirements at Dundalk Marine Terminal are as follows:
  - 4-axle locomotives may be operated through entire terminal
  - 6-axle locomotives may be operated in the Holding Yard and Bendix Yard not passing over First Street and North Service
- (b) To enhance safety, all employees working on the ground at the Marine Terminal must wear a reflective vest. These vests will be issued upon your request.

#### 4. Interchange

Whenever any car or cars are interchanged with a Foreign Railroad, CYO must be notified immediately of the time interchanged and the head and rear car numbers.

### W. HAZMAT

1. Discovery of any release or spill at Bayview Yard or any customer sidings must be immediately reported to the Bayview Yardmaster. The Yardmaster will be responsible for contacting the on-duty Supervisor who will notify 911 if necessary.
2. There is a spill pan installed on 37 Advance.

### X. SNOW AND/OR ICE

During periods where snow and/or ice is accumulated on the brake platform of cars equipped with vertical wheeled hand brakes and loaded or empty coal hoppers, employees are required to take the safest course of action and use a Norfolk Southern Brake Stick to both apply and release hand brakes.

# BUFFALO CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. TERMINAL SUPERINTENDENT'S NOTICES

Terminal Superintendent's Notices are to be read daily at the beginning of each tour of duty and can be found in the Memo Bulletin Board.

### B. RS REPORT

When working the following industries, the Conductor is responsible for obtaining and completing an RS Report for the industry. When completed, the report is to be faxed to CYO for computer update.

#### INDUSTRIES THAT REQUIRE RS REPORTS:

Rail Services Inc. (Bungie)	—	G05
NS TBT	—	G05RAM/G02
Georgia Pacific	—	G18
Cargill at Alexander, NY	—	A87
Agway at Alexander, NY	—	Z55

### C. SWITCHING

In any yard in Buffalo, the Yardmaster is to be notified immediately if extra cars are found in the train or found to be missing. The car initial and number and train placement will be noted on the switch list and turned into the Yardmaster before the completion of the tour of duty.

When operating switches at Tifft Yard, FY, or MP 2.9, switches and derails are to be restored to the position last used and LOCKED. Derails are to be locked in the derailing position when not in use; crossover switches are to be restored to normal position and locked immediately after use.

**NOTE:** If given permission from the Yardmaster at Bison Yard, switches can be left open at the crossovers at FY and MP 2.9 until the next move is made.

When switching Georgia Pacific at Hamburg, NY, before an employee can enter the flat track at the gate or enter the house to spot cars, the employee is required to have the following safety protection gear on and in use:

Safety Glasses  
Hard Hat

Before going to GP, pick up a hard hat from the Trainmaster or clerk, and return it at the end of the day.

When placing cars to spot in Buffalo China on the Ebenezer R.T., only the car spotted will be placed in the shed. The balance of any cars to be spotted are to be placed in Babcock Street Yard.

No rail equipment will be allowed to remain outside of the building, under any circumstances.

# BUFFALO CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### C. SWITCHING (CONT.)

When switching the NS TBT, a light switch has been installed to activate the lights over the RS tracks.

The following procedure is to be used when switching the facility when the lights are needed:

1. Turn on the lights on the light pole in front of the TBT building between RS5 and BY02.
2. When the switch is completed, the Conductor has to make sure the lights are turned off on the same pole.

### D. EOTD

Conductors interchanging trains to foreign lines are responsible for the EOTDs. The Conductor must make sure that the EOTD has been picked up or given to the Mechanical Department.

If not picked up, information as to the location of the EOTD must be given to the Yardmaster.

Conductors are to leave the EOTD at a location as instructed by the Yardmaster. The Yardmaster or Mechanical Department must know where the EOTD is located.

### E. SILVER SPRINGS

When cars are left for interchange to the RSR at Silver Springs, MD, a copy of the dangerous paperwork needs to be left with the train.

Secure the paperwork to a grab-iron or end ladder in plastic bag.

This will be used by the RSR to facilitate movement from Silver Springs to Rochester.

### F. CLOSE CLEARANCE

#### **B&P Railroad (Buffalo and Pittsburgh Railroads)**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

#### **B&P Yard, Buffalo, NY**

- Coach Track and High Iron
- 2 Track and 3 Track
- 5 Track and 6 Track
- 6 Track and 7 Track

#### **SK Yard**

Tracks 27 through 32

# **BUFFALO CONSOLIDATED TERMINAL**

## **SPECIAL INSTRUCTIONS (CONT.)**

### **F. CLOSE CLEARANCE (CONT.)**

#### **Buffalo Junction Yard**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. South Side of Bulk #5 Track between South Park Overpass and end of track, and on Tracks 3 through 10 at Buffalo Junction Yard when there are cars on adjacent tracks.
2. Between Allied (Freight House Lead) and the Bird Yard Lead (4–10).  
Employees must not be on equipment or between these tracks, when both leads are occupied.

#### **Tift Yard**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

South Side of eastward Main Track, MP B 4.3, South Buffalo overhead bridge and Tracks 4 and 5 at Tift Yard, when there are cars on the adjacent track.

#### **Siding GJ and Gravity**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Between GJ and Gravity adjacent to the Ebenezer Rail Siding, when there are cars on the adjacent track.

#### **Station D — South Buffalo**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

H Yard on Tracks H1 and H2, when there are cars on the adjacent track.

#### **SK Yard — Rail**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Tracks 27 and 28 at Rail SK Yard, Buffalo, NY, nor are you permitted to stand between these tracks with adjacent equipment moving.

### **G. CPRS DAILY BULLETINS**

The CPRS Daily Bulletin will be faxed to the Buffalo Yardmaster between 5:30 PM and 7:00 PM daily. Crews must have a copy of the Daily Bulletin prior to occupying the Buffalo Runner Track.

The current Bulletin can be obtained by contacting the CPRS South End Dispatcher at 612-904-6113.

## BUFFALO CONSOLIDATED TERMINAL

### SPECIAL INSTRUCTIONS (CONT.)

#### H. PANAMA — CP-DRAW

In the application of **Rule 104**, the following hand-operated switches may be left in the reverse position with verbal permission from the Train Dispatcher/Control Operator.

##### BISON RUNNING TRACK

- MP SR 420.00 — North Yard Lead SK Yard
- MP SR 420.05 — Panama Hand Throw
- MP SR 420.15 — William Street Crossover
- MP SR 421.80 — Clinton Street Crossover
- MP SR 421.80 — SK Yard Lead
- MP SR 421.90 — Transco Wye Switch

##### EBENEZER RUNNING TRACK

- MP BR 2.2 — Transco Wye Switch

Before the Train Dispatcher/Control Operators authorize any train or track car movements in the direction of the switch left in reverse position, they must inform the crew or track car driver. Train Dispatcher/Control Operators must include in their transfer any hand-operated switches shown above which are left reverse.

#### I. SK YARD BUFFALO, NY

SK Yard in Buffalo, NY, is under the control of the Norfolk Southern Bison Yardmaster.

Verbal permission must be obtained from the Bison Yardmaster prior to occupying any track in SK Yard.

#### J. DOUBLE-STACK CARS

Double-stack equipment is prohibited on the following tracks:

- Buffalo Junction Yard Tracks 8–16
- Ebenezer Running Track between CP-Draw, MP BR 1.0 and GJ, MP 5.97

# HARRISBURG CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
D	West End and PF-2 Enola	Yardmaster Enola	10 MPH
	PF-2 and Banks	Yardmaster Enola	15 MPH
F, H and K	Day and Hump Enola	Yardmaster Enola	10 MPH
No. 44	Westbound and East End Yard Office		10 MPH
Westward	No. 44 and 23-B	Yardmaster Enola	10 MPH
	23-B and West End Enola		10 MPH
Eastward	111-B and 23-B		10 MPH
Eastward	Rockville and MaClay St.	Yardmaster Harrisburg	10 MPH
Westward	MaClay St and Rockville	Yardmaster Harrisburg	15 MPH
No. 11	MaClay St. and A8E1 Sig.	Yardmaster Harrisburg	15 MPH
No. 12	A8E2 Sig. and MaClay St.	Yardmaster Harrisburg	15 MPH
No. 11	A8E1 Sig. and Harrisburg	Dispatcher	See Note
No. 12	Harrisburg and A8E2 Sig.		
High Line	23-B and W-11	Yardmaster Enola	10 MPH
No. 1 and No. 2 Eastbound Receiving Yard	111-B and Brick Office	Yardmaster Enola	10 MPH
			C
G	Day-5P and Banks	Yardmaster Enola	15 MPH
A	Hip and 111-B	Yardmaster Enola	10 MPH
B	Hip and 111-L	Dispatcher	10 MPH
B	111-L and 111-B	Yardmaster Enola	10 MPH

### B. RUNNING TRACKS — HARRISBURG TO MACLAY ST.

Between Harrisburg and End-Begin Auto Block Signs located adjacent to Automatic Block Signals A8E1 and A8E2, 3000 feet west of Harrisburg, No. 11 and No. 12 R.T.s are governed by **ABS Rules 400-409** with no assigned current of traffic. Maximum Speed is 25 MPH. Eastward trains must not pass Automatic Block Signal A8E1 governing eastward movement on No. 11 Running, or Automatic Block Signal A8E2 governing eastward movement on No. 12 Running, regardless of aspect displayed, without permission of Harrisburg Terminal Dispatcher.

