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THE PENNSYLVANIA RAILROAD

PHILADELPHIA REGION ZONE D ONLY

Time-Table No. 2

In effect 2.01 A. M., Sunday, October 28, 1956

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. D. MORRIS,
General Manager Transportation.

G. C. VAUGHAN,
Regional Manager.

J. F. PIPER,
Superintendent Transportation.

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SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

100J-1A. Designated uniformed employees must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only or standard mohair coat may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

Passenger trainmen in suburban commuter service may perform their duties without uniform coats and vests during the period May 15 to September 15, both dates inclusive. They must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, black belt, black hose and black shoes. Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Firing Steam Engines—Restrictions

100L-1A. At all points on the region, the grates must not be disturbed or shaken and the scraper and slash bar must not be used while on trestles or undergrade bridges.

Enginemen and firemen must know that ash pans are closed before shaking grates, to prevent fire from falling to ties or any other portion of the roadbed.

Snow Melting Oil—Use of

100L-4A. Oil for melting snow is used on switches of all interlockings.

Unauthorized employees are prohibited from handling hydrocarbon (snow melting oil) or containers, regardless of whether they are loaded or empty.

Smoking or using open flame (including hand lamps) where this oil is stored is prohibited.

Employees Permitted to Ride on Engines, etc.

100O-1A. Referring to **Rule O**, the following designated employees will be permitted to ride on engines and freight trains:

Movement Directors.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors of C. and S., Assistants, C. and S. Inspectors, Foremen, Power Directors, Linemen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Fire Marshal.

Special Duty Enginemen.

Instructors of Firemen and Air-Brake Instructor.

Smoke Inspector.

Rules Examiners.

Supervisor of Structures and Assistant.

Railroad Police Officers in discharge of their duties.

Other persons must hold proper transportation issued by the superintendent transportation.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the operating cab of an engine hauling a passenger train, two men in addition to the engineman and fireman.

Personal Injuries**100R-2A. Medical Officers and Surgeons**

Location	Name and Address	Telephone Number
Philadelphia	§J. D. Thornton, M.D. Medical Center—Room 474 Penna. Sta.-30th St.	EVERgreen 2-1000 Ext. 2655
Harrisburg	§C. H. Hartley, M.D. Passenger Station Carson Coover, M.D. A. J. Griest, M.D. Harrisburg Hospital N. B. Shepler, M.D. 510 N. 2nd Street D. B. Stouffer, M.D. 301 State Street Building S. B. Fluke, M.D. 1609 N. 2nd Street J. E. Romig, M.D. (Oculist) 921 North 2nd Street	CEdar 2-4141 Ext. 327 or 328 CEdar 8-5221 CEdar 2-2845 CEdar 3-0851 CEdar 2-0537 CEdar 6-7542

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

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

100R-3A. Location of Hospitals

Location	Name and Address	Telephone Number
Harrisburg	Harrisburg Hospital Front and Mulberry Streets	CEdar 8-5221

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

Passenger, baggage, mail and cabin cars.
Passenger and freight stations.
Yard offices and car inspectors' offices.
Suitable places in larger yards.
Engine houses and M. of E. shops.
Power plants and substations.
Block and interlocking stations.
Tool houses and camp cars.
Wreck trains, wire trains, wreck trucks, wire trucks and track cars.
Where prescribed by state law.

Stretchers:

Baggage and combined cars.
All passenger trains except MU trains.
Passenger stations and block stations in electrified territory.
Engine houses and M. of E. shops.
Yard offices.
Wreck trains, wire trains and wire trucks.

OPERATING RULES**STANDARD TIME**

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

TIME-TABLES

1004-C1. Time-Table of Northern Region and of Pittsburgh Region is authority for movement of regular trains between Harrisburg, Rockville and Banks, subject to Special Instructions of the Philadelphia Region.

Zone D Time-Table does not contain schedule pages. Employees qualified only in Zone D, or a portion of it, will insert all general orders in their Zone D Time-Table in accordance with **Rule 75** but they are relieved from inserting sticker coupons of schedule changes.

TRAIN SIGNALS

1017-A1. Aerotrains (complete unit for passenger train operation built by General Motors) is equipped with standard train signals and with rotating white searchlights and rotating red searchlights on front of engine and rotating red searchlights on rear car.

Rule 17 and Rule 102, as they apply to the use of oscillating lights, will apply to the use of these rotating lights on both Single or Two or More Tracks.

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
Runner Service	6	12
Engines	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 the trip, proper advance information must be given in order that the supply may be replenished at convenient points.

GENERAL ORDERS**Bulletin Boards, Employees' Registers, Standard Clocks**

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Enola—East End Yard Office.	Chesapeake New York Atlantic-P.R.S.L.
X	X	X	Enola—Brick Office.	Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L. Reading Co.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Enola—West Hump Yard Office.	
X	X	X	Enola—West End Yard Office.	Pittsburgh Northern
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station.	Pittsburgh Northern Chesapeake Wash. Terminal New York Reading Co.
X	X	X	Harrisburg—Reily Yard Office.	Pittsburgh Northern Chesapeake New York Atlantic-P.R.S.L. Reading Co.

NOTE—X indicates in service.

Standard Clocks

1075-A3. Standard clocks at other points:
All Block and Interlocking Stations.
Train Dispatcher's Office.

