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THE PENNSYLVANIA RAILROAD

PHILADELPHIA REGION

PHILADELPHIA DISTRICT

Time-Table No. 9

In effect 2.01 A. M., Sunday, October 30, 1955

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. D. MORRIS,
General Manager Transportation.

G. C. VAUGHAN,
Regional Manager.

J. F. PIPER,
Sup't. Transportation.

1. The first part of the book is devoted to a general introduction to the subject of the history of the world, and to a description of the various methods of historical research.

2. The second part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

3. The third part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

4. The fourth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

5. The fifth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

6. The sixth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

7. The seventh part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

8. The eighth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

9. The ninth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

10. The tenth part of the book is devoted to a detailed account of the history of the world, from the beginning of time to the present day.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				SUBURBAN STA.				
				PENNA. STATION—30th St.	0.9			
				NORTH PHILA.				
X	X	X		PAOLI (P. T. Div.)	19.9			
				DIVISION POST (P.T. Div.)	21.3			
				MALVERN	21.8			
				FRAZER	24.1			
X				GLEN	25.5			
				GLEN LOCH	25.6			
				SHIP ROAD	26.9			
				WHITELAND	27.6			
				WHITFORD	28.7			
X				DOWNS	32.5			
				DOWNTOWN	32.8			
X	X	X		THORNDALE	35.2	160	150	
X				THORN	35.2			
X				CALN	37.0			
X	X	X		COATESVILLE	38.8			
				PARK	44.3			
				PARKESBURG	44.5			
				ATGLEN	47.3			
				CHRISTIANA	48.6			
				GAP	51.2			
				KINZER	53.9			
				LEAMAN PLACE	56.7			
				GORDONVILLE	58.1			
				RONK	60.0			
				BIRD-IN-HAND	61.2			
X	X	X		LANCASTER	68.1			
B	B			CORK	68.1			
				LANDIS	74.9			
				MOUNT JOY	79.5			
				FLORIN	80.7			
				RHEEMS	83.6			
				ELIZABETHTOWN	86.1			
				CONEWAGO	89.4			
		B		ROY	93.4			
X	X			MIDDLETOWN	93.8			
				STATE	103.3			
X	X	X		HARRISBURG	103.3			
X	X	X-O		HARRIS	103.5			
				ROCKVILLE	108.6			
X	X	X-O		MARYSVILLE	110.5			
				BANKS	111.9			
				DIVISION POST (Mid. Div.)	112.1			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

The direction from Paoli to Banks is westward.

Interlockings and Interlocking, Block and Block-Limit
Stations in service part-time as follows:

Station	Hours in service
Landis	9.30 A. M. to 5.30 P. M. Daily except Sunday, Nov. 24, Dec. 26 and Jan. 2.
Roy	6.45 A. M. to 2.45 P. M. Daily except Sunday, Nov. 24, Dec. 26 and Jan. 2.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Glen	Thorn
Downs	Thorn
Caln	Thorn

WILLIAMSPORT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rockville	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X-O		ROCKVILLE				133
				DIVISION POST (Susq. Div.)	1.6			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Rockville to Division Post is westward.

TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X			GLEN	0.7			
				DALE	6.7			70
				HOWELLVILLE	11.3			
				KING	12.5			
				TB-22	14.2			
				TB-20	14.4			
				RAMBO	15.7			
				ERNEST	15.7			
				NEST	17.6			
				PLYMOUTH MEETING	19.4			
				TB-16	20.8			
				WHITE MARSH	21.5			
				FORT HILL	23.7			
				DRESHER	27.5			
				HEATON	33.8			
				ROXTON	37.4			
				LANGHORNE	41.0			
				DIVISION POST (N.Y. Div.)				

X	X	X		MA	41.3			
				MORRIS	46.0			

NOTE—X indicates in service continuously.
The direction from Glen to Morris is eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Glen	Thorn
Dale	Thorn

PHILADELPHIA AND THORNDALE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dale	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		DALE				
				THORN	10.4			

NOTE—X indicates in service continuously.
The direction from Dale to Thorn is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Dale	Thorn

ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		PARK	10.8			
				Q	16.4			
				LG-14	22.2	97		
				SMITH	23.3			
				LG-21	30.0			
				LG-30	33.7			
X	X	X		PORT	36.5			150
				MANOR	38.4			
				COLA	38.4			
				COLUMBIA	40.0	70		150
X	X	X		LAKE	45.4			
				SHOCKS	48.8			
				LG-54	50.6			
				WAGO JUNCTION				

NOTE—X indicates in service continuously.

The direction from Park to Wago Jet. is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Port	Cola
Manor	Cola
Lake	Cola
Shocks	Cola

COLUMBIA AND PORT DEPOSIT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cres	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		DIVISION POST, (Md. Div.)				
				CRES	1.5			
				PORT				

NOTE—X indicates in service continuously.

The direction from Cres to Port is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Cres	Cola
Port	Cola

YORK HAVEN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert Sta., Balt.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				DIVISION POST (Md. Div.)	66.7			
				WAGO JUNCTION	66.7			
X	X	X-O		YORK HAVEN	68.5			
				CLY	69.9			
				GOLDSBORO	72.4			
X	X	X		NEW CUMBERLAND	81.2			
X	X	X		LEMO	83.2			
				DAY	85.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Wago Junction to Day is westward.

COLUMBIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cork	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		CORK				
X	X	X		MOUNTVILLE	7.0			
X	X	X		COLA	11.4			
				COLUMBIA	11.4			
X				SHOCKS (A. & S. Branch)	18.6			
				BILLMYER	20.5			
				BAINBRIDGE	22.2			
				FALMOUTH	26.2			
X	X	B		ROY	30.2			
				STATE	40.1			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Cork to Cola & Shocks to State is westward.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Roy	6.45 A. M. to 2.45 P. M. Daily except Sunday, Nov. 24, Dec. 26 and Jan. 2.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Shocks	Cola

CUMBERLAND VALLEY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X			HARRISBURG STATE				
X	X	X		LEMO	1.2			
				LEMOYNE	1.2			
		X		CAMP	3.3			
				MECHANICSBURG	8.0			
				DILLSBURG JUNCTION	8.9			
				NEW KINGSTON	11.8			
				WATTS	17.0			160
				CARLISLE	18.3	90		110
				GREASON	23.6			
		X		SPRING	28.9			225
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			
				PENNROAD	41.4			220
		X		SCOTLAND	47.1			
				WOOD	50.2		306	
				CHAMBERSBURG	51.6			
				MARION	57.5			
				SOUTH PENN JUNCTION	58.2			
				GREEN CASTLE	62.5			64
				MASON-DIXON	67.4			
X	X	X		MAUGANSVILLE	69.6			
				TOWN	72.8			
				HAGERSTOWN	73.3			

NOTE—X indicates in service continuously.

The direction from Harrisburg to Hagerstown is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Spring	Pennroad

Block Stations—Remote controlled as follows:

Block Station	Controlled by
Camp	Lemo
Wood	Pennroad

NOTE—Train order offices other than block stations are open as follows:

Vardo—South end of Shomo Yard, Hagerstown.

FRAZER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Frazer	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				FRAZER				
				IMMACULATA	0.7			
				MORSTEIN	1.7			
				KIRKLAND	3.0			
				GREEN HILL	4.0			
				FERN HILL	5.4			
				DIVISION POST (P.T. Div.)	6.8			

NOTE—The direction Frazer to Division Post, (P. T. Div.) is southward.

NEW HOLLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Downs	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				DOWNS				
				GLEN MOORE	9.3			
				SUPLEE	15.9			
				HONEY BROOK	18.1			
				NARVON	21.9			
				CEDAR LANE	24.6			
				EAST EARL	25.1			
				NEW HOLLAND	28.1			
				LEOLA	33.4			
X	X	X		GREENFIELD	38.0			
				CORK	41.0			

NOTE—The direction Downs to Cork is westward.

POMEROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pomeroy	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				POMEROY				
				GLEN ROSE	2.7			
				BUCK RUN	4.4			
				DOE RUN	5.7			
				SPRINGDELL	6.4			
				GREEN LAWN	7.8			
				CLONMELL	9.8			
				CHATHAM	11.5			

NOTE—The direction Pomeroy to Chatham is southward.

QUARRYVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lancaster	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				LANCASTER				
				MELLINGER	3.0			
				WEST WILLOW	4.9			
				BAUMGARDNER	5.9			
				REFTON	8.7			
				NEW PROVIDENCE	11.4			
				QUARRYVILLE	14.4			

NOTE—The direction Lancaster to Quarryville is southward.

LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				CONEWAGO				
				BELLAIRE	5.0			
				LAWN	7.8			
				COLEBROOK	9.8			
				MOUNT GRETN	12.2			
				SUMMIT	14.0			
				CORNWALL	16.1			
				LEBANON	21.2			

NOTE—The direction Conewago to Lebanon is eastward.

DILLSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dillsburg Junct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				DILLSBURG JUNCTION				
				TRINDLE SPRING	0.8			
				WILLIAMS GROVE	4.4			
				DILLSBURG	7.4			

NOTE—The direction Dillsburg Junction to Dillsburg is southward.

WAYNESBORO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wood	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				WOOD				
				FAYETTEVILLE	5.6			
				EAST FAYETTEVILLE	7.3			
				LEDY	10.8			
				MONT ALTO	12.2			
				KNEPPER	13.2			
				QUINCY	14.9			
				NUNNERY	16.2			
				WAYNESBORO	18.4			

NOTE—The direction Wood to Waynesboro is southward.

MERCERSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Penn Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				SOUTH PENN JUNCTION				
				HOTHER	1.6			
				WILLIAMSON	6.0			
				LEHMASTERS	9.9			
				MERCERSBURG JUNCTION	11.3			
				MERCERSBURG	13.6			

NOTE—The direction South Penn Junction to Mercersburg is westward.

RICHMOND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mercersburg Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				MERCERSBURG JUNCTION				
				GAP ROAD	0.9			
				CREIGH	2.2			
				FORT LOUDEN	4.2			
				RICHMOND	7.6			

NOTE—The direction Mercersburg Jct. to Richmond is northward.

WINCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		TOWN	72.8			
X	X	X		HAGERSTOWN	73.3			
				HAGER	74.0			
				WILLIAMSPORT	79.9			
			X	POT	82.9			128
				FALLING WATERS	84.3			
				CV-87	86.7			
				BEDINGTON	87.1			
			X	GARD	89.0			
				BERKELEY	89.1			
				MARTINSBURG	93.0			
				TABLERS	97.6			
			X	INWOOD	100.9			
				BUNKER HILL	102.7			
				RIDGEWAY	105.4			
				CLEAR BROOK	108.5			
			X	BYRD	114.9			
				WINCHESTER	115.1			

NOTE—X indicates in service continuously.

The direction Town to Winchester is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Pot	Hager
Gard	Hager
Inwood	Hager
Byrd	Hager

PAOLI TO BANKS

STATIONS	FIRST CLASS		
	535	67	55
	DAILY	DAILY	DAILY
Leave	A. M.	P. M.	A. M.
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.			
NORTH PHILADA.		C 11.49	C 1.00
PAOLI		S 12.20	D 1.33
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WITELAND			
WHITFORD			
DOWNTOWN			
THORNDAL		12.34	1.47
COATESVILLE			
PARKESBURG		12.41	1.54
LANCASTER		1.02	S 2.15
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN		1.25	2.38
CLY	York Haven	1.03	
LEMO	Line	1.20	
HARRISBURG	S 1.25	S 1.35	S 2.50
		1.50	3.05
ROCKVILLE		2.00	3.15
BANKS		2.05	3.20
Arrive	A. M.	A. M.	A. M.
	535	67	55

BANKS TO PAOLI

STATIONS	FIRST CLASS		
	18	22	66
	A. M.	A. M.	A. M.
Arrive			
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.			
NORTH PHILADA.	S 3.00	D 4.52	D 5.45
PAOLI	2.32	D 4.26	D 5.17
MALVERN			
FRAZER			
GLEN LOCH	Will Not Run		
SHIP ROAD	Dec. 26, 27,		
WITELAND	Jan. 2, 3.		
WHITFORD			
DOWNTOWN			
THORNDAL	2.14	4.10	5.01
COATESVILLE	S 2.10		
PARKESBURG	2.03	4.03	4.54
LANCASTER	S 1.39	3.41	4.31
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN	1.07	3.19	4.09
CLY	York Haven		
LEMO	Line		
HARRISBURG	12.57	3.10	3.59
	S 12.32	S 2.54	S 3.49
ROCKVILLE	12.22	2.44	3.39
BANKS	12.17	2.39	3.34
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	EX. SUN.		
	#18	22	66

WESTWARD

	FIRST CLASS				
	#61	#11	#13	#607	#605
	DAILY	DAILY	DAILY	SATUR-	DAILY
	EX. SUN.	EX. MON.	EX. SUN.	DAY ONLY	EX. SAT.
	A. M.	A. M.	A. M.	A. M.	A. M.
				S 5.30	S 5.40
				S 5.33	S 5.43
	C 1.29	E 2.04	S 5.12		
	2.00	2.38	S 5.59	S 6.20	S 6.30
				F 6.24	F 6.34
	Will Not Run	Will Not Run	Will Not Run		
	Nov. 25, 26,	Dec. 27,	Dec. 26,		
	Dec. 26,	Jan. 3.	Jan. 2.		
				S 6.36	S 6.49
	2.13	2.52	6.16	6.40	6.53
			S 6.21	S 6.50	S 7.05
	2.20	2.59	6.28	S 7.00	S 7.15
	S 2.42	E 3.25	S 6.53	MU	MU
			S 7.09		
			S 7.20	Will Not Run	Will Not Run
			S 7.33	Dec. 24, 31.	Nov. 24,
	3.06	3.49			Dec. 26,
					Jan. 2.
	S 3.17	E 4.00	S 7.45		
	3.31	4.20	8.15		
	3.41	4.30	8.25		
	3.46	4.35	8.30		
	A. M.	A. M.	A. M.	A. M.	A. M.
	61	11	13	607	605

EASTWARD

	FIRST CLASS			
	4	60	536	38
	A. M.	A. M.	A. M.	A. M.
	D 5.55	D 6.20		D 6.29
	D 5.27	D 5.50		D 6.02
		Will Not Run		
		Nov. 25, 26,		
		Dec. 26,		
		Jan. 2.		
	5.11	5.29		5.47
	5.04	5.22		5.40
	4.41	4.58		5.17
	4.18	4.35		4.54
			5.06	
			4.50	
	4.09	4.25	S 4.45	4.45
	#S 3.59	#S 4.10		#S 4.30
	3.49	4.00		4.20
	3.44	3.55		4.15
	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	4	#60	536	38

PAOLI TO BANKS

STATIONS	FIRST CLASS			
	#95 DAILY EX. SUN. & MON.	#601 DAILY EX. SUN.		
	A. M.	A. M.		
Leave				
SUBURBAN STA. (P.T. Div.)				
PENNA. STATION - 30th St.		\$ 7.50		
NORTH PHILADA.	6.55			
PAOLI	7.25	\$ 8.17		
MALVERN	Will Not Run	Will Not Run		
FRAZER	Nov. 25,	Nov. 24,		
GLEN LOCH	Dec. 27,	Dec. 26,		
SHIP ROAD	Jan. 3.	Jan. 2.		
WHITELAND				
WHITFORD				
DOWNINGTOWN		\$ 8.31		
THORNDALE	7.39	8.35		
COATESVILLE		\$ 8.39		
PARKESBURG	7.46	8.46		
LANCASTER	E 8.10			
LANDIS	8.19	\$ 9.11		
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	8.44	9.34		
CLY	York Haven			
LEMO	Line			
HARRISBURG	#E 8.55	\$ 9.45		
	10.25			
ROCKVILLE	10.35			
BANKS	10.41			
Arrive	A. M.	A. M.		
	95	601		