### C. RADIO FREQUENCIES

Harrisburg Yardmaster	-----	Primary Ch. ....	AAR 20
		Secondary Ch.....	AAR 46
Enola Yardmaster	-----	Primary Ch. ....	AAR 89
		Secondary Ch.....	AAR 64
Enola Classifying Cars	-----	Primary Ch. ....	AAR 59

# HARRISBURG CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### D. SPEEDS ON OTHER TRACKS

Tracks 14, 15, 16, 17 and 18 in Harrisburg West Receiving Yard —  
Restricted Speed not exceeding 15 MPH

### E. LOCATION OF ENGINE RESTRICTIONS

6-axle engines are prohibited on the Middletown, Steelton and Hill I.T.

### F. FREIGHT TRAIN OPERATION

#### ENOLA YARD

The Pennsylvania Public Utility Commission adopted the following order pertaining to Enola Yard:

1. When moving crossover drafts of cars from the Westbound Classification Yard to the Eastbound Receiving Yard, or Eastbound Classification, or Eastbound Yard to the Westbound Receiving Yard, trainmen are prohibited from riding the leading car in the draft.
2. When handling these drafts, the lead car must be other than a box or refrigerator type, or pulled with a locomotive into the Receiving Yard.
3. When yarding inbound trains at Enola and it is necessary to set surplus cars over to another track, the trainman making the setover will protect the leading end of the draft.
4. When setting off against cars, a trainman will ascertain that all couplings are made and protect the lead end of the draft when shoving in the clear.

#### YARDING TRAINS AT ENOLA

1. Eastward trains and engines must not pass Overview Bridge unless permission is secured from Yardmaster.
2. Westward trains and engines entering Westbound Receiving Yard from 4-B must receive instructions from Yardmaster.

### G. LOADED DOUBLE-STACK CARS

Account overhead clearance all trains handling loaded double-stack cars are prohibited from operating on the following tracks:

1. Buffalo Line, Wye Track — Wye to Rockville.
2. Enola Yard — Tracks A, B, C, D, and G.
3. Enola — Track D and G, 1 and 2 Main between Day and Steel

### H. ELECTRICAL TRANSMISSION OF COMMUNICATIONS — AMTRAK NORTHEAST CORRIDOR

Train and engine crews reporting for duty who are destined to operate on Amtrak Northeast Corridor must obtain copy of *Amtrak Communications* from the Panafax and verify it has been received and is legible. Verification must be made as follows:

ENOLA, HARRISBURG GI-8

Amtrak CETC Section 3 — Microwave 8-375-7319, Bell (215) 895-7319

# HARRISBURG CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### **I. CLOSE CLEARANCE — ENOLA YARD**

Due to close clearance, employees are prohibited from riding the side of moving equipment with equipment on adjacent tracks.

### **J. LOCOMOTIVE AWNINGS/MIRRORS**

Due to close clearances in Enola Yard, all locomotive awnings must be pulled in and locomotive side view mirrors adjusted prior to entrance into the yard.

### **K. ENOLA CAR SHOP**

Employees shifting the Enola Car Shop are to be aware of the following clearances/restrictions:

1. All high and wide cars are prohibited from entering the car shop on Tracks RPE13 and RPE15.
2. All high and wide cars in excess of 15'6" wide and/or 20'2" high are all prohibited from entering the car shop on RPE11, RPE13, and RPE15.
3. Multi-Levels are only permitted on RPE11 in the Shop Building.

If measurements are not provided for high and wide clearance, do not attempt to move equipment into the shop without proper shop authority or measurements.

### **L. ENOLA YARD PULLOUTS**

When pulling cars out of the Class Yard at the west end, you are required to use one (1) car of air for every 10 cars, with a minimum of five (5) cars of air. When instructed to use C-Ramp for head room, additional air may be required.

### **M. REMOTE CONTROL OPERATION**

Whenever practicable, the employee on the leading end of a move utilizing Remote Control will have control of that move as an Operator. When this is not possible, car counts will be given in compliance with existing Operating Rules. All movements with Remote Controlled Locomotives are considered shove moves. It is absolutely imperative that all movements are protected without fail.

### **N. HUMP INSTRUCTIONS AT ENOLA**

In our continued efforts to reduce exposure to injury, employees are prohibited from riding cars through the retarder at the Enola Hump. The leading car of a shove move must be completely through the retarder at the base of the hump before mounting the car(s). This instruction does not apply to pulling movements back through the hump eastward, nor does it apply to light power. If you plan ahead for transportation from the hump shanty, it should reduce any unnecessary delay. In the event transportation is unavailable, use caution when walking to the base of the hump.

# LANCASTER CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. LANCASTER TRESTLE TRACK

Approved wheel chocks with handles are available at the Lancaster Trestle Track. In the event no chock is available when spotting a car, contact the Yardmaster so that a wheel chock can be made available. All cars spotted on the Trestle Track MUST BE CHOCKED. Use of SKATES IS PROHIBITED.

### B. YORK HAVEN PLANT

The following plan is in effect for pulling and placing cars at York Haven Plant. All moves will be coordinated with the Chief Dispatcher's Office.

1. When empties are released, Coal Manager at York Haven will notify CYO in Atlanta, via computer or phone 1-800-898-4296, ext. 5492.
2. Coal Manager will then notify Assistant Chief Dispatcher at 717-541-2152 or 717-541-2140, that empties have been released.
3. Assistant Chief Dispatcher will contact responsible employee at the Car Department and arrange for cars to be inspected.
4. Assistant Chief Dispatcher will coordinate empty inspection and track with Car Department and arrange to have crew in place to pull (Randy Starner).
5. All empties will be placed on 6 Track in one piece, or on upper 5 and lower 5. Lower 5 Track holds 25 cars and must not be doubled to upper 5 unless crew-pulling empties has time to depart York Haven Plant. This is important to ensure plant operation is not interrupted.
6. Coal Manager will notify Assistant Chief Dispatcher at 717-541-2152 or 717-541-2140, when loaded train is needed. Coal Manager can be contacted at 717-266-7555.
7. Crews delivering loaded train to plant will place 30 cars on lower 4 and balance to 4 Track. Once again this is important so that crossing is not blocked.
8. Plant will then place loads to 2 & 3 Track for unloading.
9. Under no circumstances can the York Haven Coal Plant handle more than two (2) loaded coal trains at any given time.
10. There will be a Chief Dispatcher on-duty in Harrisburg 24 hours a day if there are any questions or concerns the Coal Yard Supervisor may have. Chief Dispatcher phone number 717-541-2158, fax 717-541-2468.

### C. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

#### AUTHORIZED:

Lititz I.T. — 273,000 lbs.

### D. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:  
All crossings on Lititz I.T.

## LANCASTER CONSOLIDATED TERMINAL

### SPECIAL INSTRUCTIONS (CONT.)

#### E. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Employees are prohibited from riding cars with equipment on adjacent tracks in the following areas:

Dillerville Yard — all tracks

Dillerville Storage Tracks — Between No. 1 and No. 2 Storage

Lancaster — Between the Trestle Lead & westward Pocket

Between No. 1 and No. 2 Engine Tracks

Eastward Main at Harrisburg Avenue, building on south side

International Paper, building on west side

(Amtrak) Stock Yard, retaining wall on south side

(Amtrak) All platforms at the Lancaster Passenger Station.