General Order Zones

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

Zone	Main Line	Branches	Secondary Tracks
A	Between Region Post (N. Y. Region) and Roy	D.R.R.R. and B. Chestnut Hill Trenton Phila. & Thorndale Atglen & Susquehanna Columbia & Port Deposit Columbia York Haven	New Holland Pomeroy Quarryville Lebanon
B	Between Zoo and Arsenal (River Line), Arsenal and Region Post (Chesapeake Region), Zoo-Broad-Arsenal (Suburban Line)	West Phila. Elevated Gray's Ferry Delaware Extension West Chester	—
C	—	Schuylkill	Nescopeck
D	Between Roy and Region Post (Pittsburgh Region)	Williamsport	—
E	—	Cumberland Valley	Dillsburg Waynesboro Mercersburg Richmond Winchester

NOTE—Each zone also includes connecting yards in its respective territory (Enola in Zone D); Zone A extending southward to Callowhill Street and Zone B extending northward to Callowhill Street. (Delaware Avenue-Philadelphia.)

Qualification of Conductor or Engineman

1075-A5. Each qualified conductor and engineman, whether or not serving in that capacity, 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 region, or a part of it, or over connecting regions used in inter-regional service within a period of twelve (12) months, must not be used on such portion 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 region involved, be examined and qualified by the proper officer. A trip in service as a brakeman or fireman during the period referred to will be considered as fulfilling these requirements.

Each qualified conductor and engineman, whether or not serving in that capacity, making a trip (not in service) for the purpose of retaining his qualifications, must notify the superintendent transportation in writing, giving necessary details, and have conductor or engineman witness his certification.

Such employees extending their qualifications by making trips (not in service), must be re-examined after the expiration of two (2) years from date of last qualification by examiner or from the date of last trip in service.

Passenger Crews Reporting and Registering for Duty

1075-A6. Passenger crews, unless otherwise instructed, must report ready for duty and register not later than, nor more than, thirty minutes prior to scheduled leaving time of assigned train, except as shown at following points:

Location	Service	Number of minutes required to register in advance of departing time.		
		Passenger Trainmen	Passenger Engine Crews	
Reily Street Harrisburg	Through trains and originating trains.	—	75	75
Harrisburg Passenger Station	Originating trains and No. 68. Other through trains; train crew reports 25 minutes ahead of scheduled arriving time.	25	25	25

Crews Relieved—No Register

1075-A7. Conductor of crew relieving a crew at point where there is no employees' register will be responsible for the engine and train crew when starting work, but all employees must personally register at the first opportunity after going on duty.

MOVEMENT OF TRAINS

Authority to Proceed as an Extra

1097-A1. Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator, except:

At Harrisburg Station—by the Station Master or his representative.

1104-B2. Switch tenders are stationed at and have charge of yard switches for movements as indicated:

Location	Switches for Movements	Note
Harrisburg McClay Street	East End No. 4 Receiving, East End No. 3 Relay yard, Eastward, Westward, Leads to Tracks 11 and 12.	
Harrisburg Lane (GI-8)	West End No. 4 Receiving, West End No. 3 Relay yard, No. 1 Receiving yard, East End No. 5 yard, Eastward and Westward.	
Marysville PF-2	Leads to East End East and West yards.	
Enola 4-B	East End Enola Westward Receiving yard.	
Enola W-11	West End Enola Westward Receiving yard.	
Enola 23-B	Leads to Engine House, East- ward and Westward Running tracks.	
Enola 111-B	West End Eastward Receiving yard.	
Enola 111-L	Tracks B, C and D.	

Hand-operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled By
Harrisburg.....	0 track to Kingan's East end of 5Y, 6Y, 7Y and 8Y Paxton St. 6C track to Industrial track	State State Harris
Day.....	No. 4 track to Coal Yard track Track G to Stock Yard	Day
Marysville Yard.....	No. 3 track to track A No. 3 track into Yard	PF-2

Track Assignments

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
Cork and State.....			Westward Passenger	Eastward Passenger
Harris and Region Post (Pittsburgh Region).....			Westward Passenger	Eastward Passenger
Columbia Branch Shocks and State.....			Westward Freight	Eastward Freight
York Haven Line Lemo and Day.....			Westward Freight	Eastward Freight
Williamsport Branch Rockville and Region Post (Northern Region).....			Westward Passenger	Eastward Passenger

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

1151-F1. 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 Re- ceiving Yard	4-B	W-11	Westward	Asst. Yard Master W. B. Hump	Asst. Yard Master W. B. Hump	1

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission From	Notes
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	1-4
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	1-4
O	PF-2	West End Bridge	Eastward	Rockville	Rockville	1-4
No. 3	PF-2	Rockville	Eastward	Rockville	Rockville	1-4
A	PF-2	111-B	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1-4
No. 3	Banks	PF-2	Eastward	Banks	Banks	1-4
A	Banks	PF-2	Eastward	Banks	Banks	1-4

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.
- (4) Trains and engines moving in the assigned direction will protect against following movement.

1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Employee in Charge	Note
Marysville, No. 4 East yard (W)	PF-2	West end yard	Switchtender PF-2	1
Marysville, Track between yards (W)....	PF-2	West end yard	Switchtender PF-2	1

(W) Indicates west from point first named.

Note 1—Permission must be secured, or proper signal indication received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station or at switches in charge of switchtenders; employees in charge at these locations will report movement when it is clear.

PASSENGER TRAIN OPERATION

Train Brake Tests at Other Than Initial Terminals

1154-A2. Referring to paragraph 5 of Instruction 14 (page 39), Brake and Train Air Signal Instructions (99-D1), brake tests will be made at North Philadelphia, Zoo, Penn and Harrisburg Terminal. Engineman being relieved will verbally inform relieving engineman of the condition of the train brakes and conductors will advise each other in like manner.