BANKS TO PAOLI

STATIONS	FIRST CLASS			
	40	48	574	
	A. M.	A. M.	A. M.	
Arrive				
SUBURBAN STA. (P.T. Div.)				
PENNA. STATION - 30th St.				
NORTH PHILADA.	D 6.39	D 6.54		
PAOLI	D 6.12	D 6.27		
MALVERN		Will Not Run		
FRAZER		West of		
GLEN LOCH		Harrisburg		
SHIP ROAD		Nov. 25,		
WHITELAND		Dec. 26.		
WHITFORD				
DOWNINGTOWN				
THORNDALE	5.56	6.12		
COATESVILLE				
PARKESBURG	5.49	6.05		
LANCASTER	5.26	5.43		
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	5.03	5.21		
CLY	York Haven			
LEMO	Line			
HARRISBURG	4.54	5.12		
	#S 4.47	#D 5.06	\$ 5.13	
ROCKVILLE	4.37	4.56	5.02	
BANKS	4.32	4.51		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	40	#48	574	

WESTWARD

	FIRST CLASS				
	571	25	75	533	33
	DAILY	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	P. M.	P. M.	P. M.
			\$ 12.02		
		\$ 9.35			C 1.37
		\$ 10.07	\$ 12.32		\$ 2.09
		\$ 10.21	\$ 12.46		
		10.25	12.50		2.22
		\$ 10.29	\$ 12.54		
		10.36	1.01		2.29
		\$ 10.58	\$ 1.25		\$ 2.51
		11.21	\$ 1.52		3.14
	10.58			2.49	
	11.15			3.06	
	\$ 11.20	\$ 11.32	\$ 2.09	\$ 3.11	\$ 3.24
	11.42	11.47	2.24		3.41
	11.53	11.57	2.34		3.51
		12.02	2.39		3.56
	A. M.	P. M.	P. M.	P. M.	P. M.
	571	25	75	533	33

EASTWARD

	FIRST CLASS				
	606	68	58	36	
	A. M.	A. M.	A. M.	A. M.	
	\$ 7.35				
	\$ 7.32			\$ 7.40	
	\$ 6.50	D 7.12		D 7.00	
	F 6.43			Will Not Run	
	F 6.39			Nov. 25, 26,	
	F 6.35			Dec. 26,	
				Jan. 2.	
	\$ 6.26				
	6.22	6.27		6.42	
	\$ 6.18				
	\$ 6.11	6.20		6.35	
		\$ 5.57		\$ 6.12	
	MU				
	Will Not Run				
	Nov. 24,				
	Dec. 26,				
	Jan. 2.	5.34		5.49	
			5.59		
			5.43		
		5.25	5.38	5.40	
		#S 4.57	#S 5.25	\$ 4.20	
		4.47	5.15	4.10	
		4.42	5.10	4.05	
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	EX. SAT.			EX. SUN.	
	& SUN.				
	#606	68	58	#36	

STATIONS	FIRST CLASS			
	23	#609	527	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
SUBURBAN STA. (P.T. Div.)		\$ 3.40		
PENNA. STATION - 30th St.		\$ 3.43	\$ 5.25	
NORTH PHILADA.	C 3.37			
PAOLI	S 4.05	\$ 4.30	\$ 5.52	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD		F 4.36		
WHITELAND				
WHITFORD		F 4.38		
DOWNINGTOWN		\$ 4.47	\$ 6.06	
THORNDALE	4.19	E 4.51	6.11	
COATESVILLE	S 4.23	\$ 4.57	\$ 6.16	
PARKESBURG	4.30	\$ 5.06	\$ 6.24	
LANCASTER	S 4.52	MU	\$ 6.49	
LANDIS		Will Not Run	\$ 7.03	
MOUNT JOY		Nov. 24,	\$ 7.11	
ELIZABETHTOWN		Dec. 26,	\$ 7.24	
MIDDLETOWN	5.15	Jan. 2.		
CLY	York Haven			
LEMO	Line			
HARRISBURG	S 5.25		\$ 7.40	
	5.38		7.55	
ROCKVILLE	5.48		8.05	
BANKS	5.53			
Arrive	P. M.	P. M.	P. M.	
	23	609	527	

BANKS TO PAOLI

STATIONS	FIRST CLASS			
	28	628	20	
	A. M.	A. M.	A. M.	
Arrive				
SUBURBAN STA. (P.T. Div.)		\$ 8.47		
PENNA. STATION - 30th St.		\$ 8.44		
NORTH PHILADA.	D 8.03		D 8.11	
PAOLI	D 7.35	\$ 8.01	\$ 7.43	
MALVERN		\$ 7.53		
FRAZER	Will Not Run	F 7.48	Will Not Run	
GLEN LOCH	Dec. 25, 26,	F 7.46	Nov. 25, 26,	
SHIP ROAD	Jan. 1.	F 7.43	Dec. 26,	
WHITELAND		F 7.41	Jan. 2.	
WHITFORD		\$ 7.38		
DOWNINGTOWN		\$ 7.33		
THORNDALE	7.21	\$ 7.28	7.28	
COATESVILLE		\$ 7.24		
PARKESBURG	7.14	\$ 7.17	7.21	
LANCASTER	6.53	MU	\$ 6.59	
LANDIS		Will Not Run		
MOUNT JOY		Dec. 24, 31.		
ELIZABETHTOWN				
MIDDLETOWN	6.32		6.37	
CLY	York Haven			
LEMO	Line			
HARRISBURG	6.23		6.28	
	#D 6.18		#S 6.08	
ROCKVILLE	6.08		5.58	
BANKS	6.03		5.53	
Leave	A. M.	A. M.	A. M.	
	DAILY	SATUR-	DAILY	
	#28	DAY ONLY	EX. SUN.	
		#628	#20	

FIRST CLASS				
#525	#621	#49	59	
SUNDAY	DAILY	DAILY	DAILY	
ONLY	EX. SAT.			
	& SUN.			
P. M.	P. M.	P. M.	P. M.	
	\$ 5.45			
\$ 5.40	\$ 5.48			
		Q 6.32		
\$ 6.10	\$ 6.27	Q 7.01		
	F 6.31	Will Not Run		
	F 6.33	West of		
Will Not Run	F 6.35	Harrisburg		
Dec. 25,	F 6.37	Nov. 24,		
Jan. 1.	F 6.39	Dec. 25.		
	F 6.41			
\$ 6.24	\$ 6.45			
6.28	6.50	7.14		
\$ 6.32	\$ 6.56			
\$ 6.40	\$ 7.05	7.21		
	MU			
\$ 7.03		\$ 7.43		
	Will Not Run			
	Nov. 24,			
\$ 7.29	Dec. 26,	8.06		
	Jan. 2.			
			7.59	
			8.15	
\$ 7.45		#S 8.16	\$ 8.20	
7.55		8.21	8.35	
8.05		8.31	8.45	
		8.36	8.50	
P. M.	P. M.	P. M.	P. M.	
525	621	49	59	

EASTWARD

FIRST CLASS					
618	530	30	604	636	
A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.39					
\$ 8.36			\$ 9.35	\$ 9.10	
		D 8.31			
\$ 8.14		\$ 8.07	\$ 9.05	\$ 8.42	
\$ 8.08		Baggage	Will Not Run	Will Run	
F 8.03		Service	Nov. 25, 26,	Sun. and	
\$ 7.59		Sun. and	Dec. 26,	Nov. 25, 26,	
F 7.56		Nov. 25, 26,	Jan. 2.	Dec. 26,	
F 7.54		Dec. 26,		Jan. 2.	
		Jan. 2.			
\$ 7.52			\$ 8.47	\$ 8.24	
\$ 7.45			\$ 8.42	8.19	
\$ 7.40		7.52	\$ 8.37	\$ 8.15	
\$ 7.35			\$ 8.29	\$ 8.07	
\$ 7.27		7.45			
MU		\$ 7.23	\$ 8.05	\$ 7.44	
			\$ 7.48		
Will Not Run					
Nov. 24,			\$ 7.32	\$ 7.29	
Dec. 26,			\$ 7.22	\$ 7.21	
Jan. 2.		7.00	\$ 7.10	\$ 7.12	
	7.11				
	6.55				
	\$ 6.50	6.51	\$ 6.55	\$ 7.00	
		\$ 6.36			
		6.26			
		6.21			
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	
EX. SAT.	EX. SAT.	EX. SAT.	EX. SAT.	EX. SAT.	
& SUN.	& SUN.	& SUN.	& SUN.	& SUN.	
#618	530	#30	#604	636	

STATIONS	FIRST CLASS		
	41	69	±029
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.			
NORTH PHILADA.	U 6.39	C 6.58	U 7.21
PAOLI	U 7.10	S 7.27	U 7.50
MALVERN			
FRAZER			
GLEN LOCH			Will Not Run
SHIP ROAD			Dec. 24,
WHITELAND			25, 31.
WHITFORD			
DOWNINGTOWN			
THORNDALE	7.24	7.41	8.03
COATESVILLE			
PARKESBURG	7.31	7.48	8.10
LANCASTER	U 7.54	S 8.10	8.30
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN	8.18	8.33	8.51
CLY	York Haven Line		
LEMO			
HARRISBURG	U 8.30	S 8.44	U 9.01
	8.43	8.55	9.06
ROCKVILLE	8.53	9.05	9.16
BANKS	8.58	9.10	9.21
Arrive	P. M.	P. M.	P. M.
	41	69	29

BANKS TO PAOLI

STATIONS	FIRST CLASS		
	2	502	526
	A. M.	A. M.	A. M.
Arrive			
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.			S 10.50
NORTH PHILADA.	D 9.48		
PAOLI	S 9.21		S 10.20
MALVERN			
FRAZER			
GLEN LOCH			Will Not Run
SHIP ROAD			Dec. 26,
WHITELAND			Jan. 2.
WHITFORD			
DOWNINGTOWN			S 10.04
THORNDALE	9.06		9.59
COATESVILLE	S 9.01		S 9.54
PARKESBURG	8.54		S 9.45
LANCASTER	S 8.32		S 9.20
LANDIS			
MOUNT JOY			S 9.07
ELIZABETHTOWN			S 9.00
MIDDLETOWN	8.10		S 8.52
CLY	York Haven Line	8.24	
LEMO		8.05	
HARRISBURG	8.00	S 7.59	8.40
	S 7.48		S 8.25
ROCKVILLE	7.38		8.15
BANKS	7.33		
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
	±2	502	±526

	FIRST CLASS			
	531	±21	±31	575
	DAILY	DAILY	DAILY	DAILY
	P. M.	EX. SAT.	P. M.	P. M.
	P. M.	P. M.	P. M.	P. M.
		C 7.41	C 7.46	
		S 8.09	S 8.15	
		Will Not Run	Baggage	
		Nov. 24, 25,	Service	
		Dec. 25,	Sat. and	
		Jan. 1.	Nov. 24, 25,	
			Dec. 25,	
			Jan. 1.	
		8.22	8.29	
		8.29	8.36	
		S 8.51	S 8.59	
		9.15	9.22	
	8.53			9.43
	9.10			10.00
	S 9.15	S 9.26	S 9.34	S 10.05
		9.39	9.49	10.50
		9.49	9.59	11.01
		9.54	10.04	
	P. M.	P. M.	P. M.	P. M.
	531	21	31	575

EASTWARD

	FIRST CLASS				
	70	14	32	54	554
	P. M.	A. M.	P. M.	P. M.	P. M.
	D 12.21		D 1.57	S 4.15	
	S 11.53		S 1.31	S 3.48	
	Will Not Run	Will Not Run			
	Nov. 25,	Nov. 24,			
	Dec. 26,	Dec. 26,			
	Jan. 2.	Jan. 2.			
	11.36		1.16	3.33	
	K 11.33			S 3.29	
	11.29		1.09	3.22	
	S 11.06		S 12.46	S 3.00	
	10.43		12.23	2.38	
					2.56
					2.40
	10.33		12.13	2.28	S 2.35
	S 10.22	S 11.40	S 12.04	S 2.20	
	10.12	11.30	11.54	2.10	
	10.07	11.25	11.49	2.05	
	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	±70	±14	32	54	554

PAOLI TO BANKS

STATIONS	FIRST CLASS			
	615	1	3	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
SUBURBAN STA. (P.T. Div.)				
PENNA. STATION - 30th St.	\$ 8.00			
NORTH PHILADA.		C 8.25	U 9.08	
PAOLI	\$ 8.30	\$ 8.54	U 9.40	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	\$ 8.43			
THORNDALE	8.47	9.08	9.54	
COATESVILLE	\$ 8.51			
PARKESBURG	\$ 8.59	9.15	10.01	
LANCASTER	\$ 9.20			
	9.45	\$ 9.38	10.24	
LANDIS				
MOUNT JOY				
ELIZABETHTOWN	\$ 10.05			
MIDDLETOWN	R 10.13	10.01	10.48	
CLY	York Haven Line			
LEMO				
HARRISBURG	\$ 10.25	\$ 10.12	U 11.00	
		10.28	11.15	
ROCKVILLE		10.38	11.25	
BANKS		10.43	11.30	
Arrive	P. M.	P. M.	P. M.	
	615	1	3	

BANKS TO PAOLI

STATIONS	FIRST CLASS			
	610	72	570	
	P. M.	P. M.	P. M.	
Arrive	P. M.	P. M.	P. M.	
SUBURBAN STA. (P.T. Div.)	\$ 6.54			
PENNA. STATION - 30th St.	\$ 6.51			
NORTH PHILADA.		\$ 6.25		
PAOLI	\$ 6.10	\$ 5.57		
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	\$ 5.31			
THORNDALE	5.27	5.40		
COATESVILLE	\$ 5.23	\$ 5.34		
PARKESBURG	\$ 5.15	5.27		
LANCASTER	MU	\$ 5.04		
LANDIS	Will Not Run Nov. 24, Dec. 26, Jan. 2.			
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN		4.41		
CLY	York Haven Line		5.31	
LEMO			5.15	
HARRISBURG		4.32	5.10	
		\$ 4.22	\$ 4.55	
ROCKVILLE		4.12	4.44	
BANKS		4.07		
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	610	72	570	

WESTWARD

FIRST CLASS				
39	#71	#35	635	
DAILY	DAILY	DAILY		
DAILY	EX. SAT.	EX. SAT.		
P. M.	P. M.	P. M.	P. M.	
		\$ 11.05	\$ 11.05	
C 9.29	C 9.48			
\$ 10.03	\$ 10.20	\$ 11.35	\$ 11.35	
	Will Not Run Nov. 24, Dec. 25, Jan. 1.	Will Not Run Nov. 24, 25, Dec. 25, Jan. 1.	Will Run Sat. and Nov. 24, 25, Dec. 25, Jan. 1.	
		\$ 11.50	\$ 11.50	
10.17	10.34	11.55	11.55	
		\$ 12.02	\$ 12.02	
10.24	10.41	12.10	12.10	
\$ 10.48	\$ 11.05	\$ 12.37	\$ 12.37	
11.12	11.29	1.03	1.03	
\$ 11.23	\$ 11.40	\$ 1.15	\$ 1.15	
11.38	11.52	1.55		
11.48	12.02	2.05		
11.53	12.07	2.10		
P. M.	A. M.	A. M.	A. M.	
39	71	35	635	

EASTWARD

FIRST CLASS				
602	622	74		46
P. M.	P. M.	P. M.		A. M.
	\$ 8.54			
\$ 7.10	\$ 8.51			
	\$ 9.11			\$ 12.17
\$ 6.46	\$ 8.10	\$ 8.45		\$ 11.35
	F 8.02			
	F 7.58			
	F 7.56			
	F 7.54			
	F 7.51			
	F 7.49			
	\$ 7.42			
6.30	F 7.38	8.30		11.16
\$ 6.26	\$ 7.32			\$ 11.12
6.19	\$ 7.25	8.22		11.05
\$ 5.55	MU	\$ 7.58		\$ 10.40
\$ 5.41	Will Not Run Nov. 24, Dec. 26, Jan. 2.			
\$ 5.33				
\$ 5.26		7.35		10.10
\$ 5.15		7.25		10.00
		\$ 7.15		\$ 9.47
		7.05		9.37
		7.00		9.32
P. M.	P. M.	P. M.		P. M.
DAILY	DAILY	DAILY		DAILY
EX. SAT.	EX. SAT.	EX. SAT.		EX. SAT.
602	622	74		46

STATION	FIRST CLASS			
	645			
	DAILY			
	P. M.			
Leave				
HARRISBURG	\$ 10.00			
LEMOYNE	10.05			
CAMP	10.08			
MECHANICSBURG				
CARLISLE	\$ 10.35			
SPRING	10.55			
NEWVILLE				
SHIPPENSBURG	\$ 11.17			
PENNRoad	11.20			
WOOD	11.34			
CHAMBERSBURG	\$ 11.45			
GREENCASTLE				
TOWN	12.40			
HAGERSTOWN	\$ 12.45			
Arrive	A. M.			
	645			