Elizabethtown — (Amtrak) West end of Runaround, building on north side

Marietta — Armstrong Ceiling Plant, all tracks, platform side

Mt. Wolf — Georgia Pacific

York — York Container

Christianna — (Amtrak) Team Track, dock on north side

#### F. LOADED DOUBLE-STACK CARS

Loaded double-stack cars are restricted on all tracks in Lancaster and York.

# NORTH JERSEY CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS

### A. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

#### New Jersey Transit — Bergen County Line:

MP BC 7.2	Atlantic Plywood	Account Loading Platform
MP BC 9.3	US Ink	Account Loading Platform
MP BC 14.2	Belden Brick	Account Stacks of Bricks
MP BC 15.1	Enterprise	Account Building/Platform
MP BC 15.9	Glen Rock Lumber	Account Loading Platform

#### New Jersey Transit — Main Line:

MP ML 6.5	Omega 8	Account Vertical Loading Pipes
MP ML 6.5	Sigma Plastics	Account Loading Pipes and Bldg.
MP ML 8.9	Birch Lumber	Account Fence and Main Track
MP ML 12.1	Excel Plastics	Account Buildings on Both Sides
MP ML 12.3	Black Prince	Account Platform and Main Track
MP ML 17.3	Frost King	Account Building and Main Track
MP ML 18.2	Nexus Plastics	Account Building
Track 18	Paterson Yard	Account Fence
Track 1	Bulkmatic	Account Fence
"Racetrack"	Baystate Mills	Account Fence
Suffern Ind.	Dykes Lumber	Account Fence and Loading Platform

#### New Jersey Transit — Pascack Valley Line:

MP PV 19.5	Kuiken Bros. Lumber	Account Loading Platform and Fence
MP PV 9.5	Seamans Lead	Covers the following Industries located on this Lead:
	Beta Plastics	Account Fence and Loading Platform
	Manhattan Bros.	Account Building
	Beckerly Lumber	Account Loading Platform
MP PV 11.8	Ford Lead	Covers the following Industries located on this Lead:
	Smurfit Stone	Account Platform and Fence
	US Ink	Account Platform and Fence
	General Foam	Account Platform and Fence
	Ford Motor Company	Account Building/Loading Platform

### B. HEIGHT RESTRICTIONS

The following height restrictions are in effect in Croxton Yard:

Shop Track #1 — 18'2"

Shop Track #2 — 16'7"

Shop Track #3 — 15'7"

Equipment in excess of the above must not be operated under restricted structures on these tracks.

# NORTH JERSEY CONSOLIDATED TERMINAL

## SPECIAL INSTRUCTIONS (CONT.)

### C. EQUIPMENT RESTRICTIONS

Rail equipment exceeding Plate "F" 17'00", must not be handled west of the NYS&W Bridge at MP 13.09 on the New Jersey Transit Pascack Valley Line.

### D. CROXTON TRACKS RENAMED

The following tracks at Croxton Yard are renamed:

Old Name	New Name
"D" Yard Lead	North Lead
Pad 3	Pad "A"
Pad 2	Pad "B"
New Pad	Pad "C"
Storage 2	Pad "D"
Pad 1	Pad "E"
Pad 1 Lead	South Lead

Track 25, Storage 1 and the Croxton Runner Tracks are unchanged.

#### Hand Brake Requirements

Pad Tracks, Croxton Runner Track east of County Road, Storage 1, and Track 25:

Two (2) hand brakes per draft of cars applied to the east (Croxton) cars of the draft.

**NS-1 Rule C-102** remains in effect.

#### ERAIL

#### Hand Brake Requirements

Pad Tracks:

One (1) hand brake per draft of cars applied on the west car of the cut.

Storage Tracks, and the "back" of the Industrial:

One (1) hand brake applied on the west car of the draft left standing.

Industrial/Erail Lead:

One (1) hand brake applied on the first car of the draft left standing.

**NS-1 Rule C-102** remains in effect.

# HARRISBURG DIVISION SPECIAL INSTRUCTIONS

## TABLE OF CONTENTS

	<b>Page</b>
	Definitions ..... 170
	Medical Policy Governing Smoking ..... 170
HB-A-1.	Timetable Rules and Instructions ..... 170
HB-C-1.	Qualifications — New Jersey ..... 171
HB-EQ-1.	Excessive Curvature ..... 172
HB-GR-6-1.	Reporting for Duty ..... 173
HB-GR-8-1.	Hours of Service Act ..... 173
HB-GR-9-1.	Excessive Dimension Equipment — Train Inspection ..... 174
HB-GR-10-1.	Train Clearance ..... 174
HB-GR-10-2.	Train Clearance System (TCS) ..... 174–175
HB-GR-15-1.	Riding Equipment over Hump Retarders ..... 175
HB-GR-15-2.	Amtrak MP 15.0 – MP 17.0 ..... 175
HB-GR-31-1.	Excessive Dimension Car — CP R.R. .... 175
HB-GR-38-1.	Job Safety Briefing by Conductor ..... 176
HB-HM-1.	United States Hazardous Material Instructions for Rail ..... 176
HB-NS-1 A-1.	Air Pressure Settings ..... 177
HB-NS-1 A-29-1.	Air Brake Repairs and Single Car Air Test ..... 177
HB-NS-1 L-207-5.	Locomotive Axle Limits ..... 177
HB-NS-1 L-213-1.	Hauling Dead Engines ..... 177
HB-NS-1 L-236(g).	Testing Hand Brakes — Remote Control Locomotives ..... 178
HB-NS-1 L-240(d).	Locomotive Calendar Day Inspection (LCDI) ..... 178–179
HB-O-1.	Accidents — Derailments ..... 180
HB-RCL-1.	Daily Inspection Procedures ..... 180
HB-SP-1.	Speed Restrictions ..... 180
HB-1-3.	Train Clearance Territories ..... 181–182
HB-14-1.	Engine Whistle-Horn — State of New Jersey ..... 182
HB-85-1.	Helper Engine ..... 182
HB-93-1.	Main Track within Yard Limits ..... 183
HB-95-1.	FRA Excepted Tracks (FRA 49, CFR 213.4) ..... 183–184
HB-103-1.	Shoving ..... 185
HB-103-2.	Position of Crew Members — Riding of Equipment ..... 185
HB-103-3.	Protecting Movements from Jitney ..... 185
HB-104-1.	Defective or “Difficult” Switch and/or Derail ..... 186
HB-104-2.	Switch Double-Check ..... 186
HB-108-1.	Locomotive Hand Brakes ..... 186
HB-238-1.	Adjustment of Slack — Controlled Points/Interlockings ..... 186
HB-251-1.	Hand-Throw Switches ..... 186
HB-261-1.	Track Signaled in Both Directions ..... 186
HB-504-1.	Radio Call-In and AAR Channel Numbers ..... 187
HB-570-1.	Yardmaster Phone Numbers ..... 187
HB-582-1.	Picking Up and Setting Out on Line-of-Road ..... 188
HB-602-1.	SD38 MOTHER and Slug Operation ..... 188
HB-636-1.	Form D’s — Amtrak/SEPTA ..... 189
HB-811-1.	Controlled Interlocking ..... 189
HB-954-1.	Yard Air Pressure ..... 189
HB-954-2.	Mechanical Desk ..... 189

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS

### DEFINITIONS

**INDUSTRIAL TRACK (I.T.):** A track other than a Main Track, Running Track, Siding or Yard Track, upon which movements must be made at Restricted Speed.

**RUNNING TRACK (R.T.):** A designated track on which movements may be made by signal indication or at Restricted Speed under the authority of an employee designated in the Timetable.

### MEDICAL POLICY GOVERNING SMOKING OF NORFOLK SOUTHERN CORPORATION AND ITS RAILROAD SUBSIDIARIES

Smoking is not permitted in the office facilities of Norfolk Southern (NS) and its rail subsidiaries. This ban is applicable to all areas within:

- Norfolk Southern's General Offices in Roanoke, Atlanta, and Norfolk
- Classrooms and offices in Norfolk Southern's Technical Training Center
- Meeting Rooms and Company-sponsored meetings held off the property
- Yard offices, agencies, division offices, sales offices, and offices within shop facilities
- Company vehicles or company-provided vehicles
- Locomotive engine cabs and cabooses
- Sleeping cars or trailers, office cars, dining cars, camp cars, or dormitories
- Locker rooms, lunch rooms, or tool rooms
- Norfolk Southern aircraft

### HB-A-1. TIMETABLE RULES AND INSTRUCTIONS

**System Section Timetable No. 1, effective August 4, 2008, and Harrisburg Division Timetable No. 1, effective August 4, 2008.**

Employees whose duties are affected by the Timetable must maintain and have a current copy of the System Section and Harrisburg Division Timetables with them while on-duty.