Doors of Toilet—Locked

1154-A10. At Harrisburg—Between Reading Company bridge and State Street bridge, doors of toilet rooms in passenger equipment must be kept locked.

Exceptions to this rule may be made when passengers are in distress.

Handling of Cars Occupied by Passengers

1154-A14. Road engines being attached to or detached from passenger trains; and yard and road engines handling cars or trains occupied by passengers must be handled by engineman.

1154-A15. A stop must be made just prior to coupling to occupied passenger equipment.

Employees Carried on Mail Trains, etc.

1154-A16. Employees may be carried on trains composed of milk, express, mail or deadhead cars if suitable car is provided.

FREIGHT TRAIN OPERATION

Instructions for Preparation and Handling of Freight Trains on Grades, etc.

Starting Trains with Electric or Diesel Engines on Rear

1155-A1. When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

Instruction 14-E of 99-D-1

1155-A10. At Enola, Harrisburg and Marysville yards, train air brakes will be tested as indicated in the above Instructions on the following trains:

Eastward	Westward
Empty car trains	Empty car trains
Coal trains	Ore trains
Symbolized trains	Symbolized trains

Freight Trains Leaving Yards

1155-A11. Freight trains leaving yards will move at a speed that will permit the train crew to make inspection of train and board cabin car with safety.

Pusher Engines

1155-B3. Pusher engines equipped with swivel type couplers will ease off over crossovers or turnouts when making diverting movement.

1155-B4. Maximum power on rear of freight trains must not exceed 5000 horsepower.

1155-B6. When ready to detach pusher while moving, trainman will close angle cock on rear of cabin car, pull cutting pin on cabin car coupler and separate air hoses between the cabin car and pusher. (Chains are provided on cabin car couplers and air hoses to permit safe uncouplings.) The air hose separation will result in an emergency application of the air brakes on the pusher.

Freight Train Stops

1155-C14. 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.

FREIGHT AND PASSENGER TRAIN OPERATION

Attaching and Detaching Helper Engines

1156-A1. After attaching or detaching helper engines in passenger or freight train service, an application and release test of the train brakes must be made from the engine in charge of the train, provided a terminal test had been previously made from the hauling engine. Inspectors or trainmen will note that the rear brakes of the train apply and then signal for a release. Pushing engines may be detached from rear of train without making the brake test.

Road enginemen will be advised when and where a pusher engine is to be attached. After the pusher engine is attached, and the road test of the brakes has been made, the engineman of the pusher will start to push when given a signal by a trainman of the train to be assisted.

Referring to Rule 4156-A

1156-A2. Harrisburg Passenger Station—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.

Hot Journals

1156-A5. 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.

Storage Tracks—Harrisburg

1156-A6. 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.

Tubular Train—Diesel Power Car Operation in Tunnels or Confined Locations

1156-A8. Load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position.

Load must be so reduced before passing ZOO Interlocking Station—Southward and Eastward, and Arsenal Interlocking Station—Northward. Full heat cannot be obtained in any tubular coach unless heat control switches in all tubular coaches are in "FULL HEAT" 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

	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Tracks	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line Between:										
Miles per Hour										
Cork and State.....					75	50	75	50		
Harris and Region Post (Pittsburgh Region).....					75	50	75	50		
Columbia Branch										
Roy and State.....					50	35	50	35		
York Haven Line										
Lemo and Day.....	25	25	25	25	25	25	25	25		
Williamsport Branch										
Rockville and Region Post (Northern Region).....					60	45	60	45		

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:		
Roy and Region Post (Pittsburgh Region)		
Passenger Tracks.....	50	40
Freight Tracks.....	40	30
Columbia Branch.....	35	30
York Haven Line		
Lemo and Day.....	25	25

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Roy and Region Post (Pittsburgh Region).....	30	30	20
Columbia Branch.....	30	30	20
York Haven Line			
Lemo and Day.....	25	25	20

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

Main Line	Miles per Hour
1157-C4. Circus Trains.....	*40
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, pile drivers, etc.; moving on own wheels see Rule 4155-A.	
—on straight track.....	*30
—on curves.....	*20
1157-C6. Freight trains with 30 or more cars mineral freight.....	*35
Freight trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded or empty.....	*25
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	*15
Passing station platforms and trains on adjacent tracks.	* 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:	Psgr	Frts.
Roy and Region Post (Pittsburgh Region)	50	40
Columbia Branch.....	40	35
York Haven Line.....	50	40
Williamsport Branch.....	50	40

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
—Multiple Unit Cars Multiple Unit Trains.....	30
1157-C13. Track Cars—unless otherwise restricted...	20
—when hauling track cars or trailers.....	15
—through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....	5
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C16. Trains having in consist Foamite fire fighting cars.....	50
NOTE—Conductors must notify enginemen when car is in train.	
1157-C17. Troop trains consisting of freight equipment or of mixed passenger and freight equipment...	40
1157-C18. Freight trains hauling FNA cars loaded with anti-aircraft twin gun mounts.....	40
1157-C21. Portable ballast cleaning outfits.....	20

1157-C22. Where speed is restricted, the specified speed must be observed, while engine and any portion of train is within restricted limits, except where speed is restricted for the purpose of delivering United States mail, newspapers, or due to engine restrictions.

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:		
Roy and Region Post (Pittsburgh Region).....	40	20
Branches:		
Columbia.....	35	15
York Haven Line—		
Between:		
Lemo and Day.....	25	10
Williamsport.....	30	20

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.