HAGERSTOWN TO HARRISBURG—NORTHWARD

STATIONS	FIRST CLASS			
	638			
	A. M.			
Arrive				
HARRISBURG.....	\$ 3.40			
LEMOYNE.....	3.32			
CAMP.....	3.29			
MECHANICSBURG.....				
CARLISLE.....	\$ 2.57			
SPRING.....	2.42			
NEWVILLE.....				
SHIPPENSBURG.....	\$ 2.26			
PENNROAD.....	2.23			
WOOD.....	2.10			
CHAMBERSBURG.....	\$ 2.07			
GREENCASTLE.....				
TOWN.....	1.37			
HAGERSTOWN.....	\$ 1.35			
Leave	A. M.			
	DAILY 638			

PASSENGER HIGHWAY BUS SERVICE—TRIPS

BETWEEN YORK AND LANCASTER

BETWEEN LANCASTER AND YORK						
0553	0555	0557	0559	0561	0563	0567
Daily			Daily	Sun.	Daily	Sun.
Ex. Sun.	Daily	Daily	Ex. Sun.	Only	Ex. Sun.	Only
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
9.18	11.05	2.15	6.56	7.10	9.45	11.10
.....		2.30				
9.40	11.27	2.37	7.18	7.32	10.07	11.32
9.45	11.32	2.42	7.23	7.37	10.12	11.37
9.49	11.36	2.46	7.27	7.41	10.16	11.41
9.53	11.40	2.50	7.31	7.45	10.20	11.45
10.08	11.55	3.05	7.46	8.00	10.35	12.00
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Midnight
0553	0555	0557	0559	0561	0563	0567
Will Not Run	Will Not Run			Will Not Run		Will Not Run
Nov. 24,	Dec. 26,			Dec. 25,		Dec. 25,
Dec. 26,	Jan. 2,			Jan. 1,		Jan. 1,
Jan. 2,						

STATION

BETWEEN LANCASTER AND YORK									
STATION	0552	0556	0558	0560	0568	0572			
0553 Daily Ex. Sun.	0557 Daily	0559 Daily Ex. Sun.	0561 Sun. Only	0563 Daily Ex. Sun.	0567 Sun. Only				
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.
9.18	11.05	2.15	6.56	7.10	9.45	11.10	Lv.	LANCASTER	Ar.
9.40	11.27	2.30	7.18	7.32	10.07	11.32		MOUNTVILLE	
		2.37						COLUMBIA	
9.45	11.32	2.42	7.23	7.37	10.12	11.37		WRIGHTSVILLE	
9.49	11.36	2.46	7.27	7.41	10.16	11.41		STRICKLER	
9.53	11.40	2.50	7.31	7.45	10.20	11.45		HELLAM	
10.08	11.55	3.05	7.46	8.00	10.35	12.00	Ar.	YORK	Lv.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Midnite	A. M.	A. M.	P. M.
0553	0555	0557	0559	0561	0563	0567	Daily Ex. Sun.	Daily (Note)	Daily Daily Ex. Sun.
Will Not Run Nov. 24, Dec. 26, Jan. 2.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Dec. 25, Jan. 1.	Will Not Run Nov. 24, Dec. 26, Jan. 2.	Will Not Run Nov. 25, Dec. 26, Jan. 2.	Will Not Run Dec. 25, Jan. 1.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Malvern*	7.30 AM to 11.45 AM 12.45 PM to 4.30 PM	Closed	Closed
Whitford*	7.00 AM to 9.00 AM	7.00 AM to 9.00 AM	Closed
Downingtown*	7.30 AM to 1.00 PM 2.30 PM to 5.00 PM	7.30 AM to 1.00 PM 2.30 PM to 5.00 PM	Closed
Coatesville	6.00 AM to 6.30 PM	6.00 AM to 6.30 PM	10.00 AM to 6.30 PM
Parkesburg*	7.00 AM to 10.30 AM	Closed	Closed
Lancaster	5.45 AM to 10.45 PM	5.45 AM to 10.45 PM	5.45 AM to 10.45 PM
Columbia*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Mount Joy	7.00 AM to 11.00 AM 4.30 PM to 7.00 PM	7.00 AM to 11.00 AM 4.30 PM to 7.00 PM	Closed
Elizabethtown*	6.45 AM to 9.45 AM 3.30 PM to 4.15 PM	Closed	Closed
Middletown*	6.30 AM to 1.30 PM	Closed	Closed
Harrisburg	Continuously	Continu'sly	Continu'sly
Mechanicsburg*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Carlisle*	7.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Newville*	7.00 AM to 11.59 AM 1.00 PM to 4.00 PM	Closed	Closed
Shippensburg*	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed
Chambersburg*	9.30 AM to 1.30 PM 2.30 PM to 5.30 PM	Closed	Closed
Hagerstown*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed

*Closed New Years, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days.

EXTRA STOPS—PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
605	Thorndale Coaling Station.....	Employees.
621	Thorndale Coaling Station.....	Employees.
622	Thorndale Coaling Station.....	Employees.

U. S. MAIL WORK

STATIONS	Westward							Eastward					
	13	605-607	25	75	609	527	615	618-628	604-636	526	54	72	610
Malvern								E					E
Frazer								E					E
Downingtown	†H	E	†E	E	E	E		E	E	E			E
Thorndale				†D	E			E	†CD				E
Coatesville	†D	E	E	†E	E	†E	†E	E	†E	E	E	E	E
Parkesburg		E											
Mount Joy	†E					E			E	E			
Florin	†CD		†CD						†CD				
Rheems	†D		†CD						†CD				
Elizabethtown	†E					E			E	E			
Royalton									†CD				
Middletown	†E			†E		†E			E	E			
Marysville	†CD		†CD	†CD									§CD

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

H—Reduce speed to 25 miles per hour to deliver mail.

†—Daily except Sundays and Holidays.

‡—Daily except Sunday.

§—Daily except Saturdays, Sundays and Holidays.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	CIN-1 (1)	P-85 (1)	P-7 (2)	AP-19 (2)	MRR -1 (5)	AP-9 (1)	LCL-7 (9)	P-5 (1)	LCL-1 (4)	WC-1 (1)	LCL-3 (4)	EC-1 (1)	B-1 (2)	M-9 (1)	TT-1 (1)	BF-3 (1)	B-9 (1)	S-80 (1)	P-29 (1)	EM-1 (2)
PAOLI	A.M.					11.00	11.15				1.35									
MA		9.30			10.30			10.30	11.00	12.45										
NEXT								11.30	11.35	1.15										
THORN																				
PARK			10.15	10.55		11.45	12.05	12.15	12.45	2.15	2.25								4.25	5.00
CORK		10.30																		
CRES													4.00				5.00			
COLA		11.00	11.30	12.15		1.30	1.05	2.15	1.55	4.00	3.25		4.15				5.30		6.00	6.30
CLY																				
STATE	AR.																			
HARRISBURG	LV.																			
DAY		12.15	1.30	2.15	3.30	3.00	2.00	4.30	2.45	5.00	4.20		5.15		5.30		7.00		8.45	9.50
ENOLA	LV.											4.45				7.00		8.00		
ROCKVILLE												5.15				7.30		8.30		
BANKS					7.30		3.00		3.45	5.30	5.20			6.00	6.30					
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

STATIONS	B-5 (2)	TH-1 (1)	EC-5 (1)	PG-1 (1)	ET-1 (2)	YE-1 (2)	P-9 (1)	P-19 (3)	CFW-5 (1)	PG-11 (1)	VL-7 (1)	P-17 (1)	VC-1 (1)	ER-3 (5)	PG-5 (1)	B-3 (1)	P-33 (3)	S-82 (1)	HP-1 (1)	ED-3 (1)
PAOLI	A.M.																			
MA					4.30		5.30	6.10		5.15		4.45				10.00				
NEXT					5.30					6.15						10.40				
THORN																11.59				
PARK					7.00		6.30	6.50		7.25		6.15								
CORK									9.00			8.50					1.45			
CRES	7.00	7.30	8.00				8.00	8.10	9.15	9.15		9.55				1.10				
COLA	7.15	7.45	8.15		8.30															
CLY						8.45														
STATE	AR.																			
HARRISBURG	LV.													11.25					4.30	
DAY	9.00	9.10	9.15		9.30	10.00	10.00	10.10	10.20	10.30						1.55	3.15			
ENOLA	LV.																			
ROCKVILLE														11.40				4.25		
BANKS				9.15					12.45		10.30		11.30					4.55		5.00
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chambersburg..	LEWIS H. SEATON, M. D..... 236 Lincoln Way East.....	United 282
	D. M. RAHAUSER, M. D..... 634 Lincoln Way East..... (By Appointment)	United 3450
Hagerstown....	E. W. DITTO, III, M. D..... 217 W. Washington Street.. (By Appointment)	C&P 6148

100R-3A. Locations of Hospitals

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Norristown.....	MONTGOMERY..... Powell and Fornance Streets.	5-6000
Bryn Mawr	BRYN MAWR..... Bryn Mawr Ave.....	Bryn Mawr 5-1800
West Chester...	CHESTER COUNTY..... Boot Road.....	0895
Coatesville.....	COATESVILLE..... 300 Strode Ave.....	0606
Columbia	COLUMBIA..... Seventh & Poplar Streets...	4-2141
Lancaster.....	GENERAL..... 528 N. Lime Street.....	5101
Lebanon.....	GOOD SAMARITAN..... Fourth and Walnut Streets..	2-7611
Harrisburg.....	HARRISBURG..... Front and Mulberry Streets.	CE-8-5221
Carlisle.....	CARLISLE..... 224 Parker Street.....	246
Chambersburg..	CHAMBERSBURG..... Lincoln Way East.....	United 1800
Waynesboro....	WAYNESBORO..... East Main Street.....	United 391
Hagerstown	WASHINGTON COUNTY..... King Street.....	C&P 3000
Martinsburg....	KINGS DAUGHTERS..... East King Street.....	C&P 8981
Winchester.....	WINCHESTER..... Stewart and Cork Sts.....	C&P 4121

100R-4A. First-Aid Boxes and Stretchers, Location of

First-Aid Boxes:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards. Car Inspectors' offices, power plants, sub-stations, attended block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train, except Multiple Unit train.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

TIME - TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✱—Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.

1004-B1.

- Q**—Regular stop to receive passengers for Lancaster and beyond.
- R**—Regular stop, Sunday, New Years, Memorial, Independence, Labor, Thanksgiving and Christmas days.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- MU**—Multiple Unit.
- #—Train may leave at scheduled arriving time when station work is completed.
- ◆—Train baggageman on specified dates shown on schedule pages.

ENGINE WHISTLE SIGNALS

1014(r)-A1. Rule 14 (r) will apply:

To trains hauled by steam engines that will not stop for work at Thorndale Coaling Station or at Columbia.

Southward trains that will not stop for water at Carlisle.

1014(r)-A2. Trains hauled by electric engines that will stop at Thorndale for engine attention will sound engine whistle, one long, one short and one long, — o — passing Park eastward and Paoli or Nest, westward.

Operator will notify train dispatcher promptly.

1014(l)-A1, 1014(q)-A1. Portable whistle post, (yellow disc with black letter W), will be placed approximately 1250 feet from point where section gangs are working, on the following Branches:

TRENTON BRANCH.
PHILADELPHIA AND THORNDALE BRANCH.
ATGLEN AND SUSQUEHANNA BRANCH.
COLUMBIA AND PORT DEPOSIT BRANCH.
YORK HAVEN LINE (M. P. 82 TO DAY).
COLUMBIA BRANCH (CORK TO ROY).
CUMBERLAND VALLEY BRANCH.

When portable whistle post is displayed, Rules 14 (l) and 14 (q) will apply.

USE OF SIGNALS

Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	12	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	10	10

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Camp	Southward	Single	Camp—Block station and fixed signal No. 63.
Wood	Southward	Single	Wood—Block Station and Mile Post 53.
Wood	Northward	Single	Wood—Block Station and Scotland.
Town	Northward	Single	Town—Block Station and Mile Post 70.

NOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Trailing Hand-operated Switches connected with Manual Block Signal

1037-C2. Locations:

Block Station	Block Signal Governing Movement		Trailing Switches Connected to Signal between
	Direction	Track	
Penn-road	Southward	Single	Pennroad Block Station and Block Signal 457

NOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where trailing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Slide Protection Fence

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, caused by a slide, must promptly report to superintendent.

1043-A1. Slide protection fences in service:

Main Line

Signal SP 918, located west of Conewago.

Signal SP 897, located east of Conewago.

Atglen and Susquehanna Branch

Signal SP L-271 located 933 feet west of Mile Post 27.

Signal SP L-298 located 598 feet east of Mile Post 30.

Signal SP L-289 located 284 feet east of Mile Post 29.

Signal SP L-318 located 948 feet east of Mile Post 32.

On two main tracks, except where **Rule 261** is in effect, trains moving against the current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

1072-A1. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1072-A2. No. 645, when delayed, is superior to No. 638 when run by the same engine and crew.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station.	Middle Susquehanna Maryland Wash. Term. Phila. Term. New York Reading Co.
X	X	X	Harrisburg—Yard Master's Office, Reily	Middle Susquehanna Maryland New York Phila. Term. Atlantic Reading Co.
X	X	X	Enola—Brick Office	Middle Susquehanna Maryland Phila. Term. New York Atlantic Reading Co.
X	X	X	Enola—Asst. Yard Master's Office, East End	Maryland Phila. Term. New York Atlantic
X	X	X	Enola—Asst. Yard Master's Office, West Hump	
X	X	X	Enola—Asst. Yard Master's Office, West End	Middle Susquehanna
X	X	X	Lemoyne—Yard Office	
X	X	X	Lebanon—Yard Office	
X	X	X	Lancaster—Engine House	Maryland Phila. Term. New York
X	X	X	Dillerville—Yard Office	Maryland Phila. Term. New York
X	X	X	Thorndale—Coaling Station	Maryland Phila. Term. New York Atlantic
X	X	X	Columbia—Yard Office	Maryland Phila. Term. New York
X	X	X	Ernest—Yard Office	Phila. Term. New York
X	X	X	Chambersburg—Yard Office	
X	X	X	Hagerstown—Engine House, Shomo Yard Office	Reading Co.
X	X	X	Cumbo—Yard Office	Reading Co.
X	X	X	Rutherford—Hump Office, Enginehouse, West End	Phila.

NOTE—X indicates in service

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
-------	-----------------------------

NOTE—No exceptions.

Standard Clocks

1075-A3. Standard Clocks At Other Points:
Train Dispatcher's Office
Block Stations

General Order Zones

1075-A4. General order zones of this division are as follows:

Zone A—Division Post (Mid. Div.) to Roy inclusive, Williamsport Branch, Day to Lemo inclusive, also Marysville, Enola, Lemoyne, Harrisburg and Steelton yards.

Zone B—Roy to Park inclusive and Lemo to Park inclusive all routes.

Conewago to Lebanon.
Lancaster to Quarryville.

Zone C—Park to Division Post (P. T. Div.) and Division Post (N. Y. Div.) Trenton Branch. Downs to Cork via New Holland. Pomeroy to Chatham. Frazer to Division Post (P. T. Div.), West Chester.

Zone D—Lemo to Pennroad. Hager to Vardo. Gard to Winchester. Dillsburg Junction to Dillsburg. Wood to Waynesboro. South Penn Junction to Mercersburg and Richmond.

Zone E—Pennroad to Cumbo.

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of 12 months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be re-examined after the expiration of one year.

NOTE—Referring to Rule 75 and Special Instruction 1075-A5: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction.

OBSERVATION OF TRAINS FOR DEFECTS

Dragging Equipment Detector

1076-A1. At Landis (during hours closed), when detector device has been actuated, home signal will display stop indication and small light located in telephone box will be illuminated.