Employees are required to review each page of Harrisburg Division Timetable No. 1, effective August 4, 2008 and System Section for changes in physical characteristics and instructions, and ensure that it is complete.

The following rules and instructions are in effect:

- **Norfolk Southern Safety and General Conduct Rules**, dated August 4, 2008
- **NORAC Operating Rules**, Ninth Edition, dated April 6, 2008
- **Norfolk Southern Operating Rules**, dated August 4, 2008
- **NS-1 Rules for Equipment Operation and Handling**, dated October 1, 2007
- **HM-1 United States: Hazardous Material Instructions for Rail**, dated May 31, 2006
- **E.R.G. Emergency Response Guidebook 2008**
- **RCL-1 Procedures for Remote Control Locomotive Operations**, dated November 30, 2007 (where applicable)

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

**HB-C-1.**

#### **QUALIFICATIONS — NEW JERSEY**

Before performing service on either Chicago Terminal or the Northeast Corridor, an Engineer who has not operated on either territory within six (6) months must contact the Division Road Foreman of Engines or District Road Foreman of Engines who will arrange for either a physical characteristics review or a qualifying trip.

A Remote Control Operator who has not performed service on either Chicago Terminal or the Northeast Corridor within six (6) months must contact the Designated Supervisor of Remote Control Operators who will arrange for either a physical characteristics review or a qualifying tour of duty prior to performing service on the territory.

Each locomotive Engineer, student Engineer, locomotive servicing Engineer, Remote Control Operator, and student Remote Control Operator must have his or her certificate in their possession upon reporting to work and while on-duty. The Federal Rules require that the certificate be displayed upon request to:

1. A representative of the Federal Railroad Administration,
2. An officer of Norfolk Southern, or
3. An officer of another railroad when operating a locomotive or train in joint operations territory over that railroad.

Each locomotive Engineer, student Engineer, locomotive servicing Engineer, Remote Control Operator, and student Remote Control Operator must report the loss, damage, or destruction of his or her certificate to the proper company authority.

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### **HB-EQ-1. EXCESSIVE CURVATURE**

Long (73 feet or more) cars may be handled on Main and Passing Tracks without restrictions.

The following instructions apply to movement on tracks other than Main and Passing Tracks:

1. Long cars must not be handled through No. 6 turnouts.
2. Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.
3. Long cars must not be handled on curves exceeding 17 degrees.

### **Curves 12 Degrees 30 Minutes or Greater**

<b>Line</b>	<b>Location</b>	<b>Degree of Curve</b>
Ashmore Secondary	MP QH 6.9 to MP QH 7.0	13 Degrees 00 minutes
Ashmore Secondary	MP QH 8.7 to MP QH 8.9	14 Degrees 00 minutes
Baltimore	TV Terminal Lead to 3 & 4	20 Degrees 00 minutes Plus
Buffalo Line	Transco Wye MP BR 1.9–2.1	17 Degrees 00 minutes
Campbell Hall Yard	W. Leg Wye	13 Degrees 00 minutes
Cement Secondary	MP SE 0.1 to MP SE 0.3	13 Degrees 30 minutes
Cement Secondary	MP SE 0.6 to MP SE 0.8	15 Degrees 00 minutes
Cement Secondary	MP SE 11.8 to MP SE 11.9	13 Degrees 00 minutes
Cement Secondary	MP SE 2.5 to MP SE 2.6	14 Degrees 00 minutes
Cement Secondary	MP SE 3.0 to MP SE 3.1	15 Degrees 00 minutes
Dundalk	Marine Terminal (Various)	20 Degrees 00 minutes Plus
Hazleton R.T.	MP JW 145.8 to MP JW 146.0	16 Degrees 00 minutes
Hercules I.T.	MP 0.3 to MP 0.4	20 Degrees 00 minutes
Howard St. R.T.	MP OF 422.1 to MP OF 422.3	15 Degrees 30 minutes
Ithaca Secondary	MP IS 306.98	17 Degrees 30 minutes
Ithaca Secondary	MP IS 307.75	12 Degrees 35 minutes
Lehigh Line	MP LE 88.6 to MP LE 88.7	19 Degrees 00 minutes
Lehigh Line	MP LH 122.1 to MP LH 122.4	13 Degrees 00 minutes
North York I.T.	MP YR 12.5	16 Degrees 00 minutes
Port Road Branch	MP EP 73.5 "O" Track	13 Degrees 15 minutes
Portland Secondary	MP PO 21.5	#6 TO
Portland Secondary	MP PO 7.2	16 Degrees 00 minutes
Portland Secondary	MP PO 8.2	14 Degrees 00 minutes
Reading Line	MP TW 8.4 to MP TW 8.6 (Tulp to Dunkle)	13 Degrees 00 minutes
Selingsgrove I.T.	MP SV 0.05	14 Degrees 00 minutes
Shippensburg Secondary	MP SI 1.3	15 Degrees 00 minutes
Southern Tier Line	BD No. 5 Track	14 Degrees 00 minutes
Steelton I.T.	MP HJ 0.2 to MP HJ 0.3	19 Degrees 00 minutes
Tomhicken R.T.	MP TH 148.0 to MP TH 148.1	14 Degrees 00 minutes
W&N Junction	Coatville between Amtrak and Dump Road	20 Degrees 00 minutes

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-GR-6-1. REPORTING FOR DUTY**

The following instructions will govern each time an employee reports for duty.

1. Contact the on-duty transportation officer when reporting for work.
2. Conduct a job briefing with your crew and the transportation officer which includes the following discussion items.
3. Each employee and officer must discuss their past experience on the job and any problems or concerns they have encountered.
  - (a) Review of Train Clearances and any pertinent Operation Bulletins.
  - (b) Rules in effect on the territory.
  - (c) Particulars of the work to be performed. To include, but not limited to, the physical characteristics of customer sidings or yard, location of derails, close clearance, bumping posts, doors, end of tracks, switches, securing equipment, grades, protecting shove moves and the responsibilities of each crew member.
  - (d) Weather conditions.
  - (e) Tools and safety apparel.
  - (f) Necessary safeguards.

#### **HB-GR-8-1. HOURS OF SERVICE ACT**

To comply with Federal Regulations and Norfolk Southern policy, employees covered under the Hours of Service Act must promptly and accurately report their hours of duty including deadheads.

Reporting may be performed by the employee in charge of the crew or individual crew members.

When the required End-of-Trip information cannot be promptly entered via a computer terminal, the employee in charge of the crew (or the individual) must either call or fax the information to the Crew Management Center. Unless relieved of responsibility due to Hours of Service, the reporting employee must include the reason why the information was not entered through a computer terminal but through a fax or call.

The only exceptions for not entering the required FRA End-of-Trip information into the computer are:

1. No mainframe computer terminal at the off-duty location.
2. Mainframe computer outage.
3. Hours of Service Limitation (The mainframe terminal at the off-duty location is in use and the Tie-Up process cannot be promptly accessed).
4. Deadheading home without going to an off-duty point.
5. Deadheading or working to an away terminal without going to an off-duty point.
6. Work trains tied-up on line-of-road.

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### **HB-GR-9-1. EXCESSIVE DIMENSION EQUIPMENT — TRAIN INSPECTION**

Prior to departing a terminal, where trains receive a mechanical inspection, all trains destined to Amtrak's Northeast Corridor must be observed to determine if there are any cars with the appearance of excessive height or width. The Mechanical Department employee performing this inspection is responsible for reporting the results of the inspection to the Yardmaster.

After notification that one or more excessive dimension cars are in a train, the Yardmaster must ensure the train crew and Train Dispatcher/Control Operator have the necessary routing instructions for the safe movements of the car(s).

Mechanical Department employees responsible for roll-by inspections must first obtain the location of any known excessive height or width shipments from the outbound crew. Exceptions found during the roll-by inspection must be reported immediately to the crew. The crew must stop their train immediately and notify the Yardmaster and/or Train Dispatcher/Control Operator.

Eastward train crews approaching Minnick must advise the Mechanical Department employee on duty whether or not their train contains any cars with excessive dimensions.