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Non-Interlocked turnouts—diverging movements, except class M-1, I-1, J and HH-1 engines through No. 8 crossovers and turnouts.....	15	15
Class M-1, I-1, J and HH-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	10	5

NOTE—This applies to diverging movement over all hand-operated switches.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

Main Line	Miles per Hour
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
Columbia Branch:	
Curve between home signals, Roy.....	35
York Haven Line:	
Curve between York Haven Line and Cumberland Valley bridge.....	10
Crossing frogs Lemo.....	15
West Leg of Wye, Lemo.....	10
Curve west of Lemo.....	25
Bridge 83.16, west of Lemo.....	25
Williamsport Branch:	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour			
	Backward	Forward—Light	Forward—With Train	
			Passenger	Freight
A.....	20	20	20	20
B.....	25	25	25	25
C.....	20	20	20	20
E.....	35	50	75	50
G.....	35	50	75	50
H.....	35	40	50	50
HH-1.....	25	35	35	35
I.....	25	40	50	50
J.....	..	..	..	..
K.....	35	50	75	50
L.....	35	40	50	50
M.....	35	50	75	50
N.....	30	40	50	50
Q.....	40	40	50	50
Reading Class K and I.....	25	40	50	50
Rail Motor Cars.....	65	65	65	..

Class Electric Engines	Miles per Hour		
	Light	With Train	
		Passenger	Freight
B.....	25	25	25
DD.....	50	50	50
E.....	50	50	50
GG.....	50	80	50
L.....	50	50	50
O.....	50	80	50
P.....	50	70	50
R.....	50	80	50
MU Engines (with Trains).....	..	65	..

Class Diesel Engines	Miles per Hour		
	Light	With Train	
		Passenger	Freight
Road:			
Passenger Engines, except EP-12 No. 1000.....	60	80	50
EP-12 No. 1000.....	..	100	..
Freight Engines, except EH-15.....	50	65	50
EH-15.....	50	50	50
Freight-Passenger Engines.....	50	75	50
Road Shifters:			
All classes, except ES-15a.....	50	60	50
ES-15a.....	50	55	50
Yard Shifters:			
All classes, except A6B, GS4 and ES-6 (5911 only).....	50	50	50
GS4.....	30	30	30
ES-6 (No. 5911 only).....	40	40	40
PRSL-BS-15ms.....	50	65	50
PRSL-BS-16ms.....	50	80	50

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.
 "G"—General Electric Locomotive Works.
 "L"—Lima Locomotive Works.

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:

- "T"—Tonnage rating increased.

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.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**1157-H1. Maximum Speeds, unless otherwise Specified**

Track	Between	And	Miles per Hour
"G".....	Day.....	PF-2.....	20
"A".....	Banks.....	111-B.....	35
"D".....	West end Enola...	Banks.....	20
No. 3 and No. 4...	Rockville.....	Banks.....	35

ENGINE RESTRICTIONS**1160-A1. Engines are restricted at locations shown below:**

NOTE—Letters and figures indicate:

- X—Prohibited.
 A—Backward movement prohibited.
 B—Backward movement restricted to speed indicated.
 D—Operation of engines coupled prohibited.
 E—Operation of engines coupled restricted to speed indicated.
 R—Restricted account of light rail.
 Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.
 The small number in parenthesis shown in location column indicates reference NOTE shown at end of table.

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

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	A5s, AS6, A6, A6b, B1, BS6, BS6a, BS7, ES6, GS4 AS10, AS10am, AS10as, AS10s, B6sa, BS10, BS10a, BS12, BS12ams, ES10, ES12	E, L6, O1	G, AP, BP20, EP, FP	H6	H8-9-10, AF, BF, BH, BS24M, EF, EFP, EH, FF, LS	I	K	L	M	BH50, P5, GG-1, RI, E2B, E2C, E3B		
MIDDLETOWN:												
Brick Yard track.....						X	X	X	X	X	X	X
New Siding.....			X		X	X	X	X	X	X	X	X
Bridge 94.74.....						40	X	X	45	X	X	X
Deatrick Coal Co. track (1).....			X		X	X	X	X	X	X	X	X
Metropolitan Edison Co. track.....						X	X	X	X	X	X	X
Wincroft Stove Co. track.....						X	X	X	X	X	X	X
Boiler Works track.....						X	X	X	X	X	X	X
Fuelane Co. track.....						X	X	X	X	X	X	X
Aviation track (1).....						X		X	X	X	X	X
HIGHSPIRE:												
Bridge 97.04 east of Highspire.....						40	X	X	X	X	X	X
Beth. Steel Co. Boiler Works track.....						X	X	X	X	X	X	X
Yard tracks 1, 2, 3.....						X	X	X	X	X	X	X
Wheatena Corp. track.....						X	X	X	X	X	X	X
Hosiery Mill track.....						X	X	X	X	X	X	X
ROCKVILLE INTERLOCKING:												
East end of bridge to West end of Interlocking including curve track.....						B		B	B			
B and west leg of "Y".....						5		5	5			
ROCKVILLE YARD:												
All tracks except No. 3 track.....						X	X		X	X	X	X
No. 3 track (most southerly track).....							X			X	X	X
YORK HAVEN LINE—LEMO:												
Curve to C.V. Bridge.....						X		B5	X	X		
West leg of "Y".....						X	X		X	X		
COLUMBIA BRANCH												
HARRISBURG—STEELTON:												
Freight station track.....						X	X	X	X	X	X	X

NOTE:

- (1) Engines must not use track beyond point designated.

Rail Motor Cars

1160-A7. The handling of freight cars by Diesel rail motor cars, is prohibited.

Diesel or Electric Engines—Movement Over Humps

1160-A8. Diesel or Electric engines with articulated trucks must not be operated over humps.