The following fixed signals equipped with E signs which, when illuminated, indicate that dragging equipment detector connected therewith has been actuated:

Location	Signal	Governing Movements on
Roy	Home	No. 1 and No. 2 Tracks, Main Line
Roy	Home	No. 1 and No. 2 Tracks, Columbia Branch

Trains approaching or stopped at signal displaying E sign must examine the entire train and advise the signalman when this has been done before proceeding.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

1083-B. Rule D-83: Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Cumberland Valley Brch. Carlisle	495 feet south of Mile Post 17	1426 feet south of Mile Post 19
Winchester Secondary Track		
Hagerstown	172 feet south of Town	2838 feet south of Mile Post 75 32 feet south of Mile Post H3 (N. & W. R. R.)
Gard	1258 feet north of Gard	Gard
Martinsburg	Gard	4949 feet south of Mile Post 94
Inwood	Mile Post 100	1784 feet south of Mile Post 102
Winchester	3880 feet south of Mile Post 112	End of Track

Authority to Proceed as an Extra

1097-A1. Where **Rules 261, 262, 263** and **264** are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be as follows:

Location	Signals, etc., Governing Movements over the crossing		Requirements	Note
	Type	Indication or Position		
Bradford Hills Quarry Inc. track: P. R. R. track and Reading Co. track, 600 feet east of main track switch.	Stop Signs	Stop	All trains using this crossing must stop clear of stop signs at clearance points. Reading Co. trains must stop and proceed if crossing is clear. Pennsylvania R. R. trains must stop and proceed under flag protection if crossing is clear. In the event trains of the Reading R.R. and Pennsylvania R.R. arrive at the crossing at approximately the same time, trains of the Reading R.R. will have prior right to the crossing.	1
East Downingtown: East Leg of Wye: Penna. R.R. track with Reading Co. track	Semaphore and Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and engine crews. Signals normally proceed for Reading Co. track must be in stop position before movement is made over the crossing.	
Lebanon: West Willow St. crossing: P.R.R. track with Cornwall R.R. track.	Semaphore	Stop	Movements over the crossing must be protected by train or engine crews except when watchman is on duty. Signals normally clear for Cornwall R.R. Co. movements.	

NOTE 1.—This crossing must be kept clear at all times when not being used in switching movements.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Siding, Yard or other Tracks	Crossing	Location	Notes
Station Track	York Haven Rd.	York Haven	
Industrial	Railroad Ave.	Shiremanstown	1
Industrial Track	All Streets	Mechanicsburg	
Watts Siding	Poorhouse Rd. Garrison Lane	North of Carlisle	
Siding Siding Siding	West Street College and North Sts. Cherry and Louther Sts.	Carlisle	
Station Track		Oakville	
Industrial Industrial	Prince St. Fayette St.	Shippensburg	
Greencastle Old Line	U. S. Route 11	South of Greencastle	
No. 2 Running Track No. 2 Running Track	Church St. Franklin St.	Hagerstown	
Industrial Siding	John Street U. S. Route 11	Martinsburg	
Industrial	Route 672	Clearbrook	
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	

NOTES:

- (1) Trains and engines using this track must stop before crossing highway and assure themselves that the automatic crossing protection is working.

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Track	Crossing	Location
Industrial	Railroad Ave.	Shiremanstown
Industrial	Fayette Street	Shippensburg

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Note
No. 2 Track & Industrial	Manor Street	Mountville	1
Industrial	York Haven Rd.	York Haven	2
Industrial	Prince Street	Shippensburg	3
Greencastle Old Line	U. S. Route 11	South of Greencastle	4
Industrial	John Street	Martinsburg	5
Industrial	Route 672	Clearbrook	2
Industrial	Wellstown Rd.	M. P. 113 north of Winchester	2

NOTES:

(1) While making shifting movements, trainmen should operate Highway Flashing light cut-out push-button, which is located on third catenary pole west of Manor Street. When shifting movements are completed, or before movement is made over crossing, cut-in push-button must be operated to start operation of these flashing light signals. Small light located at push-button will be illuminated when flashing light signals are operating.

(2) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on side of instrument case. Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.

(3) Trains must stop before fouling grade crossing and operate push-button inside small box designated PB, located on south end of instrument case.

Push-button will operate flashing light signals and must be pressed until small light at push-button is illuminated, or until entire train has passed over the crossing.

(4) While making shifting movements, trainmen should operate highway flashing light cut-out push-button which is located on side of instrument case. When shifting movements are completed or before movement is made over crossing, cut-in push-button must be operated to start operation of these flashing light signals. Small light located at push-button will be illuminated when flashing light signals are operating.

(5) Trains operating on siding must stop clear of John Street Crossing and operate push-button in box, locked with a switch-lock and marked PB located on south end of relay case, which will operate flashing light signals and must be pressed until a small light at push-button is illuminated or until entire train has passed over crossing.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Location	Crossing	Note
Rohrerstown	East Petersburg Rd.	1
Mechanicsburg	Walnut Street	2
	Arch Street	2
	Market Street	2
	Frederick Street	2
	High Street	2
	York Street	2
	Washington Street	2
Carlisle	At Passenger Station	3

NOTES:

(1) Flashing light signals are equipped with cut-out circuit in No. 1 track, extending 500 feet west of Petersburg Road crossing which will permit flashing light signals to discontinue operating after front portion of train on this track has passed over crossing to perform shifting movements. When shifting movements are completed, trainmen must protect crossing and know highway traffic is under control before movement is made over crossing.

(2) To avoid unnecessary operation cars must not be permitted to stand on either side of crossing between insulated joints approximately 70 feet north of crossing and 70 feet south thereof, while making shifting movements.

(3) Highway crossing signals discontinue operating at Pitt Street after northward trains have stopped, and at West Street after southward trains have stopped at Station on main track.

Northward and southward trains, after having stopped at Carlisle Station on main track, must approach Pitt Street and West Street prepared to stop, and not move over these crossings at grade until after highway crossing signals start operating to protect highway traffic.

1103-A7. In the event automatic highway crossing signals are not operating, before making movements over crossings specified below, a member of crew must be stationed on crossing and provide protection to pedestrian and vehicular traffic.

Location	Crossing
Lebanon track	Mt. Vernon Beverly.
Shippensburg	King Street. Fayette Street.
Greencastle Old Line South of Greencastle	Route 11
Hagerstown	Church Street. Franklin Street. Washington Street. Antietam Street.

Location	Crossing
Martinsburg	John Street.
Fayetteville	Route 30.
East Fayetteville	Route 997.
Waynesboro	Price's Crossing.
South of Bunker Hill	Route 11.
Clearbrook	Route 11.
Winchester	Fairmount Ave.

Protection For Public Highway Crossing At Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Lancaster Yard	Prince & Walnut St.	Lancaster	11.30 P. M. and 3.30 P. M.	1

NOTE 1—Not protected on Saturday, Sunday and the following holidays: New Years', Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Note—The members of the crew assigned to protect a crossing as required by this instruction, must use a red flag during daylight hours and a red and white lantern during night hours to properly warn traveling public of an approaching engine, car or train.

Track	Crossing	Location
Yard and Industrial	All	Various
Bradford Hills Quarry Inc. Track	Route 104	West of Whitford
Industrial	Manheim Avenue	Lancaster
Industrial	Route 230	Mount Joy
Industrial	Reily Street	Harrisburg Yard
Henderson Industrial	South of Main track switch	Swedeland
	Church Road	Henderson
Columbia Branch	Union and Perry Sts. (shifting movements)	Columbia
Industrial	Fridy Street	Mountville

Track	Crossing	Location
New Holland	Lancaster Avenue	East Downingtown
	Washington Avenue	East Downingtown
	To Reading Co. Station	East Downingtown
	Creek Road	East Downingtown
	Routes 122 and 322	Honey Brook
	Custer Avenue	New Holland
Pomeroy	Railroad Avenue	New Holland
	Brimmer Avenue	New Holland
	Newport Road	West of Leola
Pomeroy	Route 41	Chatham
Quarryville	All within City Limits	Lancaster
	Route 332	South of Lancaster
	Route 72	South of Baumgardner
	Route 222	New Providence
	State Street	Quarryville
Lebanon	All within City Limits	Lebanon
Industrial	Route 15	Lemoyne Yard
	Township Highway—	
	Potts track	Mechanicsburg
	Route 11—Wolf track	Chambersburg
	Leitersburg Street	Greencastle
Industrial	King Street	Martinsburg
Industrial	Amherst and Water St.	Winchester
Dillsburg	Route 641	Mechanicsburg
	Route 15	Dillsburg
Mercersburg	Route 11	South of Marion
Richmond	Route 30	Fort Loudon
Waynesboro	Route 16	Waynesboro

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
170 feet north of Hagerstown Passenger Station	Running Track	Running Track	To Running Track
Gard Block Limit Station	Main Track	Cumbo Secondary track	To Cumbo Secondary track

NOTE—Trains entering Security Lime Company track must report clear. The arrival of southward movements at Cumbo must be reported promptly to signalman Hager.

1104-C1. Signalman in charge of main track hand-operated switches when block station is in service

Location	Switches
Landis	Crossover Main Line
Roy	Crossovers Main Line and Columbia Branch.
Nest	Crossovers between Main tracks and leading into yard.

Hand-operated Switches Equipped With Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper:

Location	Switch	Cont'l'd By
Downingtown	No. 4 to Chester Valley Yard	Thorn
	No. 4 to New Holland track	Thorn
Thorndale	No. 5 track to Engine Pit track	Thorn
	No. 5 track to East ladder	Thorn
	No. 6 track to Engine Pit track	Thorn
	No. 6 track to East ladder	Thorn
	No. 5 track to West end ladder	Thorn
	No. 6 track to D track	Thorn
Coatesville	No. 6 track to D track west end	Thorn
	No. 1 track to Scully's	Thorn
	No. 1 track to Freight station	Thorn
	No. 1 track to Rambo's	Thorn
Pomeroy	No. 1 track to Kern's	Thorn
	No. 1 track to Second Ave.	Thorn
Pomeroy	No. 1 track to Pomeroy yard	Park
Parkesburg	No. 4 track to Wood's	Park
Lancaster	No. 4 track to New Holland track	Cork
	No. 4 track to R.C.A. track	Cork
	No. 4 track to Merchant Evans Co.	Cork
	No. 4 track to Industrial track	Cork
	No. 1 track to American Oil Co.	Cork
	No. 1 track to Bell Telephone Co.	Cork
	No. 1 track to Consumers Ice Co.	Cork
	No. 1 track to Consumers Pkng Co.	Cork
	No. 1 track to Rost Tobacco Co.	Cork
	No. 1 track to Dodge Cork Co.	Cork
	No. 1 track to Stock yard	Cork
	0 track to Mail and Express track, east and west end	Cork
	0 track to Wire Mill	Cork
Landis	No. 2 to No. 1 track	Landis
Roy	No. 2 track to No. 1 track main line	Roy
	No. 1 track main line to No. 2 track Columbia Branch	Roy
	No. 2 track to No. 1 track Columbia Branch	Roy
	No. 1 track to No. 2 track Columbia Branch	Roy
	No. 2 track Columbia Branch to Yard	Roy
Harrisburg	0 track to Kingan's	State
	East end of 5Y, 6Y, 7Y and 8Y Paxton St.	State
	6C track to Industrial track	Harris
Ernest	No. 2 track to Middle track	Nest
	No. 1 track to Middle track	Nest
King	No. 1 track to No. 2 track	Nest
Dale	No. 2 track to Phoenixville track	Thorn

Location	Switch	Cont'd By
Columbia	No. 1 track to Lace Mill	Cola
	No. 2 track to Columbia siding (west end)	Cola
	No. 2 track (Columbia Br.) to Reading Co.	Cola
Billmyer	No. 1 track to No. 2 track No. 1 track to J. E. Baker Co. trk. No. 2 track to J. E. Baker Co. trk.	Cola Cola Cola
Lemoyne	East leg of Wye to Little Yard	Lemo
Camp	Main Track to Secondary track Main Track to East Yard track Main Track to Industrial track	Lemo Lemo Lemo
Town	Main Track to Iron Works track	Town
Day	No. 4 track to Coal Yard track Track G to Stock Yard	Day Day
Marysv'l Yard	No. 3 track to track A No. 3 track into Yard	PF-2 PF-2

1104-D2. The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch	Notes
Smith	Facing crossover between No. 1 track and No. 2 track Trailing switch from No. 1 track to Siding	1-2

NOTES:

- (1) The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.
- (2) Electric locks of hand-operated switches may be released by manipulation of double throw switch in telephone box located on west end of tower.

1104-E1. Spring Switches Located

Location	Normal Position	Route for Which Sprung	Note
ENOLA West end track C	Track G	Track C	
PENNROAD South end of siding	Main track	Southward movement from siding to main track	
CUMBO Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	

1104-E2. Enola—Trains or engines on track C must not pass clearance point at west end of track without written instructions from switchtender 111-L.

Secondary Tracks, Running Tracks and Sidings

1105-A1. Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks, running tracks and sidings as indicated:

Secondary Tracks		
Track	Between	And
Cumbo	Gard	Cumbo Yard
Winchester	Town	Winchester
Running Tracks		
Track	Between	And
G	Spring Switch West of 111-L	PF-2
D	West End Enola	Banks
No. 4	Rockville	Banks
O	PF-2	West End Rockville Bridge
No. 3	PF-2	Rockville
A	PF-2	111-B
No. 3	Banks	PF-2
A	Banks	PF-2

1105-B1. Siding of no assigned direction at Spring must not be used in either direction without permission of signalman, Pennroad.

1105-B2. Movement on siding of no assigned direction at Pennroad, controlled by signalman, Pennroad, will be governed as follows:

Signal indication or permission of the signalman will be authority for southward movement. Permission of the signalman must be obtained for northward movement.

Track Assignments

1151-A1. Single Track

Track	Between	And
Cumberland Valley Branch	Lemo	Town

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (P.T. Div.) and Park	West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.
Park and Cork	West'd Ps gr.		East'd Frt.	East'd Psgr.
Cork and State			West'd Psgr.	East'd Psgr.
Harris and Division Post (Mld. Div.)			West'd Psgr.	East'd Psgr.

	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Williamsport Branch Between: Rockville and Division Post (Susquehanna Div.)			West'd Pgr.	East'd Pgr.
Trenton Branch Between: Division Post (N.Y. Div.) and Glen			West'd Frt.	East'd Frt.
Philadelphia and Thorndale Branch Between: Dale and Thorn			West'd Frt.	East'd Frt.
Atglen and Susquehanna Branch Between: Park and Wago Junction			West'd Frt.	East'd Frt.
Columbia and Port Deposit Branch Between: Division Post (Md. Div.) and Port			West'd Frt.	East'd Frt.
York Haven Line Between: Division Post (Md. Div.) and Lemo No. 1 and No. 2 tracks.			West'd Pgr.	East'd Pgr.
Wago Junction and Day No. 3 and No. 4 tracks	West'd Frt.	East'd Frt.		
Lemo and Day			West'd Frt.	East'd Frt.
Columbia Branch Between: Cork and Cola			West'd Pgr.	East'd Pgr.
Shocks and State			West'd Frt.	East'd Frt.

NOTE—Tracks are numbered from south to north or east to west.

Thorndale— Lancaster—
No. 5—Eastward Siding. Track A—Eastward Station track.
No. 6—Westward Siding. Track B—Westward Station track.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Notes
Marietta	Shocks	Columbia	Eastward	Cola	Cola	1 2

NOTES:

- (1) A fixed signal, or a hand signal from a switch tender routing to a secondary track will convey authority to move on that track.
- (2) Eastward movements from Shocks may be made on signal indication at Shocks. Permission must be obtained from Cola to use this track at any point between Shocks and West end of Columbia Yard.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Frazer	(S) Frazer	Division Post (P. T. Div.)	Thorn	
New Holland	(W) Downs	Suplee	Thorn	

Track	Between	And	Controlled by	Note
New Holland	(W) Suplee	Cork	Cork	
Pomeroy	(S) Pomeroy	End of track	Park	
Quarryville	(S) Lancaster	End of track	Cork	
Lebanon	(E) Conewago	9th St. Lebanon	Roy	3
Lemoyne	(S) Lemo	Camp	Lemo	1
Dillsburg	(S) Dillsburg Junction	End of track	Lemo	
Waynesboro	(S) Wood	End of track	Pennroad	
Mercersburg	(W) South Penn Junction	End of track	Pennroad	
Richmond	(N) Mercersburg Junction	End of track	Pennroad	
Cumby	(S) Gard	Cumby Yard	Hager	
Winchester	(S) Town	Winchester	Hager	2

(E) (W) (N) (S) Indicates time-table direction, from point first named.