### **HB-GR-10-1. TRAIN CLEARANCE**

At the following locations, yard crews working exclusively within yards will not be required to have Train Clearance. Instructions and restrictions at these locations will be issued in an Operations Bulletin.

Abrams	Enola
Allentown	Harrisburg
Baltimore	Lancaster
Buffalo	Morrisville
Corning	Reading
Croxtton	Rutherford
Edgemoor	

If any yard engines traverse the Main Track, they will be required to have a Train Clearance or be informed of any restrictions for that desired route.

### **HB-GR-10-2. TRAIN CLEARANCE SYSTEM (TCS)**

Anytime a Train Dispatcher/Control Operator updates a Train Clearance and changes the Clearance number, it is that Train Dispatcher/Control Operator's responsibility to notify all trains cleared with the Old Clearance of changes. Additions to and deletions of items in Train Clearances must be made without delay and such changes must be promptly provided to affected trains while en route.

When Train Dispatcher/Control Operator is relieved, the Train Dispatcher/Control Operator must see that the relieving Train Dispatcher/Control Operator has a clear understanding of changes needed for updating of Train Clearances. Any additions or deletions that have not been provided to trains en route, must be clearly conveyed. This information must also be included in Train Dispatcher/Control Operator's written transfer.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-GR-10-2. TRAIN CLEARANCE SYSTEM (TCS) (CONT.)**

Whenever a Train Clearance is received and the "time issued" in the Train Clearance is greater than three (3) hours prior to the reporting time of the train, the Train Clearance must be verified with the Train Dispatcher/Control Operator on duty to ensure that their Train Clearance is the most current.

Trains operating over the Harrisburg Division must not depart their on duty locations until both the Conductor and Engineer have received a current Train Clearance that is addressed to their train and Train Clearances from foreign railroads over which they may be operating.

When necessary, Engineering Department employees requiring a Train Clearance for a specific territory may contact the Train Dispatcher/Control Operator and have a current Train Clearance sent to a designated printer, or they may enter the TCS system and direct a current Train Clearance to a designated printer.

#### **HB-GR-15-1. RIDING EQUIPMENT OVER HUMP RETARDERS**

Employees are prohibited from riding equipment over a hump retarder.

**EXCEPTION:** An employee can ride the locomotive platform maintaining a secure handhold or ride in the operating compartment of the locomotive when moving over a retarder.

#### **HB-GR-15-2. AMTRAK MP 15.0 – MP 17.0**

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

East side of equipment on the "0" (naught) Track between Hook and Highland Avenue due to close clearance of catenary poles. When necessary to ride equipment in this area, crews must arrange protection on adjacent Track No. 1 with CETC 4 Dispatcher. If absolute protection cannot be afforded, movement must be preceded on foot or by vehicle. Employees riding engines or cabin cars must exercise caution to prevent any part of the body from extending beyond safety appliances.

#### **HB-GR-31-1. EXCESSIVE DIMENSION CAR — CP R.R.**

All employees operating over Canadian Pacific Railway territory must report any frame cars in their consist to the C.P. R.R. South Dispatcher before departure. The South Dispatcher can be reached on Radio Channel 91-91 or telephone 612-904-6113. These cars are considered excessive dimension cars on the C.P. R.R. They are marked excessive dimension on your NS paperwork.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-GR-38-1.      JOB SAFETY BRIEFING BY CONDUCTOR**

When the following situations are encountered on the Harrisburg Division, Conductors are responsible to have a Job Safety Briefing among all employees on the crew.

WHEN A TRAIN RECEIVES AN APPROACH SIGNAL, OR OTHER SIGNAL REQUIRING BEING PREPARED TO STOP AT NEXT SIGNAL. Discussion must include location of next signal; how and when the train speed will be reduced; and where the stop will be made. Additional local issues such as, but not limited to, visibility, and location of highway grade crossings must also be included in the briefing.

WHEN A TRAIN IS REQUIRED BY SIGNAL INDICATION TO OPERATE AT RESTRICTED SPEED. Discussion must include appropriate speed; issues affecting visibility such as, but not limited to, curves, equipment on adjacent tracks, and weather; location of switches and derails.

WHEN A TRAIN TRAVELS INTO AN AREA WHERE THE METHODS OF OPERATION CHANGES FROM THE PREVIOUS METHOD, for example, but not limited to, moving to a Foreign Railroad, or signaled territory to unsignaled territory.

WHEN A CREW MEMBER WILL BE DISMOUNTING THE LOCOMOTIVE FOR ANY REASON: Discussion to include where best location to dismount is, live tracks, local walking conditions, factors affecting visibility, stretching exercises, **Rule GR-32** and any other appropriate discussion necessary under the existing conditions.

#### **HB-HM-1.      UNITED STATES HAZARDOUS MATERIAL INSTRUCTIONS FOR RAIL**

Key trains are any train with one (1) or more loaded tank cars of "Poison-Inhalation Hazard," "Toxic-Inhalation Hazard" or "Inhalation Hazard" on the shipping paper.

Section 7 — Key Trains, Item 2, Key Train Definition is revised as follows:

#### **2. KEY TRAIN DEFINITION:**

A "Key Train" is any train as described in either a, b, or c below:

(a) One (1) or more loaded tank cars containing materials that require the phrase "Poison-Inhalation Hazard," "Toxic-Inhalation Hazard," or "Inhalation Hazard" on the shipping papers.

**or**

(b) 20 or more carloads or intermodal portable tank loads of any hazardous materials.

**or**

(c) One (1) or more loads of spent nuclear fuel (SNF) or high level radioactive waste (HLRW) moving under the following Hazardous Materials Response Codes — 4829141, 4829142, 4829143, 4829144, 4829145, 4929141, 4929142, 4929143, 4929144, 4929145.

**EXCEPTION:** Do not count box cars, trailers, or containers carrying mixed loads of hazardous materials when determining key train status.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-NS-1 A-1. AIR PRESSURE SETTINGS**

All reference to yard service air pressure requirements — the pressure is raised from 75 pounds to 80 pounds.

#### **HB-NS-1 A-29-1. AIR BRAKE REPAIRS AND SINGLE CAR AIR TEST**

When cars have air brakes cut-out or otherwise become inoperative, the employee making the determination must document the condition of the brake system including the location where the car(s) will be repaired.

The following locations on the Harrisburg Division have the ability to perform air brake repairs and perform the Single Car Air Test:

See NS-1 Rule A-29

Edgemoor, DE  
Harrington, DE  
Newark, DE  
Baltimore, MD  
Croxtton, NJ

Buffalo, NY  
Painted Post, NY  
Abrams, PA  
Allentown, PA  
Enola, PA

Harrisburg, PA  
Lancaster, PA  
Lock Haven, PA  
Northumberland, PA

#### **HB-NS-1 L-207-5. LOCOMOTIVE AXLE LIMITS**

Loaded coal trains not exceeding 130 cars are authorized to use four (4) high-adhesion 6-axle units (32 powered axles) on line.

**NOTE:** The above listed trains will be governed by **NS-1 Rules L-210 and L-201(a)** when operating in dynamic brake. In addition, **NS-1 Rule L-242** still applies as well as any established local restriction.

#### **HB-NS-1 L-213-1. HAULING DEAD ENGINES**

##### **Coupler and Brake Requirements for Consecutive Coupling**

Each engine unit must be counted as a car. Engine units must be separated by one or more cars with operative air brakes unless it is known that:

1. Engine units are equipped with alignment control couplers, AND
2. The air brake equipment on each unit incorporates a brake pipe vent valve.

The engine units must be coupled consecutively if these conditions are met.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-NS-1 L-236(g). TESTING HAND BRAKES — REMOTE CONTROL LOCOMOTIVES**

Paragraph (g) is being added to **NS-1 Rule L-236** to establish the procedure necessary to properly test the effectiveness of hand brake application on Remote Control Locomotive(s). **NS-1 Rule L-236(g)** is placed into effect and reads as follows:

To test the effectiveness of hand brakes on Remote Control Locomotives:

1. Apply parking brake(s) on locomotive(s).
2. Leave the locomotive in Remote status while performing this test.
3. Place locomotive isolation switch to isolate position.
4. Place reverser in desired direction, then:
  - depress reset button
  - move OCU speed selector from stop position to couple speed position
  - verify locomotive(s) brakes release
  - locomotive(s) must remain stationary for 10 seconds
5. Move OCU speed selector from COUPLE speed position to STOP position.
6. Place locomotive isolation switch to “run” position.
7. Depress reset button, move OCU speed selector from stop position to couple speed position or higher, if necessary, until movement occurs.
8. Move OCU speed selector from the couple speed or higher position to coast position (no power and no brakes), applied hand brake(s) must stop locomotive(s) within 25 feet.
9. Move OCU speed selector from coast position to stop position (independent brakes apply) when locomotive(s) stop.