Reading Co. and P. R. S. L. Engines

1160-A9. Reading Company Class T-1 engines may run over this region (except between Belmont and Pavonia Yard) subject to the same restrictions as PRR Class I engines.

1160-A10. Reading Company Class T-1 engines on No. 1 track between Day and Lemo must have windshields closed account close clearance.

OTHER EQUIPMENT RESTRICTIONS

Aerotrain

1160-B1. Top hood over side vestibule door must not be opened while train is in motion account exceeding clearances when in open position.

Cars 50 Feet or More in Length

1160-B2. Cars 50 feet or longer must be handled separately on industrial tracks where engines are prohibited or nothing larger than a Class A-5 engine can operate on account of curvature.

Passenger Carrying Cars Moved in Freight Service

1160-B3. Class MP-54 and MU cars moved deadhead in freight trains must be placed on rear of train just ahead of cabin car and in such trains that will not require pusher service.

Movement of Cars Maximum Weight—Various Tracks

1160-B6. A maximum weight of 251,000 pounds (car and lading) can be handled over the Philadelphia Region, except as follows:

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

Bustleton	West Chester Branch
D. R. R. & B. Co. Br.	Newtown Square
Frankford St. track	John Hess track, Vintage
Fairhill	New Holland track
Oxford Road	Pomeroy track
Stiftown	Dillsburg track
Washington Ave.	Waynesboro track
60th Street	Mercersburg track
Phoenixville Running track	Richmond track
Spring City—Royersford track	
Spring City—On Siding over Bridge 32.55	
Bridge No. 2 over Schuylkill River on industrial track leading from Pencoyd track.	

Model 40 Burro Cranes

1160-B8. Model 40 Burro Cranes with booms greater than 35 feet in length must be stopped while movements are being made on adjacent tracks.

250-TON DERRICKS

1160-C1. 250-ton derricks may be used in Zone D of this Region governed by restrictions applying to Class I engines as shown in Special Instructions **1160-A1**.

Harrisburg Passenger Station

1162-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.

FREIGHT TRAIN CLEARANCES

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:*

Bridge No.	Location	Description
	Harrisburg Yard.	Maclay Street and Rockville.
	Williamsport Branch.	Rockville and Region Post (Northern Region).
	Enola—Marysville Yards.	Day and Banks.

*This instruction also applies to all yard tracks, not herein listed, serving enginehouses, shops, warehouses, piers, wharves, coal breakers, collieries, or other facilities, where there are overhead pipes or structures over such tracks.

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

Class of Engines	Location	Tracks
HH	Main Line	
	Curve East End } Rockville Bridge } Rockville Bridge }	No. 2 & No. 3 No. 1 & No. 2

EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Cars Placarded Explosives

1165-C2. Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

ELECTRICAL OPERATION

1167-A1. Electrical operating instructions CT-290, in effect.

1167-A2. Power directors are located at Penna. Station-30th Street (Telephone 666) and at Harrisburg (Telephone 333) and have jurisdiction over power supply on following tracks equipped for A.C. electrical operation:

MAIN LINE:	BETWEEN	AND
All Main tracks	Roy	Harrisburg.
BRANCHES:	BETWEEN	AND
Columbia	Shocks	State (including crossovers, Roy) and hand-operated crossover at overhead bridge Highspire.
York Haven Line	Region Post—Chesapeake Region	Day.

OTHER TRACKS

LOCATION	TRACK	PORTION EQUIPPED FOR A.C. ELECTRICAL OPERATION
State	No. 2	State to Lemo.
	12-E, 13-E and 14-X	Entire.
	No. 0 and 9-C	State to A.C. Motor stop sign.
State Street yard	No. 34, 36 and 37	Entire.
	No. 35	West end to A.C. Motor stop sign.
Harrisburg Station	No. 1, 2, 3, 4, 5, 6, 7 and 8	Entire.
Harris	1E, 2E, 1X, 2X, 3X, 4X, 3D, 4D, 3C, 4C, 5C, 6C, 32, 33 and No. 2 main	To A.C. Motor stop sign.
Harrisburg yard	No. 4P and 5P	Harris to Reily, including cross-overs east of Reily leading into these tracks.
	No. 11 and No. 12	Harris to Maclay Street, also all connections and crossovers to No. 11 and No. 12 tracks on east end.
No. 1 classification yard	Nos. 8 to 13 inclusive	To A.C. Motor stop sign.
No. 3 relay yard	Nos. 5, 6, 7 and eastward	Maclay Street to A.C. Motor stop sign.
No. 4 receiving yard	Nos. 13 to 18 inclusive	Entire.
Harrisburg Enginehouse	4E inward engine track	To A.C. Motor stop sign.
	5E and 6E electric engine storage tracks	Entire.
Enola yard	Ramp	Entire.
	F and G	To A.C. Motor stop sign.
Westbound Receiving yard	Ramp and G	To Westbound hump.
	No. 2 to No. 16 inclusive	Day to west end of tracks.
Relay yard	No. 6 to No. 10 inclusive	To A.C. Motor stop sign.
Eastbound classification yard	Paint Shop and Ladder Track	Entire.
	No. 11 to No. 18 and No. 20 to No. 40 inclusive	To A.C. Motor stop sign.
Enola Enginehouse	High Line	West end of westbound receiving yard to A.C. Motor stop sign west of coal wharf.
	Electric engine	West of coal wharf to inspection pit.
	E2, E3 and E4 electric engine storage yard	Entire.
	Electric engine (No. 44)	Between electric engine storage yard and east end yard office.

High Wire Standpipe Sections

1167-A6. 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 SECTION** signs.