NOTES

- (1) Southward movements from Lemo may be made on signal indication at Lemo. Permission must be obtained from Lemo to use this track at any point between Lemo and Camp.
- (2) **Rule 105** will not apply. All other Rules for Conducting Transportation as they apply to main tracks and sidings, except **Rules 201 to 223** inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for the movement of passenger extras must be in writing.
- (3) Controlled by Roy; 6.45 A. M. to 2.45 P. M. Daily except Sunday and Nov. 24, Dec. 26 and Jan. 2.
Controlled by State; 2.45 P. M. to 6.45 A. M. Daily except Sunday and Nov. 24, Dec. 26 and Jan. 2. Continuously Sunday and Nov. 24, Dec. 26 and Jan. 2.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows

Siding	Employee in Charge	Note
No. 6 Thorndale—Westward	Signalman Thorn	
No. 5 Thorndale—Eastward	Signalman Thorn	
Smith—Eastward	Signalman Cola	
Columbia—Westward	Signalman Cola	
Wood—Southward	Signalman Pennroad	1

NOTE:

- (1) Southward trains using this siding for the purpose of meeting or passing northward trains will proceed to a point south of the Western Maryland Railway overhead bridge before stopping.

1151-G1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Notes
Eastward	Rockville	Maclay St.	Eastward	Yard Master Reily	Yard Master Reily	1
Westward	Maclay St.	Rockville	Westward	Yard Master Reily	Yard Master Reily	1
No. 11	Maclay St.	Harris	Eastward	Harris	Harris	1 3
No. 12	Harris	Maclay St.	Westward	Harris	Harris	1 3
F	Day	Switch at Ramp trk. opp't yrd. office west-bnd hump.	Westward	Day	Day	3
G	Day	PF-2	Westward	Day	Day	2 3
H	Day	Switch at Ramp trk., opp't yrd. office west-bnd hump.	Westward	Day	Day	3
K	Day	Switch at Ramp trk., opp't yrd. office west-bnd hump.	Westward	Day	Day	3
No. 44	Electric Pit	East End Yard Office	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
Westward	Eastbound Hump	23-B	Westward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
Eastward	23-B	111-B	Eastward	Switch Tender 23-B	Switch Tender 23-B	1
Westward	23-B	West End Enola	Westward	Asst. Yard Master West End	Asst. Yard Master West End	1
High Line	23-B	W-11	Westward	Asst. Yard Master W. B. Hump	Asst. Yard Master W. B. Hump	1
No. 2 & No. 16 in Receiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump	Asst. Yard Master W. B. Hump	1
No. 1 & No. 2 in Receiving Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
D	West End Enola	Banks	Westward	Banks	Banks	1
C	West End Enola	Spring Switch West of 111-L	Westward	Asst. Yard Master West End	Asst. Yard Master West End	1
B	Rockville Bridge	111-B	Eastward	Rockville	Rockville	1
No. 4	Rockville	Banks	Westward	Rockville	Rockville	1
O	PF-2	West End Bridge	Eastward	Rockville	Rockville	1
No. 3	PF-2	Rockville	Eastward	Rockville	Rockville	1
A	PF-2	111-B	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
No. 3	Banks	PF-2	Eastward	Banks	Banks	1
A	Banks	PF-2	Eastward	Banks	Banks	1

NOTES:

- (1) A fixed signal, or a hand signal from a switch tender

routing to a running track will convey authority to move on that track.

- (2) Westward movements made on signal indication at Day. Permission must be obtained from Day to use this track at any point between Day and PF-2.
- (3) Movements must be made prepared to stop short of stored cars.

1151-G2. Running Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Marysville, No. 4 East yard (W)	PF-2	West end yard	PF-2	1
Marysville, Track between yards (W)	PF-2	West end yard	PF-2	1
Hagerstown (S)	Town	Hager	Hager	1

(S) (W) Indicates time-table direction, from point first named.

NOTE:

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.

PASSENGER TRAIN OPERATION

1154-A1. At stations where high train platforms are in service, trainmen will in addition to the usual station announcements warn passengers to watch their step while leaving or entering train.

1154-A2. Harrisburg—Toilet room doors of cars must be locked between Reading Co. Bridge and State Street Bridge. In case of emergency doors may be opened upon request.

1154-A3. Chambersburg—Conductors of all regular passenger trains must upon arrival report the arriving time and secure permission from signalman Pennroad before proceeding.

1154-A4. Harrisburg Terminal—Train brake tests will be made in accordance with paragraph 5 of Instruction 14, page 39, Brake and Train Air Signal Instructions 99-D-1.

It will be the duty of the inbound engineman to notify the outbound engineman verbally of the condition of the train brakes.

1154-A5. A stop must be made just prior to coupling to occupied passenger equipment.

FREIGHT TRAIN OPERATION

1155-A1. Freight trains leaving yards will move at a speed so as to permit the train crew to make inspection of train and board rear of train with safety.

1155-A2. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

1155-A3. Thorndale—Eastward freight trains, consisting of more than 75 cars, operating on Nos. 2 or 5 tracks, or eastward freight trains, consisting of more than 70 cars, operating on No. 6 track, requiring work, will (unless otherwise instructed) pull to the east end of these tracks and return to the Wharf via other tracks for such work.

Westward freight trains, consisting of more than 80 cars, operating on Nos. 3 or 6 tracks, or westward freight trains, consisting of more than 75 cars, operating on No. 5 track, requiring work, will (unless otherwise instructed) pull to the west end of these tracks and return to the Wharf via other tracks for such work.

1155-A4. Harrisburg—When signal 1015 on No. 2 track, Columbia Branch, indicates approach or stop and proceed, westward freight trains consisting of more than 25 cars will stop at signal and ask for instructions from State before proceeding.

1155-A5. Nest—When westward home signal governing movement on No. 2 track at Nest, indicates Stop, westward freight trains consisting of more than 35 cars will stop east of Gravers Road Crossing, located 1856 feet east of westward home signal, and ask for instructions from Signalman at Nest before proceeding.

Westward freight trains on No. 2 track with work at Nest will stop east of Gravers Road Crossing and ask for instructions from Signalman.

1155-A6. Day—When signal N-831 on No. 4 track, east of Day, York Haven Line, indicates approach or stop and proceed, westward trains on this track, consisting of more than 45 cars, will stop at signal and ask for instructions from Day before proceeding.

1155-A7. Shocks—When eastward home signal, governing eastward movements from No. 1 track, Columbia Branch, indicates Stop, eastward freight trains consisting of 90 or more cars, or having tonnage of 80 % or more of the prescribed engine rating, will stop at telephone one-half mile west of home signal and ask for instructions from Cola before proceeding.

1155-A8. Trainmen must not pass over container cars while cars are in motion.

1155-A9. Freight trains may take water without detaching the engines at all water stations.

1155-A10. When ready to cut off helper engine, trainmen will give engineman cut off signal. After engineman acknowledges this signal, as prescribed by Rule 14 (g), trainman will close angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on helper engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

1155-A11. At Rockville, when letter B, illuminated, is displayed on standard located 1500 feet west of Block Station

on north side of tracks, freight trains will take siding at Bridge. When letter F, illuminated, is displayed, freight trains will take siding at Fort. Before entering either siding, member of crew should attempt to communicate with the signalman at Rockville or Fidler.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. When a car is set out of a train on account of hot journal and the sponging is smoldering or on fire, the crew must make a careful inspection of the underside of wooden flooring to determine that it has not been ignited by the blaze from the hot journal and must extinguish all fire before proceeding with the train.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited. When water or fire extinguisher is not available the sponging must be pulled from the journal box and extinguished on the ground.

1156-A2. Equipment for sponging hot journals, with hose connection, located as follows:

Lancaster passenger station.	Thorndale coaling station.
Stand pipe Heaton.	Stand pipe Q.

1156-A3. Harrisburg Passenger Station—Tracks 3, 6, 7, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley Yards and all single end tracks are storage tracks.

1156-A4. Harrisburg Passenger Station—In complying with Rule 4156-A, on track 24, in addition to applying a sufficient number of hand brakes on cars left standing to make them secure, car wheels must be blocked. For this purpose a metal skate is available at this location and must be applied on running rail against car wheel. Before moving cars from this track, care must be taken to insure that the skate is removed from rail.

1156-A5. Atglen and Susquehanna Branch—When signal L-246 is in stop and proceed position, eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

1156-A6. Trenton Branch—Before entering Howellville Siding, permission must first be obtained from the train dispatcher.

1156-A7. Trenton Branch—East and west legs of Wye and tail track, Fort Hill, controlled by operator, Nest.

1156-A8. Hagerstown—

Hagerstown Yard is districted and numbered as follows:

No. 1 yard—Between yard limit board south of Town and passenger station.

No. 2 yard—Between passenger station and southward home signals, Hager.

No. 3 yard—Between southward home signals, Hager, and yard limit board south of Shomo Yard and between southward home signals, Hager, and yard limit board south thereof.

Between Town, Hager and Vardo:

The operation of the main track controlled by signalman, Hager.

All train and engine movements on main track between Town and Hager will be made on signal indication or on permission of signalman, Hager, superseding time-table superiority.

After an understanding with the signalman and under permissive signal, an engine may enter a block occupied by a passenger train, which it is to move, switch or assist.

Shifting crews must secure permission to enter and promptly report when clear, of main track.

Freight or cabin cars must not be run over the crossing at Town or Hager detached from engines or train.

Vardo Train Order Office, located at south end Shomo Yard. Norfolk and Western Railway Company time-table will be authority for movement of Norfolk and Western Railway Company first-class trains between Vardo and Hager.

Movements on main track Hager to Vardo controlled by signalman Hager.

Non-equipped yard engines and P. R. R. trains using main track within cab signal territory, Hager to Vardo, must be operated at restricted speed.

Movements on yard track between Hager and north end Shomo Yard may be made by permission from signalman Hager.

Referring to **Rule 14(1)**—Engine whistle must be sounded approaching a street or highway crossing when an adjoining track is occupied by another train or draft of cars.

Rule 30 will apply.

Automatic highway crossing gates and flashing light signals at Wilson Boulevard and Virginia Avenue.

Small sign boards, one stenciled Clear Crossing, are located 70 feet north and south of each crossing, one stenciled Yard Crossing Limits, erected 250 feet north and south of these crossings, one stenciled Main Crossing Limits, located 1200 feet north and south of the crossing.

When either a northbound or southbound train or engine on main track, after passing the Main Crossing Limit sign is delayed before reaching the Clear Crossing sign, the gates will, after a short interval has elapsed, operate to the raised position.

When such train resumes movement and proceeds past the Clear Crossing sign, the gate will operate to and remain in the down position until the rear of the train passes over the crossing.

These gates will also operate in the same manner for either a northbound or southbound train or engine on the yard running track located west of the main track after passing the Yard Crossing Limit signs.

Trains, engines or cars must not move over these crossings until the gates have operated to the down position.

Shifting movements over these crossings must not be made when gates are not in down position unless they are protected by a member of the train crew.

A green indicator light, located on pole on east side of tracks at each crossing, will be illuminated when the gates are in down position.

SPEED RESTRICTIONS

1157-A. Speed Table

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line										
Between:										
Division Post (P.T. Div.) and Thorn										
			75	50	70	50	70	50	75	50
Thorn and Park			75	50	60	50	70	50	75	50
Park and Cork			75	50			70	50	75	50
Cork and State							75	50	75	50
Harris and Division Post (Mid. Div.)							75	50	75	50
With MU engines										
Division Post (P.T. Div.) and Park										
			65		60		65		65	
Park and Cork			65				65		65	
Cork and State							65		65	
With P-5a engines										
Division Post (P.T. Div.) and Park										
			70	50	60	50	70	50	70	50
Park and Cork			70	50			70	50	70	50
Cork and State							70	50	70	50
With Steam Freight Engs.										
			50		50		50		50	
Williamsport Branch										
Between:										
Rockville and Division Post (Susq. Div.)										
							60	45	60	45
Trenton Branch										
Between:										
Division Post (N.Y. Div.) and Glen										
							40	40	50	50
Phila. and Thorndale Branch										
Between:										
Dale and Thorn										
							40	40	50	50

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Atglen and Susquehanna Branch	Miles per Hour									
Between:										
Park and M.P. 3							45	45	45	45
M.P. 3 and Wago Jet.							40	40	40	40
Columbia and Port Deposit Branch	Miles per Hour									
Between:										
Division Post (Md. Div.) and Port							30	30	30	30
York Haven Line	Miles per Hour									
Between:										
Division Post (Md. Div.) and Lemo			40	40	40	40	60	40	60	40
Lemo and Day			25	25	25	25	25	25	25	25
Columbia Branch	Miles per Hour									
Between:										
Cork and Cola							40	35	40	35
Shocks and Roy							40	35	40	35
Roy and State							50	35	50	35
Cumberland Valley Branch	Miles per Hour									
Between:										
Lemo and Town	40	35								
Hager and Vardo	30	20								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

1157-C2. Wreck Trains

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (P.T. Div.) and Division Post (Mid. Div.)		
Passenger Tracks	50	40
Freight Tracks	40	30
Williamsport Branch		
Between:		
Rockville and Division Post (Susq. Div.)	35	25
Trenton Branch		
Between:		
Division Post (N.Y. Div.) and Glen	35	30
Philadelphia and Thorndale Branch		
Between:		
Dale and Thorn	35	30
Atglen and Susquehanna Branch		
Between:		
Park and Wago Jet.	35	30
Columbia and Port Deposit Branch		
Between:		
Division Post (Md. Div.) and Port	30	30
York Haven Line		
Between:		
Division Post (Md. Div.) and Lemo	35	30
Lemo and Day	25	25
Columbia Branch		
Between:		
Cork and Cola	35	30
Shocks and State	35	30
Cumberland Valley Branch		
Between:		
Lemo and Town	35	30
Winchester Secondary Track		
Between:		
Town and Winchester	30	25
Frazer, New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, Mercersburg and Richmond Secondary Tracks Over Entire Track	15	10

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (P.T. Div.) and Division Post (Mid. Div.)	30	30	20
Williamsport Branch Between: Rockville and Division Post (Susq. Div.)	30	20	20
Trenton Branch Between: Division Post (N.Y. Div.) and Glen	30	30	20
Philadelphia and Thorndale Brch. Between: Dale and Thorn	30	30	20
Atglen and Susquehanna Branch Between: Park and Wago Jct.	30	30	20
Columbia and Port Deposit Branch Between: Division Post (Md. Div.) and Port	30	30	20
York Haven Line Between: Division Post (Md. Div.) and Lemo Lemo and Day	30 25	30 25	20 20
Columbia Branch Between: Cork and Cola Shocks and State	30 30	30 30	20 20
Cumberland Valley Branch Between: Lemo and Town	30	30	20
Winchester Secondary Track Between: Town and Winchester	30	30	20
Frazer, New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, Mercersburg and Richmond Secondary Tracks Over Entire Track	15	15	10

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line

Miles
per Hr

1157-C4. Circus Trains	*30
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels — see Rule 4155-A. —on straight track..... —on curves.....	*30 20
1157-C6. Freight trains that consist of 85 per cent or more of mineral freight, except ore..... Trains with open top cars loaded ore..... NOTE —When handling such trains conductors must know that enginemen have been so advised.	*40 *30
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks....	*20 15 5
*When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic , except where Rule 261 is in effect: Main Line—Passenger Trains..... —Freight Trains.....	50 40
Williamsport Branch—Passenger Trains..... —Freight Trains.....	50 40
Trenton Branch—Passenger Trains..... —Freight Trains.....	40 40
Philadelphia and Thorndale Brch.—Passenger Trains..... —Freight Trains.....	40 40
Atglen and Susquehanna Branch—Passenger Trains..... —Freight Trains.....	40 40
Columbia and Port Deposit Branch—Passenger Trains..... —Freight Trains.....	30 30
York Haven Line—Passenger Trains..... —Freight Trains.....	50 40
Columbia Branch—Passenger Trains..... —Freight Trains.....	40 35
1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE —For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	65

Main Line	Miles per Hr
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	20
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turn-outs, over highway and railroad crossings and when passing trains on adjacent tracks	5
1157-C15. Trains having in consist Foamite fire fighting cars.....	50
NOTE—Conductors must notify enginemen when car is in train.....	
1157-C16. Portable ballast cleaning outfits.....	20

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech end Forward	Breech end Trailing
	Miles per Hour	
Main Line		
Between:		
Division Post (P.T. Div.) and Division Post (Mid. Div.)	40	20
Williamsport Branch		
Between:		
Rockville and Division Post (Susq. Div.)	40	20
Trenton Branch		
Between:		
Division Post (N.Y. Div.) and Glen	40	20
Philadelphia and Thorndale Branch		
Between:		
Dale and Thorn	40	20
Atglen and Susquehanna Branch		
Between:		
Park and Wago Junction	40	20
Columbia and Port Deposit Branch		
Between:		
Division Post (Md. Div.) and Port	30	15
York Haven Line		
Between:		
Division Post (Md. Div.) and Lemo	40	20
Lemo and Day	25	10
Columbia Branch		
Between:		
Cork and Cola	35	15
Shocks and State	35	15
Cumberland Valley Branch		
Between:		
Lemo and Town	35	20
Winchester Secondary Track		
Between:		
Town and Winchester	30	15

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that enginemen have been so advised.