This procedure tests the effectiveness of the parking brake(s) per NS Rules, and is in addition to existing procedures for securing locomotive(s). **NOTE: NS-1 Rule L-236 — Securing Locomotives**, remains in full force.

#### **HB-NS-1 L-240(d). LOCOMOTIVE CALENDAR DAY INSPECTION (LCDI)**

The electronic ME-60 (LCDI System) implemented across the System in 2007 outlines recording of the Calendar Day Inspection on Form ME-65 in the cab of the locomotive and electronically in the LCDI System prior to tie-up. All instructions concerning the proper procedures for reporting Calendar Day Inspections and locomotive defects remain in effect.

Compliance with Federal Regulations for handling locomotives with non-complying defect(s) requires a revision to the instructions in the NS-1. NS-1 Rules for Equipment Operation and Handling **Rule L-240(d)** Item 3, with NOTE, and Item 5 have been modified to read as follows:

#### **L-240(d) — LOCOMOTIVE CALENDAR DAY INSPECTION SYSTEM (LCDI)**

**ITEM 3.** Where the LCDI Reporting System is implemented and Mechanical Department personnel are:

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### HB-NS-1 L-240(d). LOCOMOTIVE CALENDAR DAY INSPECTION (CONT.)

- ON-DUTY OR ASSIGNED:

- Defects found during the Calendar Day Inspection are to be reported to the local Mechanical Department Forces at the location where the defects are discovered. The Mechanical Department Forces will determine if the reported defect(s) are non-complying. If the defects are found to be non-complying, the Engineer or Remote Control Operator must not use the locomotive(s) until the non-complying defect(s) has been corrected or repaired.

Engine service employees and Remote Control Operators will be governed by the instructions of the Mechanical Department regarding proper handling of non-complying equipment.

- NOT ON-DUTY OR ASSIGNED:

- Defects found during the Calendar Day Inspection must be reported to the LCDI Desk via radio or when safe to do so by telephone. The LCDI Desk will determine whether the reported defect(s) is non-complying. If the LCDI Desk determines the defect(s) to be non-complying, the Engineer or Remote Control Operator must complete a "NON-COMPLYING LOCOMOTIVE" (Form ME-615) tag as instructed by the LCDI Desk and place the completed tag on the isolation switch in the cab of the locomotive with the non-complying defect(s). The LCDI Desk will then enter an "F" into the LCDI System indicating the reported defect(s) is non-complying.

Engine service employees and Remote Control Operators must confirm, at tie-up, that the LCDI Desk entered the non-complying defect(s) properly into the LCDI System.

**NOTE:** All defects corrected by the local Mechanical Department personnel are not required to be reported in the LCDI System or to the Mechanical Operations Center/LCDI Desk. All non-complying defect(s) that have not been repaired, whether authorized for movement or not, must be entered into LCDI System by the Engineer or Remote Control Operator at tie-up. This is done by selecting then marking the "F" instead of the "D" in the field next to the Defect Category.

**ITEM 5.** Consistent with safe train handling procedures, locomotive Engineers and Remote Control Operators will report those defects found en route (on line-of-road), to the LCDI Desk via radio or when safe to do so by telephone. Locomotive Engineers or Remote Control Operators discovering defects found en route must report defect(s) when discovered, consistent with Safety and Operating Rules, and must not wait until the end of their tour of duty. Instructions provided by the LCDI Desk with reference to reported defects must be complied with by the crew.

The LCDI Desk will enter the reported defects into the LCDI System. In addition to reporting defect(s) discovered en route to the LCDI Desk, locomotive Engineers and Remote Control Operators must report non-complying defects to the Train Dispatcher/Control Operator. Locomotive(s) with reported non-complying defect(s) and properly tagged with "NON-COMPLYING LOCOMOTIVE" (Form ME-615) tag may continue to be used until the earlier of either: 1) the Next Calendar Day Inspection or 2) the next forward repair facility where repairs can be made.

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### HB-O-1. ACCIDENTS — DERAILMENTS

When a train is involved in an accident, which includes any highway grade crossing incidents, accidents or derailments resulting in property damage to outsiders or injuries to employees or persons on railroad property such as contractors, trespassers, licensees, or invitees, NS's Casualty Claims Department needs several transportation documents to assist them in their investigation of the incident. Train and engine service crew members who are involved in a rail incident must retain and/or complete the following documents and forward to the Transportation Superintendent's Office.

Train Consist  
Train Clearance  
Form CT-25A

### HB-RCL-1. DAILY INSPECTION PROCEDURES

Item 6.0(a), paragraph (2) is revised and reads as follows:

#### 6.0 DAILY INSPECTION PROCEDURES

- (a) Remote Control Locomotive
  2. Daily inspection brake tests of an RCL must be completed with the locomotive in Remote Control. If the Remote Control System is inoperative at the time of the daily inspection brake test, the defect must be noted on the locomotive daily inspection report.

### HB-SP-1. SPEED RESTRICTIONS

As you know, speed restrictions are necessarily imposed to protect the safety interests of the public and our employees. All of you are aware of past incidents in the railroad industry which have involved loss of life, injury and damage to private property and equipment and service interruptions, attributed to speed.

Speeding is unacceptable in any degree over the authorized operating limit(s). However, in order to establish a uniform administration for **Rule 135** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed. Excessive speed is:

<b>If the Speed Limit is:</b>	<b>Excessive Speed is in excess of:</b>
From 5 MPH to 20 MPH	25% (2.0 to 5.0 MPH) above posted limit
From 21 MPH to 35 MPH	15% (3.0 to 5.0 MPH) above posted limit
From 36 MPH to 50 MPH	10% (4.0 to 5.0 MPH) above posted limit
Above 50 MPH	5% above posted limit.

The establishment of two (2) categories of speed violations is not intended to condone operation above the posted authorized speed. Excessive speed is considered a major rule violation. The purpose of these instructions is to save lives and prevent injuries.

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

**HB-1-3.**

### **TRAIN CLEARANCE TERRITORIES**

The following Train Dispatcher/Control Operator Districts are established and Train Clearance title for the territories are defined. Employees must have the Train Clearance when operating over the defined trackage. The district name for the Train Clearance can be found on the top left hand corner of each Train Clearance.

#### **DISTRICT/BUFFALO LINE**

##### **BUFFALO LINE DISPATCHER**

Trackage That Train Clearance Covers

Linden North and South WYE  
Buffalo Line — CP-5 to Stoney  
Watsonstown Secondary Track

#### **DISTRICT/HARRISBURG EAST**

##### **HARRISBURG EAST DISPATCHER**

Trackage That Train Clearance Covers

Harrisburg Line — Phoenix to Tara  
Cumru to Bird, Reading Line  
Blandon to Wyomissing Jct.

#### **DISTRICT/HARRISBURG TERMINAL**

##### **HARRISBURG TERMINAL DISPATCHER**

Trackage That Train Clearance Covers

Buffalo Line — Stoney to Rockville  
Harrisburg Line — Westward limits of Tara to Harrisburg  
Pittsburgh Line — Harrisburg to Cannon  
Royalton Branch — Roy to Harrisburg

#### **DISTRICT/LURGAN**

##### **HARRISBURG TERMINAL DISPATCHER**

Trackage That Train Clearance Covers

Lurgan Branch

#### **DISTRICT/LEHIGH LINE**

##### **LEHIGH LINE DISPATCHER**

Trackage That Train Clearance Covers

CP-Port Reading Jct. to Blandon, Allen to Burn, C&F, Cement, Portland,  
Roxburg, Stroudsburg and Washington Secondary Tracks.