Track	Location
High Line	Enola—West of West Hump Office

Power Removal

1167-A11. When necessary to have the power removed for the purpose of going to the roof of multiple unit equipment or electric locomotives, the engineman must personally arrange to have the power removed and to have the power restored; unless a Class "A" employe is in charge.

Removal or Application of Control Jumpers

1167-A12. When necessary to remove or apply control 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-A14. Employees must not be on top of box cars, engine 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—Proper Protection

1167-A15. 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 Steam Heat Boilers

1167-A19. At 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. 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.

Position of Pantographs (Sleet Storms)

1167-A22. During sleet-forming weather, when multiple unit cars are lying in yards or terminals pantographs should be kept against the wires and heaters turned on in the car, so that the roof will be warm, with the blower motors shut down until the car is moved.

On short turn-around trains at outlying terminals, where no multiple unit car inspectors are on duty, the pantographs are not to be lowered during sleet storms when ice is forming on the pantograph for the purpose of making a pantograph test unless a drop order is in effect.

When practicable, multiple unit trains arriving at a terminal in making turn-around movements, the train shall be prepared as promptly as possible and pantographs lowered, unless special instructions prevent, or it is necessary to heat the train. The pantographs should not, under ordinary conditions, be raised more than 10 minutes before the train leaves.

Lowering and Raising Pantographs

1167-A23. At Harrisburg Station—Pantographs must not be dropped while on Station tracks No. 1 to No. 10, inclusive, nor at Lancaster Station while under passenger bridge, or 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.

Detour of Trains Hauled by Electric Engines

1167-A24. Trains hauled by electric engines, detoured via foreign lines or to tracks other than normal route, with steam engines coupled ahead, will keep their pantographs against the wire until just prior to leaving the electrified territory in order to assist the steam engine. Trains received from other Regions or railroads in detour service will, immediately, upon reaching electrified territory, place their pantographs against the wire and assist in hauling of the trains, unless orders to the contrary are received.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—
Harrisburg (Passenger Station)

Train Dispatchers in charge as follows:

Main Line: Between Roy and Banks

Branches: Columbia

York Haven Line
(Cly—Day)

Cumberland Valley

1201-A2. Movements on main tracks in charge of train dispatcher of this Region, except:

	Between	And	Note
Main Line	Banks	Region Post— Pittsburgh Reg.	2
Williamsport Branch	Rockville	Region Post— Northern Reg.	4

where movements will be in charge of:

Note 2—Train Dispatcher, Pittsburgh Region.

Note 4—Train Dispatcher, Northern Region.

and orders issued over signature of the Superintendent Transportation of that Region.

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 on this Region.

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 and No. 2	Roy	State
	No. 1 and No. 2	Harris	Region Post (Pittsburgh Region)
Williamsport Branch	No. 1 and No. 2	Rockville	Region Post (Northern Region)

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:



INDICATION—STOP.

NAME: Stop—Signal.

In service—Enola—Track A, on Overview overhead bridge.
Track B, 400 feet east of Overview overhead bridge.
Note: R-Red; Y-Yellow.



**INDICATION—PROCEED AT
RESTRICTED SPEED.**

NAME: Restricting.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except Rule 316.

For Movements Against Current of Traffic

On two or more main tracks 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 Region as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Roy	State
	No. 1 and No. 2	Harris	Region Post (Pittsburgh Region)
Columbia Branch	No. 1 and No. 2	Shocks	State
York Haven Line	No. 1, No. 2, No. 3 and No. 4	Lemo	Day
Williamsport Branch	No. 1 and No. 2	Rockville	Region Post (Northern Region)

CAB SIGNALS

1551-A1. Cab Signal Rules 551 to 570, inclusive, are in effect as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Roy	State
	No. 1 and No. 2	Harris	Region Post (Pittsburgh Region)
	No. 3 and track A	Block Signal 1130	Banks
	No. 4 and track D	Block signal 1125	Banks
Columbia Branch	No. 1 and No. 2	Shocks	State
York Haven Line	No. 1, No. 2, No. 3 and No. 4	Wago Jct.	Day

Cab Signal Test—Operation of Circuit Switch

1551-A3. When making cab signal departure tests, the fireman or helper must operate the switch for the test circuit.

On multiple unit equipment the conductor will operate the switch for the test circuit.

1560-A1. Following exceptions authorized for trains and engines not equipped with cab signals:

Work, wire and wreck trains.

Passenger or freight engines in back-up service, with or without cars.

Yard or runner engines with or without cars between Harris and Rockville.

Class A and B engines enroute to or from shops.

Northern Region trains between Harris and Rockville.

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.

Day—East End Interlocking.

Lemo—1st Catenary pole south thereof.

Referring to Rule 606

1606-A2. SOUND: o o—

INDICATION: Call car inspector.

CT-405 (Special Instruction Governing Operation of Signals and Interlockings)

1616-A1. Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the aerotrain or tubular train equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

Referring to Rule 663

1663-A1. Harrisburg—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.

Movement of Trains and Engines at 23-B (Enola Yard)

1697-2. When non-interlocked fixed signals at this point cannot be cleared, permission to pass same must be obtained in writing from switchtender.

USE OF TRAINPHONE FOR MANUAL BLOCK SIGNAL SYSTEM OPERATION

1708-A1. Trainphone in service.

	Between	And
Main Line	Banks	Region Post (Pittsburgh Region)
Williamsport Branch	Rockville	Region Post (Northern Region)

Home Region _____ Name _____ Occupation _____

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

REGION

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA REGION**

PHILADELPHIA, PA., OCTOBER 22, 1956.