1157-C26. The speed restrictions applying to freight trains at specified points on division will also apply to military trains consisting entirely of freight equipment, or of mixed passenger and freight equipment. Military trains consisting entirely of passenger equipment will be governed by speed of passenger trains.

1157-C27. Steam trains hauling rail motor cars must not exceed a speed of 20 miles per hour.

1157-C28. Mechanicsburg—Trains entering United States Naval Supply Depot must approach east and west gates prepared

to stop unless it is seen or known that gate is open. Trains or engines must not exceed a speed of 15 miles per hour and be prepared to stop short of train or obstruction.

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified

	Miles per Hr
Non-Interlocked turnouts—diverging movements, except class M-1, I-1, J, Q, T and HH-1 engines through No. 8 crossovers and turnouts.....	15

	Miles per Hour	
	Forw'd	Back'wd
Class M-1, I-1, J, Q, T and HH-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	10	5

This will apply at the following locations:

Main Line:

Steelton and Highspire Yards.

All crossover and turnout switches.

Harrisburg Yard:

All hand-operated crossover and turnout switches.

Enginehouse territory.

Hand-operated crossover between No. 1 and No. 2 track, 1700 feet west of Maclay Street Overhead bridge.

TRENTON BRANCH:

Ernest Yard:—Turnout switches, east end of east yard.

COLUMBIA BRANCH:

Royalton Yard:—Turnout switches to No. 1 and No. 2 yard tracks.

Enola Yard:

West end westward receiving yard.

East end westward classification yard.

Cabin tracks, west end westward classification yard.

West end eastward classification yard.

Cabin tracks, east end eastward classification yard.

Switches, west end coal storage yard, 23-B.

Enginehouse territory.

CUMBERLAND VALLEY BRANCH:

Lemoyne:

Facing point interlocked switch, main track, leading to east leg of Wye, located 400 feet south of Lemo.

Hagerstown:

Interlocked crossover, main track to No. 2 track, north of Hager.

Cumbo Yard:

Turnout switches, south end track 0 and No. 1, yard F.

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified

Main Line:	Miles per Hr
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
Curve west of Atglen No. 2 track.....	55
Curve at Gap.....	50
Curve west of Gap.....	50
Eastward freight trains No. 1 track, Main Line, between first home signal, Reading Co. Crossing and Lancaster Station.....	30
Curve west of Middletown.....	70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....	50
—Freight Trains.....	25
1st Curve west of Harris Interlocking.....	30
Curve west of Maclay Street.....	50
Curve east of Rockville.....	50
Curve at Rockville.....	30
Curve west end Rockville bridge No. 1 track.....	30
Curve west end Rockville bridge No. 2 track.....	40
1st Curve east of Banks.....	60
1st Curve west of Banks.....	60
Williamsport Branch:	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
Atglen and Susquehanna Branch:	
Trains on No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
New Holland Secondary Track:	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Columbia Branch:	
Curve 5000 feet west of Block Signal C-697.....	40
Curve 8254 feet west of Block Signal C-697.....	35
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
Curve to York Secondary Track (Md. Div.).....	15
Curve 855 feet east of Block Signal C-962 (Red Hill).....	35
Curve between home signals, Roy.....	35
York Haven Line:	
1st and 2nd Curves west of York Haven.....	45
Curve west of Goldsboro.....	45
1st and 2nd Curves east of Lemo.....	30
Curve between York Haven Line and Cumberland Valley bridge.....	10
Crossing frogs, Lemo.....	15
West Leg of Wye, Lemo except HH-1 engines.....	10
West Leg of Wye, Lemo with HH-1 engines.....	5
Curve west of Lemo.....	25
Bridge 83.16 west of Lemo.....	25
Lebanon Secondary Track:	
Bridge 16.29 Cornwall Class L-1 engines.....	15
Cumberland Valley Branch:	
Curve at Watts.....	35
Bridge 41.14 North of Pennroad, Reading Connection.....	20
Bridge 41.25 North of Pennroad, Reading Connection.....	20
Bridge 41.36 North of Pennroad, Reading Connection.....	20
Winchester Secondary Track:	
Switches and Crossings at Town and Hager.....	15
Wye at Hagerstown.....	5

Waynesboro Secondary Track:		Miles per Hr
Bridge 10.30 North of Mont Alto.....		15
Bridge 11.96 South of Knepper.....		15
Bridge 14.00 North of Nunnery.....		15
Mercersburg Secondary Track:		
Bridge 61.37 Hother (see note).....		15
Bridge 70.20 Mercersburg Jct. (see note).....		15
Wye Mercersburg Junction.....		10
NOTE—Cars of gross load of 210,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from engine under steam and other loaded cars by two empty cars, when moving over these bridges.		
Speed Ordinances:		
Mechanicsburg.....		20
Carlisle.....		20
Shippensburg.....		6
Hagerstown.....		12
Martinsburg.....		10
Winchester.....		12
Waynesboro.....		6

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with Train
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
E.....	35	50	75
G.....	35	50	75
H.....	35	40	50
HH-1.....	25	35	35
I.....	25	40	50
J.....			
K.....	35	50	75
L.....	35	40	50
M (Psgr. Service).....	35	50	75
M (Frt. Service).....	35	50	50
N.....	30	40	50
Q.....	40	40	50
T.....	40	50	75
Reading Co. Class K and I.....	25	40	50
Rail Motor Cars.....	65	65	65

Class Electric Engines	Miles per Hour	
	Light	with Trains
B.....	25	25
DD.....	50	50
E2B, E3B, E2C.....	50	50
GG (Psgr. Service).....	50	75
GG (Frt. Service).....	50	50
L.....	50	50
O.....	50	75
P (Psgr. Service).....	50	70
P (Frt. Service).....	50	50
R.....	50	75
MU engines (with Trains).....		65

Class Diesel Engines	Miles Per Hour	
	Light	With Train
Road:		
Passenger Engines.....	60	75
Freight Engines.....	50	50
Combined Passenger and Freight Engines:		
Passenger Service.....	50	75
Freight Service.....	50	50
All-Purpose Engines.....	50	65
Road Shifters:		
All Classes.....	50	50
Yard Shifters:		
All Classes.....	50	50
except,		
A6.....	20	20
A6B.....	20	20
GS4.....	30	30
ES6.....	40	40

NOTE—

Road Diesel Engines

First letter designates builder:

"A"—American Locomotive Works—General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower.

"40"—4000 Horsepower.

"16"—1600 Horsepower.

"45"—4500 Horsepower.

"20"—2000 Horsepower.

"48"—4800 Horsepower.

"22"—2250 Horsepower.

"50"—5000 Horsepower.

"30"—3000 Horsepower.

"60"—6000 Horsepower.

"32"—3200 Horsepower.

"64"—6400 Horsepower.

Final letter indicates special features as follows:

"A"—Changed or some variation in original design.

Yard Diesel Engines

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks
	B	C	E, H-8	G, AP20, BP20, EP20, EP22, FP20, FP20A	H8-9-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N	Q	T	
CHRISTIANA:														
Mullen & Faddis track..... (1)						X	X				X	X	X	X
GAP:														
Coal & Lumber track.....						X	X				X	X	X	X
Feed Mill track.....						X	X				X	X	X	X
VINTAGE: John Hess track..... (12)	X	X			X	X	X	X	X	X	X	X	X	X
LEAMAN PLACE:														
Paradise track.....						X	X	X	X	X	X	X	X	X
Deallinger track..... (1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BIRD IN HAND:														
Warehouse track.....						X	X				X	X	X	X
WITMER: Stauffer track.....						X	X	X			X	X	X	X
LANCASTER:														
Bridge 67.54.....						40	X					40	X	X
Industrial track.....						X	X	X	X	X	X	X	X	X
R. C. A. track.....						X	X	X	X	X	X	X	X	X
Armstrong Cork track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Dydes Laundry Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Bearings Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Penn Gas Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Malleable Casting.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Hay Sliding.....		X	X	X	X	X	X	X	X	X	X	X	X	X
D. Knight Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Rost Tobacco Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Hubley Mfg. Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Bogar Lumber Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Peoples Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
L. C. Smith Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Burnham Boiler Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Kimmel Sons track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Nos. 1 & 2 tracks, No. 1 yard.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Champion Blower and Forge Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
General Cigar Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
B. B. Martin Lumber Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Old Engine house yard.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Raub Supply track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Reading Term. Con.....		X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks No. 2 yard.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Ready Mixed Concrete Co. trk.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Consumers Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks Freight Station.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks Eshelms Feed Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Paint Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Herr Co. No. 2 track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Lancaster Co. Tobacco Growers.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Herr Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Stauffer Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Hallers Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Betts Coal Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Cotton Mill track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Gas Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Miller Junk Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Fleck Marshall track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Lancaster Iron Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Winstead Tobacco.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Livingston track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Penna. Power & Light Co. trk.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Ice Plant track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
WEST OF LANCASTER:														
H. J. Lamparter track.....						X	X				X	X	X	X
LANDISVILLE:														
Interchange track.....					X			X	X	X	X	X	X	X
Warehouse track.....					X			X	X	X	X	X	X	X
Naseley track.....					X			X	X	X	X	X	X	X
Long & Taylor track.....					X			X	X	X	X	X	X	X
Helmsland Co. track.....					X			X	X	X	X	X	X	X
MOUNT JOY:														
S. R. Snyder track.....					X			X	X	X	X	X	X	X
Grey Iron Casting.....					X			X	X	X	X	X	X	X
C. Shook track.....					X			X	X	X	X	X	X	X
Geberick Payne Co.....					X			X	X	X	X	X	X	X
Leedom Coal Co..... (1)					X			X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks
	B	C	E, H-8	G, AP20, BP20, EP20, EP22, FP20, FP20A	H8-9-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N	Q	T	
FLORIN:														
Bachman Chocolate Co. track.....						X	X				X	X	X	X
Foundry track.....						X	X				X	X	X	X
Stock track.....						X	X				X	X	X	X
Farm Bureau Assn.....						X	X				X	X	X	X
RHEEMS:														
Wenger Feed Mill track.....						X	X				X	X	X	X
ELIZABETHTOWN:														
A. Buch Sons Co. both trks. (8)				X		X	X	X	X	X	X	X	X	X
Klein Chocolate Co. track.....				X		X	X	X	X	X	X	X	X	X
Warehouse track.....						X	X	X	X	X	X	X	X	X
Grubb and Brannemans track.....						X	X	X	X	X	X	X	X	X
Hoffer Bros. track.....						X	X	X	X	X	X	X	X	X
Stock & Sinclair track.....						X	X	X	X	X	X	X	X	X
Muth Bros. track..... (1)				X	X	X	X	X	X	X	X	X	X	X
Farmers Ferts. Works.....				X		X	X	X	X	X	X	X	X	X
Masonic Home track.....				X		X	X	X	X	X	X	X	X	X
MIDDLETOWN:														
Brick Yard track.....						X	X	X	X	X	X	X	X	X
New Sliding.....				X	X	X	X	X	X	X	X	X	X	X
Bridge 84.74.....						40	X			45	40	45	X	X
Deatrick Coal Co. track..... (1)				X	X	X	X	X	X	X	X	X	X	X
Metropolitan Edison Co.....						X	X	X	X	X	X	X	X	X
Wincoff Stove Co. track.....						X	X	X	X	X	X	X	X	X
Boiler Works track.....						X	X	X	X	X	X	X	X	X
Fuelane Co. track.....						X	X	X	X	X	X	X	X	X
Aviation track..... (1)						X	X			X	X	X	X	X
HIGHSPIRE:														
Bridge 97.04 east of Highspire.....						40	X				40		X	X
Beth. Steel Co. Boiler Works.....						X	X	X	X	X	X	X	X	X
Yard tracks 1, 2, 3.....						X	X	X	X	X	X	X	X	X
Wheatena Corp. track.....						X	X	X	X	X	X	X	X	X
Hosley Mill track.....						X	X	X	X	X	X	X	X	X
HARRISBURG:														
Passenger Station..... (2)							X				X			
ROCKVILLE:														
East end of bridge to west end of interlocking including curve track B and west leg of "Y".....						B	5		B	5	B	5	B	5
Rockville yard all tracks except No. 3 track.....						X	X	X		X	X	X	X	X
No. 3 track (most southerly track).....							X	X			X	X	X	X
TRENTON BRANCH														
PLYMOUTH MEETING:														
Lavino's track.....				X		X	X	X	X	X	X	X	X	X
HENDERSON track.....						X	X	X	X	X	X	X	X	X
SWEDLAND track.....							X			X	X	X	X	X
PHILA. & THORNDALE BRCH.:														
Bridge 24.74 west of Dale.....						30	X				30		X	
ATGLEN AND SUSQUEHANNA BRANCH:														
Bridge 13.54 2nd bridge west of Block signal L-125.....						30	X				30		X	
YORK HAVEN LINE:														
York Haven Paper Mill track.....						X	X	X	X	X	X	X	X	X
Bridge 88.83 west of York Haven Nos. 1 & 2 tracks.....						30	X			40	30		X	
Cly "Y".....						X	X	X	X	X	X	X	X	X
Bridge 72.05 east of Goldsboro Nos. 1 & 2 tracks.....						30	X			50	30	50	X	