#### **DISTRICT/ASHMORE**

##### **LEHIGH LINE DISPATCHER**

Trackage That Train Clearance Covers

Allen to Ashmore

# HARRISBURG DIVISION

## SPECIAL INSTRUCTIONS (CONT.)

### HB-1-3. TRAIN CLEARANCE TERRITORIES (CONT.)

#### DISTRICT/CHARMIN LEHIGH LINE DISPATCHER

Trackage That Train Clearance Covers  
Paper to Athens

#### DISTRICT/MAIN LINE MAIN LINE DISPATCHER

Trackage That Train Clearance Covers  
Harrisburg Line — Westward limits of River to Phoenix  
Morrisville Line — CP-MA to King  
Dale Secondary Track  
Wood and Morrisville Connecting Tracks

#### DISTRICT/PORT ROAD MAIN LINE DISPATCHER

Trackage That Train Clearance Covers  
Port Road Branch, Royalton Branch Shocks to Roy, Columbia, New Holland,  
Shippensburg and York Secondary Tracks.

#### DISTRICT/DELMARVA PORT ROAD DISPATCHER

Trackage That Train Clearance Covers  
Delmarva, Indian River, New Castle Secondary Tracks

#### DISTRICT/SOUTHERN TIER SOUTHERN TIER DISPATCHER

Trackage That Train Clearance Covers  
Southern Tier Line, Corning, Ithaca and Lehigh Secondary Tracks — Waverly to  
Athens, Hudson Secondary, Howard/Bison Running Tracks.

### HB-14-1. ENGINE WHISTLE-HORN — STATE OF NEW JERSEY

Engineers will use one (1) long sound of the engine whistle or horn approaching a passenger station on a track adjacent to platform during daylight hours. This signal is not required during hours of darkness except when Engineer observes persons on or near station platform.

### HB-85-1. HELPER ENGINE

Track Authority will not be required when a disabled train stops within 1/4 mile of an Interlocking or Controlled Point where the helper engine will begin its opposing movement, and communication between the crews is maintained.

After receiving proper signal indication or verbal permission in accordance with **Rule 238**, the helper must operate at Restricted Speed to the disabled train.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### HB-93-1. MAIN TRACK WITHIN YARD LIMITS

Before occupying a Main Track within Yard Limits, movements of trains, engines and On-Track equipment must have verbal permission from the Train Dispatcher/Control Operator. This permission does not need to be recorded. On-Track equipment performing maintenance within Yard Limits requires a Track Authority.

#### HB-95-1. FRA EXCEPTED TRACKS (FRA 49, CFR 213.4)

TRACK	BETWEEN
Ardwick I.T.	Entire
Bayview Car Shop	All Tracks
Bethlehem Engine Terminal	Tracks 544, 545, 546, 547, 548, 552, 554 and 556
Binghamton Yard, #3 & #4 Tracks Middle Yard	MP 213.0 – MP 214.0
C&F Secondary	Strohs Lead, entire track
Columbia Yard	Entire
Corning I.T.	MP 71.2 and MP 74.7
Corning Secondary — Dresden Yard, Track 1	MP 27.2 – MP 27.9
Crawford Industrial (including yards and sidings)	MP 0.0 – MP 1.9
Deposit Yard — Hagen Secondary Track & Bailey's Track	MP 176.0 – MP 176.5
Deposit Yard — Hinman Ave.	MP 176.0 – MP 176.5
Dillerville Yard	All Tracks east of the Westward Crossover
E&N I.T.	MP ER 86.3 and MP ER 87.2, including all switches, sidings, and associated tracks
East Petersburg I.T.	Entire
Eleventh St. I.T. at Reading	Entire
Elmira Lower Yard, Tracks 9, 10 & 11	MP 246.9 – MP 251.4 MP 273.2 – MP 274.3
Enola Yard	Shop Tracks No. 7, 8, 9, 11, 13 and 15
Giant Yard	Entire
Greycourt I.T. including Sidings	MP 9.0 – MP 10.0
Groveland I.T.	MP 361.9 – MP 365.0
Hagerstown	No. 1 Yard Track; Enginehouse Yard Track
Harrisburg Yard	All Tracks in No. 1 Yard, except leads and that portion of Scale Track within 30 feet of Signaled Siding; Track 9SK; Pipe Bending Track except that portion within 30 feet of No. 12 R.T., Material Yard and Lucknow Rail Yard.
Hazleton Yard	Shop Lead, New Track, Inside Service, Outside Service and Cab tracks
Henry St. Team Track	Binghamton, NY
Hercules I.T.	Between West End of Runaround Track and Highway Rt. 191
Hercules I.T.	Entire MP HC 0.0 and MP HC 1.0, including all switches, sidings, and associated tracks
Highspire Yard	Entire
Hill I.T. at Harrisburg	Entire
Hoffman Tracks at Birdsboro	Entire
Horseheads I.T.	MP 0.0 – MP 3.6
Iron Run I.T.	Entire MP 0.0 and MP 1.0, including all switches, sidings, and associated tracks
Ithaca Yard	Tracks 1, 2, DL Engine Track — Team Track
Knouse Food Lead at Chambersburg	Entire

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### HB-95-1. FRA EXCEPTED TRACKS (FRA 49, CFR 213.4) (CONT.)

TRACK	BETWEEN
Lehighton Yard	No. 24 & 26 Tracks
Loney's Lane Yard	Entire
Mardella I.T.	MP 40.8 and MP 42.1
Marietta I.T.	Entire
Mill Hall I.T.	Entire
Milliken Yard Bank	Middle Track
Mt. Joy Old Line	Entire
Nazareth I.T.	Entire MP AV 104.8 and MP AV 103.7, including all switches, sidings, and associated tracks
Newark I.T.	MP NK 4.5 and MP NK 8.0
North York I.T.	MP YR 7.5 and MP YR 12.7
Old Road I.T.	MP 80.5 and MP 82.6
Owego Yard Runaround Track	MP 235.8 – MP 235.9
Owego Yard Word Van Scoy Track	MP 235.8 – MP 235.9
Perryville Yard	Entire
PP&L Lead and Runaround Tracks and East and West Legs off Wye Tracks off Selinsgrove I.T.	Entire
Reading I.T. at Reading, MP 58.2 — MP 60.6	Dana to End of Track including PM Siding
Reading Yard	All Tracks south of No. 26, West Ladder and Shop Lead Tracks.
Richmond I.T. at Reading	East of Schuylkill Ave., including Kissinger Siding
Shippensburg Secondary	Between MP 0.25 and End of Track, including all industrial, yard and siding tracks
Spruce St. I.T. at Reading	Orange Car to End of Track
Station Track — off S.T. Line	MP 162.8 – MP 163.0
Steelton	Runaround Track
Stowe Yard	East End Old Runner
Stroh's I.T.	Entire MP 0.0 and MP 2.0, including all switches, sidings, and associated tracks
Suffern 2 East End 1500 feet	MP JS 31.0 – MP JS 31.3
Venice I.T.	MP 0.0 to MP 1.8 and all associated yard and all other related tracks
Vestal Spur (Incl. Yard Tracks and Sidings)	MP 192.9 – MP 196.5
Washington Secondary	Washington Yard – Entire
Watsonstown I.T. at Strawberry Ridge	Entire
Williamsport (Md.) I.T.	MP 74.8 – MP 80.3
Wise Ave. Yard	Entire
York Yard	P.A. & S. Small lead; Harley Davidson track

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### HB-103-1. SHOVING

1. Properly secured cars must be in place to protect against rollout. Retarders satisfy this requirement.
2. When flat-switching (free-roll) cars toward a dead-end track, four (4) blockers (cars with hand brakes applied) must be in position four (4) car lengths from the end of the track, before switching cars.
3. Cars and engines left on any track must be secured as follows:
  - (a) Single End Tracks — No less than one (1) car length from end of track (dirt mound, wheel stops, bumping post).
  - (b) Tracks Open on Either End — No less than one (1) car length from derail, if so equipped, or clear point on either end.

**EXCEPTION:** Does not apply at industry locations where track length will not permit proper spotting. At these locations, crew must perform safety stop at least 30 feet from end of track, dirt mound, wheel stops, bumping post or when coupling cars are spotted at or near the end of track. At these locations crews must utilize extreme caution when coupling to cars or releasing brakes in order to prevent damage.

#### HB-103-2. POSITION OF CREW MEMBERS — RIDING OF EQUIPMENT

Employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake of a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car outside the gauge of the track.

Employees must not cross over the end of moving cars or between moving coupled cars.