GENERAL ORDER No. 201

Effective 2.01 A.M., Sunday, October 28, 1956

Applies in All Zones

- (a) Time-Table No. 2 in effect. It contains the necessary instructions issued in general orders up to and including No. 118, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 2 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 1 to bulletin board attendant after Time-Table No. 2 takes effect.

- (b) **DISTRIBUTION OF REGIONAL TIME-TABLE**

Philadelphia Region Time-Table (except Atlantic District) is issued in two books; one of which embraces all of the zones, the other embracing **Zone D** only.

Employes of the Pittsburgh Region and those of the Northern Region who are qualified in Zone D or a portion of it, will be supplied only with the Time-Table embracing Zone D. This instruction also applies to employes of the Philadelphia Region who are qualified only in Zone D or a portion of it.

- (c) **BOOK OF RULES
RULES FOR CONDUCTING TRANSPORTATION**

Book of Rules—Rules for Conducting Transportation in effect, superseding current edition of Book of Rules—Rules for Conducting Transportation, effective September 30, 1951:

Employes whose duties are prescribed by these rules must provide themselves with a copy, see that it is complete, and note changes.

All previous editions of the Book of Rules—Rules for Conducting Transportation shall be turned in or destroyed after October 28, 1956.

- (d) **TUBULAR TRAIN—DIESEL POWER CAR
OPERATION IN TUNNELS OR CONFINED
LOCATIONS—PENNA. STATION-30th STREET
(LOWER LEVEL)**

Load on diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position.

Load must be so reduced before passing ZOO Interlocking Station—Southward and Eastward, and Arsenal Interlocking Station—Northward. Full heat cannot be obtained in any tubular coach unless heat control switches in all tubular coaches are in "FULL HEAT" position.

- (e) **PASSENGER CARRYING CARS MOVED IN
FREIGHT SERVICE**

Class MP-54 and MU cars moved deadhead in freight trains must be placed on rear of train just ahead of cabin car and in such trains that will not require pusher service.

Applies in Zone A

(f) D. R. R. R. AND B. CO. BRANCH WEST END OF APPROACH VIADUCT—JERSEY INTERLOCKING STATION

Two or three engines of the following class diesel engines may operate over this territory coupled together, when adjacent track is clear of other trains:

AS6, BS6, BS7, ES6, AS10, AS10AM, AS10AS, AS10S, BS10, BS10A, BS12M, BS12AMS, ES10, ES12M, EP22, AS16, BS16S, BS24M, EFS17, ES15M, LS25.

Two or three units of the following class diesel engines may operate over this territory coupled together, when adjacent track is clear of other trains:

AFP20, BP20, EP20, FP20, AF16, AF15, BF15, BF15A, BF16, BF16Z, EF15A, EH15, EFP15, FF16, FF20.

(g) MAIN LINE DOWNINGTOWN

Engines are prohibited from using trestle of public delivery track.

Special Instruction 1160-A1, changed.

Applies in Zones A and D

(h) AEROTRAIN (COMPLETE UNIT FOR PASSENGER TRAIN OPERATION BUILT BY GENERAL MOTORS) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

Maximum speed for Aerotrain when powered with Engine 1000 (Class EP-12 diesel engine) and train consists entirely of special type Aerotrain cars:

	Miles Per Hour			
	Track			
	4	3	2	1
Region Post (N. Y. Region) and Frankford Passenger Station.....	95	85	95	95
Frankford Passenger Station and North Phila.....	75	75	75	75
North Phila. Interlocking.....	50	50	50	50
North Phila. and Girard Avenue Undergrade Bridge.....	70	70	70	70
Girard Avenue Undergrade Bridge and 44th Street overhead bridge (west end Zoo):				
Westward Subway.....	—	—	35	—
Eastward Subway.....	—	—	—	30
44th Street overhead bridge and 52nd Street.....	50	—	50	50
52nd Street and Overbrook.....	70	—	50	65
Overbrook and Mile Post 21 (west of Paoli).....	70	70	80	80
Between Mile Post 21 (west of Paoli) and Mile Post 112 (west of Banks).....	100 miles per hour			
Special Instruction 1157-C1 changed for the movement of this train.				

(i) AEROTRAIN (COMPLETE UNIT FOR PASSENGER TRAIN OPERATION BUILT BY GENERAL MOTORS) CURVES, BRIDGES—MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

Maximum speed for Aerotrain when powered with Engine 1000 (Class EP-12 diesel engine) and train consists entirely of special type Aerotrain cars:

	Miles Per Hour			
	Track			
	4	3	2	1
Curve Frankford Psgr. Sta. East of Ford.	60	60	60	60
Curve between Ford and Shore.....	50	50	50	50
Curve between 2nd St. overhead bridge and North Penn.....	65	65	65	65
Curve at Bridge 86.11 (Ridge Ave. west of Margie St.).....	70	60	60	70
Thru Valley Interlocking.....	30	—	30	65
Curve between Merion and Narberth..	70	70	70	70
Wynnewood Curve.....	70	70	70	70
Passing Ardmore Psgr. Station.....	70	70	80	45
Curves both sides of Rosemont.....	70	70	75	75
Curve east of Signal Bridge 119 east Villanova.....	70	70	70	80
Curve west Mile Post 13, Radnor.....	70	70	70	75
Curve east of St. Davids.....	60	60	60	60
Curve west of Mile Post 14, Wayne...	70	70	70	70
Curves between Mile Posts 15 and 16, Strafford.....	70	70	70	70
Curve east of Mile Post 17, Devon....	70	70	70	70
Curves between Mile Posts 17 and 18, Berwyn.....	50	50	50	50
Curve west of Mile Post 19 (approaching Westward Home Signal Paoli)...	70	70	70	80
Curve west of Paoli.....	70	70	75	70
West end Paoli Interlocking to Mile Post 21.....	70	70	80	70
Curve west of Mile Post 21, Malvern..	80	80	80	80
Curves between Mile Post 22 and Mile Post 23.....	80	80	80	80
Bridge over Trenton Branch, Glenloch Jumpover.....	95	90	—	—
First curve west Mile Post 25, Glenloch.	—	95	—	—
Curve both sides Mile Post 30, Bradford Hills.....	65	65	65	65
Second curve west Mile Post 30, known as Quarry Curve.....	75	75	75	75
Curve west Mile Post 31, known as Chestnut Street Curve.....	90	90	90	90
Curve west Mile Post 32, Downingtown.	95	85	90	—
Curve both sides Mile Post 33.....	—	95	—	—
Curve both sides Mile Post 37.....	—	90	90	—
Second curve west Mile Post 37.....	—	90	90	—
Curve both sides Mile Post 41.....	—	95	—	—
Curve both sides Mile Post 48, west of Atglen, known as North Bend Curve.	70	—	60	70
Second curve west Mile Post 50.....	75	—	75	75
Curve both sides Mile Post 51, Gap...	55	—	55	55
First curve west Mile Post 52, known as Ebys Curve.....	55	—	55	55
Curve both sides Mile Post 53.....	80	—	80	80
Curve between Mile Post 58 and Mile Post 59, west of Gordonville.....	90	—	70	70
Curve west of Mile Post 59, east of Ronk.	90	—	90	—
Curve both sides Mile Post 60, Ronk..	80	—	80	80
Curve both sides Mile Post 61, Bird-in-Hand.....	85	—	85	85
Curve both sides Mile Post 62, Mill Creek Curve.....	—	—	70	—
Second curve west Mile Post 63.....	95	—	—	—

	Miles Per Hour	
	Track	
	2	1
Curve both sides Mile Post 69, known as Diller-ville.....	90	90
First curve west Mile Post 74, known as Spring House Curve.....	90	95
Curve both sides Mile Post 75.....	95	—
First curve west Mile Post 77, known as Harris-burg Pike Curve.....	95	95
Second curve west Mile Post 77, known as Bru-bakers Curve.....	90	—
Curve both sides Mile Post 85, known as Sand Cut.....	85	85
Curve both sides Mile Post 86, known as Plug Curve.....	85	85
Curve both sides Mile Post 93, known as Mateers Curve.....	85	85
First curve east Mile Post 94, east of Roy, known as Youngs Curve.....	95	95
Curve both sides Mile Post 95, known as Middle-town Curves.....	80	80
Curve both sides Mile Post 97, known as White House Lane Curve.....	70	70
First curve west Mile Post 102, known as Cedar St. Curve.....	85	85
Curve west Mile Post 103, known as Dock St....	50	60
Curves between Mile Post 105 and Mile Post 106.	35	35
Curve west of Mile Post 106, west of Maclay St..	55	55
Curve between Mile Post 107 and Mile Post 108.	80	70
Curves east of Mile Post 109.....	60	60
First curve west of Mile Post 109, known as Linglestown Road Curve.....	55	55
Curve both sides Mile Post 110, known as Rock-ville Curve.....	35	35
First curve east of Mile Post 111.....	40	40
Curves between Mile Post 111 and Mile Post 112, east of Marysville.....	75	80
Curves between Mile Post 112 and Banks.....	60	60
Curves between Banks and Region Post (Pgh. Region).....	65	65

Special Instruction 1157-F1 changed for the movement of this train.

Note: It must be understood that if any other equipment is substituted, the restrictions shown in Special Instructions 1157-C1 and 1157-F1 will apply instead of the speeds shown in this General Order.

Applies in Zone B

(j) GREENWICH STADIUM—SWANSON STREET

No. 1 and No. 2 Thorofare tracks between Stadium and spring switch leading to B & O R.R. changed to Running Tracks of no assigned direction in charge of the Operator at Stadium.

Special Instruction 1151-G1, changed.

(k) STADIUM

WEST END COAL YARD LADDERS (Tracks 1 to 10 inc.)
Switching movements must not foul ladders until permission is obtained from Operator Stadium to do so.

When switching is completed and ladders are clear, the conductor must report clear to Operator Stadium. Operator at Stadium will not permit Road movement to proceed on Coal Yard Leads until all switching movements are reported clear.

Special Instruction 1155-A15, added.

(l) TRENTON BRANCH NEST

To prevent blocking of Gravers Road crossing (1855 feet east of westward Home signal) westward freight trains consisting of 35 cars or more will stop east of this crossing when westward Home signal governing the movement is in Stop indication and contact the operator for instructions.

Special Instruction 1155-A12, added.

(m) YORK HAVEN LINE DAY

Account ascending grade, when block signal N-831 indicates Approach or Stop-and-proceed, westward trains on this track with more than 45 cars will stop at signal and contact the operator for instructions.

Special Instruction 1155-A13, added.

(n) COLUMBIA BRANCH SHOCKS

Account ascending grade, when eastward Home signal on No. 1 track indicates Stop, eastward freight trains with 90 or more cars, or with 80% or more of its engine rating, will stop at telephone one-half mile west of this signal and contact operator Cola for instructions.

Special Instruction 1155-A14, added.

This General Order is printed in Time-Table No. 2 and will not be issued in sticker form.

J. F. PIPER,

Superintendent Transportation.