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 8-wheel trucks
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	H8-9-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N	Q	T	HH-1	P5, GG1, R1, E2B, E3B, E2C	
MARSH RUN: U. S. Depot track		X				X	X	X	X	X	X	X	X	X	X	X
Bridge 82.72 east of Lemo No. 1 track						50	X					50		X		
LEMO: Curve to C. V. Bridge						X	X		B 5	X	X	X	X	X	X	X
West leg of "Y"						X	X	X		X	X	X	X	5	X	
COLUMBIA BRANCH: Bridge 70.00 west of Lancaster						25	X			X		25		X		
Sico Oil Co.						X	X					X		X		X
ROHERSTOWN: Miller and Bushong						X	X			X		X		X		X
Station track						X	X			X		X		X		X
WEAVERS: Newcomers Mill track						X	X			X		X		X		X
MOUNTVILLE: Station track						X	X			X		X		X		X
Paper Mill						X	X			X		X		X		X
New Holland Machine Co.			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Brick Co. track (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
COLUMBIA: Bridge 78.88 east of Columbia						25	X			35	35	25	35	X		
Gas Company		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Curve to York Breh				A		A	X	A		A	A	A		X		
Crossover to Reading Co.						X	X			X	X	X		X		
Keeley Stove Co. (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 2 track to west end						X	X			A		A		X		
MARIETTA: Station track						X	X			X		X		X		
Cargill track						X	X			X		X		X		X
Zelgler Coal Co. track (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
O'Connor Coal track		X		X		X	X	X	X	X	X	X	X	X	X	X
Baker Tobacco Co. track		X		X		X	X	X		X	X	X	X	X	X	X
BILLMYER: All tracks except track adjacent to main track		X		X		X	X	X	X	X	X	X	X	X	X	X
No. 8 track to Rotary Mill		X		X		X	X	X	X	X	X	X	X	X	X	X
FRAZER track (3)		X		X		X	X	X	X	X	X	X	X	X	X	X
NEW HOLLAND track (11)						X	X	X	X	X	X	X	X	X	X	X
COATESVILLE (Strode Ave.) track				X		X	X	X	X	X	X	X	X	X	X	X
POMEROY track		X		X		X	X	X	X	X	X	X	X	X	X	X
BUCK RUN: General Paper Co. (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
QUARRYVILLE track		X		X		X	X	X	X	X	X	X	X	X	X	X
LEBANON track Bridge 16.29 west of Cornwall (9)		X				X	X	X	15	X	X	X	X	X	X	X
HARRISBURG-STEELTON: Freight Station track						X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks
	B	C	E H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	H8-9-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N	Q	T	HH-1	K-1sa, I-10s, I-9s	
CUMBERLAND VALLEY BRCH. CAMP:																
General Foods Corp. (4)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Summit Corp. (1)				X			X				X	X	X			
MECHANICSBURG:																
Beltzel track		X		X		X	X	X	X	X	X	X	X	X	X	X
D. Wilcox Co. track		X		X		X	X	X	X	X	X	X	X	X	X	X
CARLISLE:																
Ettinger & Sons tracks				X		X	X	X	X	X	X	X	X	X	X	X
Beetern slide track		X		X		X	X	X	X	X	X	X	X	X	X	X
Land & Improvement Co. track ..		X		X		X	X	X	X	X	X	X	X	X	X	X
SHIPPENSBURG:																
Bridge 37.85 nor. of Shippensburg						25	X			40		25	40	25	25	
Elevator track		X		X		X	X	X	X	X	X	X	X	X	X	X
SCOTLAND: Orphans School track																
		X		X		X	X	X	X	X	X	X	X	X	X	X
Bridge 48.66 north of Wood							X			45			45			
CHAMBERSBURG:																
Rots Lumber Co. track		X		X		X	X	X	X	X	X	X	X	X	X	X
Trk. inside T.B. Wood Sons gate		X		X		X	X	X	X	X	X	X	X	X	X	X
Wolf slide track north of bridge at College		X		X		X	X	X	X	X	X	X	X	X	X	X
Wolf Slide track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connection with W. M. at Engineering Co.		X				X		X	X	X	X	X	X	X	X	X
Tracks at reclamation plant, yard and No. 8 track along erecting shop		X		X		X	X	X	X	X	X	X	X	X	X	X
Slyder track		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Second St. Crossing		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Electric Light & Speer Co. track ..		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Former paint shop tracks and delivery tracks west of Freight Station, including switch near track scales		X				X	X	X	X	X	X	X	X	X	X	X
Hollinger track		X				X	X	X	X	X	X	X	X	X	X	X
House & Transfer tracks		X				X	X	X	A	X	X	X	X	X	X	X
Speer low track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 51.87 south of Chambersburg						30	X			40		30		30	30	
GREENCASTLE:																
Milk track		X		X			X			X	X	X	X	X	X	X
Omwake and Oliver		X		X		X	X	X	X	X	X	X	X	X	X	X
Bridge 63.91 south of Greencastle ..						35	X			40	40	30	40	35	35	
WINCHESTER TRACK																
HAGERSTOWN:																
North ladder No. 1 yard		X				X	X	X	X	X	X	X	X	X	X	X
Storage and transfer track No. 1 yard		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 1 west, No. 1, 2 east transfer tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other transfer tracks		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Merchant Wholesale Grocery Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J. W. Myers Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Oil track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Back Stockyard track						X	X	X	X	X	X	X	X	X	X	X
Bridge 82.13 Potomac River						25	X			25	25	25	25	25	25	
CV-87:																
DuPont tracks						X	X	X	X	X	X	X	X	X	X	X
BERKELEY:																
Security Cement & Lime Co. track ..	X					X	X	X	X	X	X	X	X	X	X	X
W. S. Frey track						X	X	X	X	X	X	X	X	X	X	X
MARTINSBURG:																
Bridge 92.56 nor. of Martinsburg ..						20	X			20	20	20	20	X	X	
North leg of "Y"	X					X	X			X	X	X	X	X	X	X
South leg of "Y"	X					X	X	X	X	X	X	X	X	X	X	X
Thorn Lumber Co. south trk. (1) ..	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	H8-9-10, AF15, BF15, BF16, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N	Q	T	HH-1	K-1sa, I-10s, I-9s	
WINCHESTER TRACK, Cont.																
Berkeley Grocery Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
City Water Works track.....(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Other yard & Industrial tracks.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Bridge 106.56 south of Ridgeway	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Tracks south of Martinsburg....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
DILLSBURG track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Bridge 15.15 north of Dillsburg..	X	X	15	15	15	X	X	X	X	X	X	X	X	X	X	
WAYNESBORO track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
MERCERSBURG track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Bridge 61.37-Hother.....(9)	15	X	X	15	15	X	X	X	X	X	X	X	X	X	X	
Bridge 70.20-Mercersb'g Jct.(9)	15	X	X	15	15	X	X	X	X	X	X	X	X	X	X	
RICHMOND track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

NOTE—

- (1) Engines must not use track beyond point designated.
- (2) Class Q engines restricted due to close clearance catenary in Passenger Station area tracks Nos. 1 to 9 inclusive.
Tracks No. 1 and No. 2 Harrisburg Gas Company overhead pipe crossing west of Paxton Street, Paxton Street overhead bridge, and Dock Street overhead bridge.
Class T engines restricted track No. 9 due to overhead clearance passenger bridge.
Storm windows of Class Q and T engines must be closed.
- (3) Class E, G, K, L and all Road Diesel engines may use main track only; Class I, M, N, Q, and T engines may use track only between Frazer and Morstein.
- (4) Yard Diesel Engines, only, permitted on these tracks.
- (5) Engine must not be used on bridge or trestle.
- (6) Engines must not go beyond P. R. R. portion of this track.
- (7) Class K-2 engines without flanges on middle drivers and Class K-4 engines may turn.
- (8) All classes of engines are permitted to use track to secure water at plug.
- (9) Diesel engines, except class AS-16a and BS-24m, may operate double headed over the following bridges:
Bridge 16.29—West of Cornwall.
Bridge 61.37—Hother.
Bridge 70.20—Mercersburg Jct.
Single unit diesel engines class AS-16a and BS-24m, may operate over these bridges not exceeding 15 miles per hour.

When double headed or moving disabled engines of any other class, all engines must be separated and moved singly over these bridges, unless there are four cars between the engines.

- (10) Maximum speed on Nos. 1, 3 and 6 tracks:—

TRACKS	CLASS OF ENGINES						
	I, C, Q	M	L, K, T, BH50, BP60A	H8-9-10	G	P5, E2B, E3B, E2C	GG1, R1, All diesels except BH50 & BP60A
1	10	20	30	45	50	70	75
3	10	20	30	45	50	60	60
6	10	20	30	45	50	60	60

- (11) The following classes of engines are prohibited from using A. O. Smith Co. plant track east of Leola:

All Steam Engines.

All Road Diesel Engines.

Yard Diesel Engines, FS-10 and FS-20.

- (12) Class E, G and H-6 engines restricted to 5 miles per hour. Class AP20, BP20, EP20, EP22, FP20 and FP20A Diesels restricted to 10 miles per hour.

1160-B1. Other Equipment Restrictions

WINCHESTER SECONDARY TRACK:

Trains consisting of Norfolk and Western Railroad class J locomotive and PM passenger car equipment must not exceed a speed of 15 mile per hour over Bridge 82.13 south of Williamsport and 20 mile per hour over Bridge 92.56 north of Martinsburg.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc., except as follows:

	Between	And	Bridge
Main Line	Paoli	Banks	
Trenton Branch	Glen	Div. Post (N.Y. Div.)	
Phila. & Thorndale Branch	Dale	Thorn	
Atglen & Susquehanna Branch	Park	Wago Jct.	
York Haven Line	Wago Jct.	Day	

	Between	And	Bridge
Columbia Branch	Cork	Cola	
	Shocks	State	
Cumberland Valley Branch	Lemo	Town	
Winchester Track	Town	Gard	

NOTE:

This derrick is prohibited on all industrial and other tracks subject to restrictions of the I class locomotives and at authorized speeds as shown in Special Instruction 1160-A1, and Movement of Wreck Trains.

Movement Of Cars, Maximum Weight

1160-C2. A maximum weight of 251,000 lbs. (car and lading) can be handled over the Philadelphia Division except as follows:

Cars exceeding maximum weight (car and lading) of 210,000 lbs. must not be accepted for movement over the following tracks:

John Hess track, Vintage.	Waynesboro track.
New Holland track.	Mercersburg track.
Pomeroy track.	Richmond track.
Dillsburg track.	

Overhead Clearance

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

LOCATION	BETWEEN
Frazer Track	West Chester and Fern Hill
New Holland Track	Downs and Cork
Pomeroy Track	Pomeroy and Chatham
Lancaster Yards	Lancaster Freight Station and connection with Columbia Branch
Quarryville Track	Lancaster and Quarryville
Lebanon Track	Conewago and Lebanon
Harrisburg Yard	Maclay Street and Rockville
Williamsport Branch	Rockville and Div. Post (Susq. Div.)
Enola—Marysville Yards	Day and Banks
Marietta Track	Columbia and Shocks
York Haven Line No. 1 and No. 2 tracks	Wago Junction and Cly
Cumberland Valley Branch	Lemoyne and Town
Dillsburg Track	Dillsburg Junction and Dillsburg
Mercersburg Track	South Penn Jet. and Mercersburg
Winchester Track	Town and Winchester

1163-A2. Employees are warned that close clearance exists between No. 13 and No. 14 tracks east end Harrisburg passenger station and will not clear a man on side of car or engine.

1163-B1. Unless adjacent tracks are clear, the following classes of engines must not be operated at the location indicated below.

Class of Engine	Location	Tracks
T HH	Main Line	
	Curve East End Rockville Bridge	No. 2 & No. 3 No. 1, No. 2 & No. 3
T AP-20, BP-20, FP-20, EP-20, EP-22, AF-15, BF-15, BF-16, EF-15, EF-15A, EH-15, FF-20, BP-60A, BH-50	York Haven Line	
	Curve at York Haven	No. 4
Q	Main Line	
	Curve at Malvern	No. 2, No. 3 & No. 4
	1st Curve West of Malvern	No. 2, No. 3 & No. 4
	2nd Curve West of Malvern	No. 1 & No. 3
	Curve 1200 feet West of Block Signal 295	No. 1, No. 2, No. 3 & No. 4
	Curve 3850 feet West of Block Signal 295	No. 1, No. 2, No. 3 & No. 4
	Curve 2630 feet East of Downs	No. 1, No. 2 & No. 3
	1st Curve West of Caln	No. 1 & No. 3
	2nd Curve West of Caln	No. 1
	Curve East of Gap	No. 1
	Curve at Gap	No. 1 & No. 2
	Curve West of Gap	No. 1 & No. 2
	Curve 3960 feet West of Block Signal 521	No. 2
	1st Curve West of Gordonville	No. 1 & No. 2
	2nd Curve West of Gordonville	No. 1 & No. 2
	Curve 4130 feet West of Block Signal 591	No. 1 & No. 2
	Curve at Bird-in-Hand	No. 1 & No. 2
	Curve East End Rockville Bridge	No. 1, No. 2, No. 3 & No. 4

Class of Engine	Location	Tracks
Q	York Haven Line	
	1st Curve West of York Haven	No. 1, No. 2 & No. 4
	2nd Curve West of York Haven	No. 1, No. 2, No. 3 & No. 4
	Columbia Branch	
	1st & 2nd Curve 8254 feet West of Block Signal C-697	No. 1 & No. 2
	Curve 338 feet East of Block Signal C-750	No. 1
	Curve 3372 feet East of Block Signal C-776	No. 1 & No. 2

USE OF TELEPHONES

Trainphone

1164-A1. Trainphone in service:

	Between	And
Main Line	Harrisburg and Enola	Division Post (Mid. Div.)
Williamsport Branch	Rockville	Division Post (Susq. Div.)
York Haven Line	Division Post (Md. Div.)	Lemo

1164-A2. Instructions covering use of telephones or train-phones as outlined on card effective January 22nd, 1949 and posted at all telephone locations, must be followed.

ELECTRICAL OPERATION

1167-A1. Power Directors are located and have jurisdiction as follows:

HARRISBURG STATION: HARRISBURG.

Power Zone 8: Between Division Post, (P.T. Div.) and eastern limits Cork Interlocking, east of Conestoga Creek Bridge.

Between Division Post (N.Y. Div.) Trenton Branch and M.P. 22 (Smith) Atglen and Susquehanna Branch.

Power Zone 9: Between eastern limits Cork Interlocking, east of Conestoga Creek Bridge and Lane Hump, Harrisburg.

Between M.P. 22 (Smith) Atglen and Susquehanna Branch and Enola Yards, including Columbia Branch.

1167-A2. Following tracks equipped for A. C. electrical operation.

MAIN TRACKS.

MAIN LINE.

All main tracks and main track crossovers, between Division Post (P.T. Div.) and Harrisburg.

LANCASTER:

Station tracks A and B. No. 0 track. Mail and Express track. Spur track.

STATE:

No. 2 track State to Lemo. 12E, 13E and 14X tracks. No. 0 and 9C tracks to A.C. motor stop sign.

HARRIS:

Nos. 1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33 and No. 2 westward main track to A.C. motor stop sign.

TRENTON BRANCH:

No. 1 and No. 2 tracks, between Division Post (N.Y. Div.) and Glen. Also Interlocked switches Dale.

Crossover Heaton.

Crossover Fort Hill.

Nest—Crossover No. 1 track to Middle Track, Ladder track, Middle track to No. 2 track.

Shop track.

Crossover Rambo.

Crossover King.

PHILADELPHIA AND THORNDALE BRANCH:

No. 1 and No. 2 tracks between Dale and Thorn.

ATGLEN AND SUQUEHANNA BRANCH:

No. 1 and No. 2 tracks between Park and Wago Junction.

Crossover at Q.

Crossover west end and east end Smith siding.

Interlocked switches Port, Manor, Cola, Lake and Shocks.

COLUMBIA AND PORT DEPOSIT BRANCH:

Cres to Port.

YORK HAVEN LINE:

No. 3 and No. 4 tracks Wago Junction and Cly.

No. 1, No. 2, No. 3 and No. 4 tracks between Cly and Day.

Cly—Interlocked crossovers No. 1 to No. 4 tracks, also interlocked crossover No. 3 to No. 4 track.

Lemo—Facing point interlocked crossover between No. 1 and No. 2 tracks east of east leg of Wye.

Trailing point interlocked crossover between No. 1 and No. 2 tracks east of east leg of Wye.

Day—All crossovers in interlocking.

COLUMBIA BRANCH:

No. 1 and No. 2 tracks between Cork and Cola and between Shocks and State. All crossovers between Home Signals Roy. Crossover between No. 1 and No. 2 tracks at Overhead bridge Highspire.

SIDINGS.

No. 5 and No. 6 between Thorn and Caln.

Howellville.

Smith.

Manor.

Columbia.

Lake.

YARD TRACKS.

THORNDALE:

West end of Tracks A, B, C and D To A. C. Motor stop sign.

East end of Tracks A, B, C and D To A. C. Motor stop sign.

LANCASTER:

No. 1 and No. 2 tracks, Dillerville yard.

Old eastward track from connection with No. 1 track, Columbia Branch to A. C. Motor stop sign.

LONG PARK YARD:

West end No. 1, No. 2 and No. 3 track To A.C. Motor stop sign.

HARRISBURG:

State St. Yard—No. 34, No. 36 and No. 37 tracks.

No. 35 track from West end of track to A.C. Motor stop sign.

HARRISBURG YARD:

No. 4P and No. 5P tracks Harris to Reily and Eastward Freight

tracks, including crossovers east of Reily leading into these tracks.

No. 11 and No. 12 tracks Harris to Maclay Street, also all connections and crossovers to No. 11 and No. 12 tracks on the east end.

No. 1 CLASSIFICATION YARD:

No. 8 to No. 13 tracks, inclusive....To A.C. Motor stop sign.

No. 3 RELAY YARD:

No. 5, No. 6 and No. 7 and Eastward running track Maclay Street.....To A.C. Motor stop sign.

No. 4 RECEIVING YARD:

No. 13 to No. 18 tracks inclusive.

ERNEST:

Middle track and east middle track.

West end of west middle track.....To A.C. Motor stop sign.

West end No. 1 and No. 2 tracks...To A.C. Motor stop sign.

East end No.1, No.2 and No.3 tracks To A.C. Motor stop sign.

COLUMBIA:

Manor set off tracks.....To A.C. Motor stop sign.

New No. 6 track.