#### HB-103-3. PROTECTING MOVEMENTS FROM JITNEY

In order to ensure safety of operations, the following procedures will govern employees utilizing company transportation in the performance of duty:

1. Shoving movements will not be initiated by an employee in a moving vehicle.
2. Additional radio communication in connection with the move will not be given from a moving vehicle.
3. Employee directing move must be in a stationary position to observe the leading end passing over switches, derails and road crossings. Employees should either be on the ground or riding on equipment when appropriate.
4. The position of a switch or derail can not be checked from a vehicle.
5. If necessary for an employee to be transported to another location to complete a move, movement must be stopped until employee is in position to safely complete the move as outlined above.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-104-1. DEFECTIVE OR “DIFFICULT” SWITCH AND/OR DERAIL**

Any hand-operated switch or derail that is defective in any way or is “difficult” to operate is to be REMOVED FROM SERVICE AND NOT ATTEMPTED TO BE OPERATED until repairs are made by a qualified engineering representative.

Upon report or discovery of a defective switch, the Chief Dispatcher is to be notified immediately. Telephone number is 541-2158 company line or 717-541-2158 outside line.

#### **HB-104-2. SWITCH DOUBLE-CHECK**

When the radio is used to direct shove moves, the employee directing the move will advise the Engineer that all switches and derails are properly lined. After the Engineer acknowledges, the Engineer will require the employee directing the move to “double-check” the switches and derails. The Engineer must not begin movement until being assured that the route has been “double checked.”

#### **HB-108-1. LOCOMOTIVE HAND BRAKES**

All locomotives must be secured with hand brakes, which will NOT be counted towards the total number of hand brakes required to secure the train.

**EXAMPLE:** Three (3) engines coupled to a 100 car train — all engines must be secured in addition to a sufficient number of hand brakes applied to the cars as required.

#### **HB-238-1. ADJUSTMENT OF SLACK — CONTROLLED POINTS/INTERLOCKINGS**

Due to grade or adjustment of slack, the rear ends of trains may make unanticipated movement. Therefore, when releasing brakes, stopping, or starting trains with rear in close proximity to block joints at interlockings or fouling points on adjacent tracks, care must be exercised and proper train handling techniques used to allow adequate space so that the rear ends of trains do not roll backward over block joints or foul potentially live tracks.

#### **HB-251-1. HAND-THROW SWITCHES**

The following procedure governs Transportation Department employees operating in territory governed by **Rule 251**:

Train crews operating regardless of direction in **Rule 251** Territory:

- Must maintain a SPAF and report to the Train Dispatcher/Control Operator if a Main Track hand-throw switch(es) is operated.
- Will not be required to maintain a SPAF and report to the Train Dispatcher/Control Operator if a Main Track hand-throw switch(es) is not operated.

#### **HB-261-1. TRACK SIGNALLED IN BOTH DIRECTIONS**

**Rule 261** is in effect on all Main Tracks within the limits of Controlled Points, Controlled Interlockings and Automatic Interlockings.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### HB-504-1. RADIO CALL-IN AND AAR CHANNEL NUMBERS

To contact the Train Dispatcher/Control Operator, utilize the touch tone pad to enter the three (3) digit code as indicated below. Each digit on the touch tone pad must be pressed for one (1) second. A confirmation tone will be broadcast from the radio indicating the Train Dispatcher/Control Operator has been notified.

<b>Employee</b>	<b>Call-In</b>
MOC .....	123
Harrisburg East .....	721
Main Line .....	722
Harrisburg Terminal .....	723
Lehigh Line .....	726
Buffalo Line .....	725
Southern Tier Line .....	724
CYO .....	732
EMERGENCY .....	911

#### HB-570-1. YARDMASTER PHONE NUMBERS

Abrams Yardmaster	Microwave 390-7555	Bell 610-768-7555
Allentown Yardmaster	Microwave 285-1240	Bell 610-508-1240
Baltimore Yardmaster	Microwave 323-1503	Bell 410-558-1503
Buffalo Yardmaster	Microwave 933-6577	Bell 716-897-6577
Croxtan Yardmaster	Microwave 261-3216	Bell 201-239-3216
Edgemoor Yardmaster	Microwave 332-6059	Bell 302-429-6059
Enola Yardmaster	Microwave 321-7320	Bell 717-732-7320
Erail Yardmaster	Microwave 334-2619	Bell 201-820-2619
Gang Mills NY Yardmaster	Microwave 237-6232	Bell 607-962-6232
Harrington Yardmaster	Microwave 332-5002	Bell 302-398-5002
Harrisburg Yardmaster	Microwave 325-2582	Bell 717-237-2582
Lancaster Yardmaster	Microwave 344-7486	Bell 717-396-7486
Newark Yardmaster	Microwave 332-2542	Bell 302-731-2542
Northumberland Yardmaster	Microwave 347-2311	Bell 570-473-2311
Reading Yardmaster	Microwave 366-3244	Bell 610-378-3244
Rutherford Yardmaster	Microwave 325-2692	Bell 717-237-2692

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-582-1. PICKING UP AND SETTING OUT ON LINE-OF-ROAD**

##### **Picking Up**

CYO Notification — Conductor will “tone” CYO utilizing the radio. On Divisions where the “tone” is not in place, Conductor will notify CYO as soon as possible of the pick-up via telephone.

Information — Conductor will inform CYO of the cars picked up, detailing the “Head Car” and “Rear Car” of the pick-up and the total number of cars picked up, and where in the train the cars were picked up.

##### **Setting Out**

CYO Notification — Conductor will “tone” CYO utilizing the radio. On Divisions where the “tone” is not in place, Conductor will notify CYO as soon as possible of the pick-up via telephone.

Information — Conductor will inform CYO of the cars set out, detailing the “Head Car” and “Rear Car” of the set out and the total number of cars set out, and what track the cars were put in.

##### **Interchange Reporting**

Information — Conductor will inform CYO on all interchange deliveries. Details should include:

- Head and rear car numbers of the interchange delivery
- Total number of cars delivered
- Time of the physical interchange
- Track name and interchange location

#### **HB-602-1. SD38 MOTHER AND SLUG OPERATION**

##### **1. Humping operations with the Slug on line below 7 MPH:**

MOTHER operation with the Slug on line is limited to approximately 7 to 7.5 MPH to protect electrical equipment on the locomotives.

##### **2. Flat shifting or pulling cars at speeds above 7.5 MPH:**

The Slug must be off line. Only the MOTHER can be used at higher speeds. The MOTHER will make transition at 12 to 14 MPH. Changes in direction can be made more quickly. The longer time delay with the Slug on line is not present with the Slug off line.

Under no circumstances can the slug be used to start a train then isolate while moving. This causes damage to locomotive equipment that is seen as ground relay activity.

## HARRISBURG DIVISION

### SPECIAL INSTRUCTIONS (CONT.)

#### **HB-636-1. FORM D'S — AMTRAK/SEPTA**

In the application of **Rule 162**, Norfolk Southern Train Dispatchers who will be transmitting Track Authorities that require SEPTA or Amtrak employees to provide blocking device protection will be governed as follows:

**Amtrak** — When an Amtrak operator or Train Dispatcher provides blocking device protection, the NS Train Dispatcher will be required to record the BDA and BDR times on the Record of Train Movements or Track Authority. Neither the Amtrak Operator nor Train Dispatcher will be required to copy the Track Authority.

**SEPTA** — When a SEPTA Operator or Train Dispatcher provides blocking device protection, the NS Train Dispatcher will be required to record the BDA and BDR times on the Record of Train Movements or Track Authority. The SEPTA Dispatcher will not be required to copy the Track Authority.

#### **HB-811-1. CONTROLLED INTERLOCKING**

All movements of On-Track equipment must contact the Train Dispatcher/Control Operator for verbal permission before passing through any Controlled Interlocking.

#### **HB-954-1. YARD AIR PRESSURE**

Yard service air pressure requirements have been raised from 75 lbs. to 80 lbs.

#### **HB-954-2. MECHANICAL DESK**

A Mechanical Desk staffed by personnel 24/7 is established in the Control Center, Atlanta, GA, to assist train and engine service employees who may require assistance and/or instructions concerning a locomotive malfunction. The Mechanical Desk now replaces all previous means of requesting assistance regarding locomotive problems.

The Mechanical Desk may be accessed on the assigned road channel for the operating territory by entering '123' on a radio's touch-tone pad.

Crew members on a moving train must not attempt to communicate with the Mechanical Desk if the safety of the train and/or operations may be impaired.

If necessary to ensure the safety of the train, the crew, after advising the Train Dispatcher/Control Operator, must stop the movement before addressing any locomotive problem.

## NOTES

## NOTES



**Our NS Goal-No Damage**