Ladder track east end of yard.....To A.C. Motor stop sign.

Ladder track west end of yard.....To A.C. Motor stop sign.

East end of Nos. 3, 4, 5 and 6 tracks.To A.C. Motor stop sign.

West end of Nos. 3, 4, 5 and 6 tracks.To A.C. Motor stop sign.

LEMOYNE:

No. 1 and No. 2 tracks.....To A.C. Motor stop sign.

East leg of Wye.

ENOLA YARD:

F and G tracks, Day.....To A.C. Motor stop sign.

Ramp track, Track G to westbound hump.

WESTBOUND RECEIVING YARD:

Tracks No. 2 to No. 16 inclusive....Day to west end of tracks.

RELAY YARD:

Tracks No. 6 to No. 10 inclusive....To A.C. Motor stop sign.

EASTBOUND CLASSIFICATION YARD:

Tracks No. 11 to No. 18 and tracks No. 20 to No. 40 inclusive.

.....To A.C. Motor stop sign.

Paint shop, ladder track.

OTHER TRACKS:

HARRISBURG ENGINE HOUSE: 4E, inward engine track to A. C. Motor stop sign, also 5E and 6E electric engine storage tracks.

ENOLA ENGINE HOUSE: High Line track west end of westbound receiving yard to A. C. Motor stop sign west of Coal Wharf. Electric engine track west of Coal Wharf to Inspection Pit. Tracks E2, E3 and E4, electric engine storage yard, electric engine track (No. 44) engine storage yard to yard office east end.

High Wire Standpipe Sections

1167-A5. Standpipes at the following points can be used under high wire and are equipped to automatically de-energize trolley wire for at least 50 feet in each direction when standpipe is moved into position for taking water. Limits of these sections are designated by **STANDPIPE** signs.

SECTION

Tracks or Sidings.	Location
No. 1 and No. 2	Heaton.
No. 2 and No. 5	Thorndale—West of Thorn.
No. 3 and No. 6	Caln
No. 1 and No. 2	"Q"
Manor	Manor
No. 1	Cola
No. 2 and Lake	Cola
No. 4	Cly
High Line	Enola—West of West Hump Office.

1167-A6. Phase Break

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE Thorndale Sub-station	No. 1 and No. 2 No. 3 and No. 4	Cat. Br. 33.78 Cat. Br. 33.71	360 Ft. Eastward 360 Ft. Westward
P. and T. BRANCH Thorndale Sub-station	No. 1 No. 2	Cat. Br. P-33.21 Cat. Br. P-33.16	235 Ft. Eastward 285 Ft. Westward

1167-A7. Position Light Phase Break Indicator

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
MAIN LINE Thorndale Sub-station	No. 1 and No. 2 Eastward No. 3 and No. 4 Westward	Cat. Br. 34.14 Cat. Br. 33.39	4190 Ft. East of Thorn 8167 Ft. East of Thorn
P. and T. BRANCH Thorndale Sub-station	No. 1 Eastward No. 2 Westward	Cat. Br. 34.14 Cat. Br. P-32.84	4190 Ft. East of Thorn 8235 Ft. East of Thorn

Sleet Instructions

1167-A9. During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines in passenger service and freight service will be examined as follows:

Passenger Service—Pantograph shoes of electric engines and multiple unit cars operating in passenger service, making schedule station stop at Lancaster, will be examined at that point. Fireman on trains with schedule stop, approaching Lancaster station, will operate the boiler in manual control, using the stack blower to permit engineman to lower pantograph.

Freight Service—Pantograph shoes of all electric engines will be examined at—

Thorndale—Westward trains at water plug Caln.

Eastward trains new coaling station.

Columbia —Westward trains at water plug east of interlocking, Cola.

Eastward trains at water plug west of Interlocking, Cola.

Nest—Eastward and Westward trains.

Immediately upon stopping for pantograph shoe inspection, engineman will lower pantographs to permit qualified electrician to make pantograph shoe inspection. Engineman will not raise pantographs until after this inspection has been completed and he has been so advised by the qualified electrician that pantographs may be raised.

Eastward freight trains with tonnage which cannot be accelerated on the grade with engine stopped at Nest for pantograph shoe inspection, will cut engine off at Rambo and move light to Nest for pantograph shoe inspection.

Removal or Application of Jumpers

1167-A11. When necessary to remove or apply jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

Employees-High Equipment

1167-A13. Employees must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks which are not electrified to tracks which are electrified, except in HIGH WIRE Territory.

Employees Working on or Near Energized Wires, Permission-Protection

1167-A14. Employees working on or near energized wires must obtain permission and proper protection from power director.

Conductors are responsible for knowing that trainmen; Enginemen are responsible for knowing that firemen; Foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

Operation of One Multiple Unit Car

1167-A15. Operation of one multiple unit car is prohibited except when shifting. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour.

Lowering and Raising Pantographs

1167-A16. Pantographs must not be dropped, Harrisburg Station tracks No. 1 to No. 10, inclusive, Lancaster Station while under passenger bridge, and under other close overhead structures, except in case of emergency, and then only after controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

Display of Heat Numerals

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at: Park.

Operation of Steam Heat Boilers

1167-A19. HARRISBURG PASSENGER STATION: Fire in steam heat boiler of electric engines, Station tracks No. 1 to No. 9, inclusive, must be so regulated as to avoid safety valve lifting and boilers on electric engines must not be operated in high flame position between State Street and Mulberry Street Bridges.

Fire in steam heat boiler of electric engines arriving Harrisburg must not be extinguished until arrival on engine track at engine-house.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Harrisburg

Train Dispatchers in charge as follows:

Main Line Paoli to Banks.

Branches:

Trenton (See Note b)
Philadelphia and Thorndale
Atglen and Susquehanna
York Haven Line
Columbia
Cumberland Valley

Secondary Tracks:

Winchester

(a) Location of train dispatchers of connecting divisions in charge of main track movements:

Banks to Division Post (Mid. Div.)—Altoona

Rockville to Division Post (Susq. Div.)—Williamsport
No. 1 and No. 2 track, Division Post (Md. Div.) to Cly—Baltimore.

Train Orders will be issued over signature of Superintendent of these connecting Divisions.

(b) Philadelphia Division train dispatchers will have charge of and issue train orders on the Trenton Branch between Division Post (N. Y. Div.) and "MA."

1201-A3. Crew of helper engines pushing northward trains, Town, will be in position to receive train orders for return movement.

Referring to Rule 204.

1204-A1. A copy of the train order for the engineman of each helping engine pushing the train need not be supplied.

SIGNAL RULES

Movement of Trains in the same direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Park
	No. 1, No. 2 and No. 4	Park	Cork
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
Williamsport Branch	No. 1 and No. 2	Rockville	Division Post (Susq. Div.)
York Haven Line	No. 1 and No. 2	Wago Jct.	Lemo

Opposing and following movement of trains by block signals

1261-A1. Rules 261, 262, 263 and 264 in effect

	Track	Between	And
Trenton Branch	No. 1 and No. 2	Dale	Glen
Atglen and Susquehanna Branch	No. 1	Cola	Lake
	No. 2	Cola	Shocks
Cumberland Valley Branch	Single	Lemo	Camp

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

Enola—Track A, on Overview overhead bridge.

—Track B, 400 feet east of Overview overhead bridge.

Note: R-Red; Y-Yellow.



INDICATION—STOP.

NAME: Stop—Signal.



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: Restricting.

Thorn—No. 3 and No. 4 tracks Main Line.

—No. 2 track Philadelphia and Thorndale Branch.

Park —No. 1, No. 2, No. 3 and No. 4 tracks Main Line.

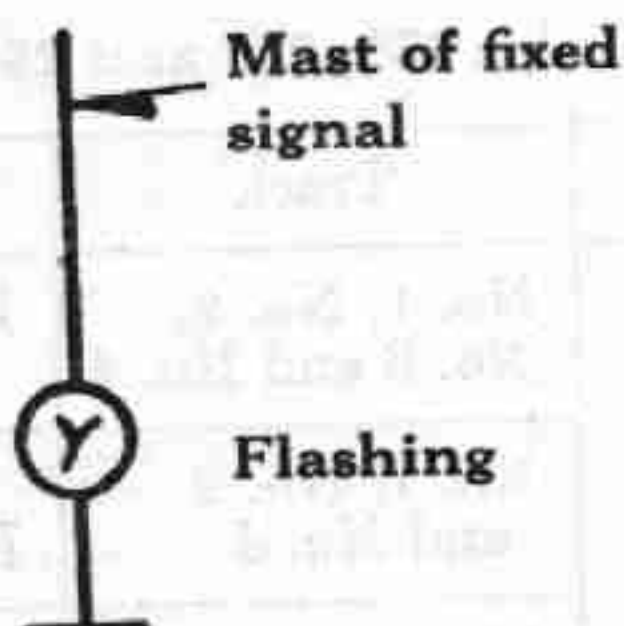
—No. 1 track Atglen and Susquehanna Branch.

Cork —Home signals governing westward movements on No. 3 and No. 4 tracks, located on signal bridge 2569 feet east of Cork Block Station.

Home signals governing eastward movements on No. 1 track, Main Line.

No. 1 and No. 2 tracks, Columbia Branch, located on signal bridge 2216 feet west of Cork Block Station.

Note: Y—Yellow.



INDICATION—Orders.

NAME: Train-order.

NOTE—To apply to trains governed by fixed signal under which located.

1285A-A1. Distant Switch Indicator.

Note: Y—Yellow; G—Green.



Indication—Switch open.

Name—Caution Indicator.



Indication—Switch closed.

Name—Clear Indicator.

1285A-A2. Distant switch indicators in service:

Location	Indication Displayed for Movements	Distance in feet from switch protected	Switch protected by this Signal
Shippensburg	Southward	5200	Domestic Engine and Pump Co. track
Shippensburg	Southward	6748	State Teachers College Track

CAB SIGNALS

1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movement with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Park
	No. 1, No. 2 and No. 4	Park	Cork
	No. 5 and No. 6	Thorn	Caln
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
	No. 3 and Tk. A	Block signal 1130	Banks
Trenton Branch	No. 4 and Tk. D	Block signal 1125	Banks
	No. 1 and No. 2	Division Post (N.Y. Div.)	Glen
Philadelphia & Thorndale Br.	No. 1 and No. 2	Dale	Thorn
Atglen and Susquehanna Br.	No. 1 and No. 2	Park	Wago Junction
	Lake Siding	Cola	Lake

	Track	Between	And
Columbia and Port Deposit Branch	No. 1 and No. 2	Cres	Port
York Haven Line	No. 1, No. 2, No. 3 and No. 4	Wago Jct.	Day
Columbia Branch	No. 1 and No. 2	Cork	Cola
	No. 1 and No. 2	Shocks	State

For movements against current of traffic.

Atglen and Susquehanna Br.	No. 1	Cola	Lake
	No. 2	Cola	Shocks

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Cumberland Valley Branch	Single	Camp	Town
Winchester Secondary Track	Single	Town	Winchester

1317-A1. Rule 317 will apply:

Cumberland Valley Branch Between—Camp and Town
Winchester Secondary Track Between—Town and Winchester

And for all movements against the current of traffic, except where Rule 261 is in effect.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Williamsport Branch	No. 1 and No. 2	Rockville	Division Post (Susq. Div.)

For movements on single track.

Cumberland Valley Branch	Single	Lemo	Camp
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1501-B1. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Park
	No. 1, No. 2, and No. 4	Park	Cork
	No. 5 and No. 6	Thorn	Caln
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
Trenton Branch	No. 1 and No. 2	Division Post (N.Y. Div.)	Glen
Philadelphia and Thorndale Branch	No. 1 and No. 2	Dale	Thorn
Atglen and Susquehanna Branch	No. 1 and No. 2	Park	Wago Jct.
	Lake Siding	Cola	Lake
Columbia and Port Deposit Branch	No. 1 and No. 2	Cres	Port
York Haven Line	No. 1 and No. 2	Division Post (Md. Div.)	Day
	No. 3 and No. 4	Wago Jct.	Day
Columbia Branch	No. 1 and No. 2	Cork	Cola
	No. 1 and No. 2	Shocks	State

For movements against current of traffic.

	Track	Between	And
Trenton Branch	No. 1 and No. 2	Dale	Glen
Atglen and Susquehanna Br.	No. 1	Cola	Lake
	No. 2	Cola	Shocks

1509-B1. Referring to Rule 509:

At Landis—During the hours closed, when home signal indicates Stop and means of communication have failed, after having complied with instructions governing the actuation of dragging equipment detector and no other cause for detaining the train be known, movement will be governed as follows:

After having ascertained switches are properly lined, conductor will reach full understanding with engineman, provide full protection against trains on the Reading Company Railroad, after which train may pass Stop signal and proceed over the crossing.

1515-A1. Testing sections, in addition to those at terminals, located:

Lebanon Track—200 feet east of clearance point with main track, Conewago.

1515-B1. Rule 515—Following exceptions authorized:

Work, wire and wreck trains.

Susquehanna Division trains between Harris and Rockville.

Between Harris and Rockville, yard engines or runner engines with or without cars not exceeding a speed of 30 miles per hour.

Class A, B and C engines enroute to or from shops.

Trains enroute to or from Cumberland Valley Branch between State and Lemo and Lemo and Day.

Non-equipped yard engines and P. R. R. trains using main track, Hager to Vardo, within cab signal territory, must be operated at restricted speed.

1515-B2, 1516-A1. Referring to Rules 515 and 516:

The movement of a train by an engine not equipped with cab signal apparatus is prohibited, except as provided in Special Instruction 1515-B1 or by permission of the signalman when authorized by the Superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the signalman to proceed at authorized speed governed by fixed signal indication but not exceeding 75 miles per hour, the train must not pass a Stop-and-Proceed or a Restricting signal unless permitted by the signalman when authorized by the Superintendent.

INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Rockville—West end Bridge.

East end Bridge.

Harris—500 feet West of North Street.

300 feet East of Market Street.

State—West end of No. 18 track.

800 feet East of Paxton St. bridge.

Cork—Mount Joy Road—Connection to Reading Co.

Columbia Branch—Connection to Yard.

Signal Bridge 2200 feet west of Cork.

Signal Bridge 2450 feet east of Cork.

West of Conestoga Creek Bridge.

Park—1st Catenary pole east thereof.

Day—East End Interlocking.

Lemo—1st Catenary pole south thereof.

Cly—1st Catenary pole west thereof.

Nest—1st Catenary pole east thereof.

Shocks, Lake, Cola, Manor, Port, Caln, Thorn, Downs, Glen and Dale.

1663-A1. When an engine with or without cars is standing beyond the interlocking signal at end of station tracks, at Harris or State, in such a position that the indication cannot be seen by the engine crew, the engine must not be moved until either the engineman or the fireman has observed the signal or until one of the trainmen has personally notified the engineman or fireman that the signal is in proceed position.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION

Harrisburg, Pa., October 25, 1955.

GENERAL ORDER NO. 901

Effective 2.01 A. M., Sunday, October 30, 1955

Applies in All Zones

- (a) Time-Table No. 9 in effect. It contains the necessary instructions issued in general orders up to and including No. 819, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 9 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 8 to bulletin board attendant after Time-Table No. 9 takes effect.

During the period 2.01 A. M., Sunday, October 30, 1955 to 12.01 A. M., Tuesday, November 1, 1955, the authorities vested in a Division Superintendent, will remain in effect.

Effective 12.01 A. M., Tuesday, November 1, 1955

Applies in All Zones

- (b) BOOK OF RULES
RULES FOR CONDUCTING TRANSPORTATION

Rule 75 changed. Second paragraph of rule annulled.

Sticker coupons have been issued and all employes concerned must obtain a copy of this sticker and paste in their copy of the Book of Rules—Rules For Conducting Transportation, over the first two paragraphs of **Rule 75**, page 25.

Designation of a "DIVISION" is changed and hereafter the term "DISTRICT" will apply. Any reference to "DIVISION" under **Rule 4** or any other rule or special instruction will apply to "DISTRICT".

The Superintendent Transportation of the Region will assume all authorities vested in the Superintendent as defined by the Book of Rules—Rules For Conducting Transportation.

All Rules For Conducting Transportation remain in force.

This General Order is printed in Time-Table No. 9 and will not be issued in sticker form.

K. J. SILVEY,
Superintendent.