



THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

PHILADELPHIA DIVISION

Time-Table No. 11

In effect 2.01 A. M., Sunday, September 28, 1947

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

J. W. LEONARD,
Supt. Pass. Transportation.

J. P. NEWELL,
General Superintendent.

A. M. HARRIS,
Supt. Freight Transportation.

M. S. SMITH,
Superintendent.

Original timetable from the collection of Tim Zukas

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2021

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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
				PHILADELPHIA				
				PENNA —30th St.	0.9			
				NORTH PHILA.				
X	X	X		PAOLI	19.9			
				DIVISION POST (P.T. Div.)	21.3			
				MALVERN	21.7			
X				FRAZER	24.0			
				GLEN	25.4			
				GLEN LOCH	25.6			
				SHIP ROAD	26.8			
				WHITELAND	27.5			
X				WHITFORD	28.5			
				DOWNES	32.8			
				DOWNINGTOWN	32.5			
X	X	X		THORNDALE	35.0	160	150	
X				THORN	35.0			
X				CALN	36.8			
				COATESVILLE	38.6			
X	X	X		PARK	44.1			
				PARKESBURG	44.3			
				ATGLEN	47.1			
				CHRISTIANA	48.5			
				GAP	51.1			
				LEAMAN PLACE	56.6			
				GORDONVILLE	58.0			
				BIRD-IN-HAND	61.1			
X	X	X		LANCASTER	67.9			
X	X	X		CORK	67.9			
				LANDIS	74.8			
				MOUNT JOY	79.4			
				FLORIN	80.6			
				ELIZABETHTOWN	86.2			
		X		ROY	93.3			
X	X			MIDDLETOWN	95.7			
				STATE	103.2			
X	X	X		HARRISBURG	103.2			
X	X	X		HARRIS	103.4			
X	X	X		ROCKVILLE	108.5			
X	X	X		MARYSVILLE	110.4			
				BANKS	111.8			
				DIVISION POST (Mid. Div.)	112.0			

NOTE—X indicates in service.

Block Stations open continuously, except:

Landis	Closed	Daily except Sunday, 6.45 P. M. to 10.45 A. M.
		Sunday
		Nov. 27, Dec. 25 and Jan. 1.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Glen	Thorn
Downs	Thorn
Caln	Thorn

Employes in Charge of Sidings of Assigned Direction as Follows:

Siding	Employe in Charge	Note
No. 6 Thorndale	Signalman Thorn	
No. 5 Thorndale	Signalman 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		ROCKVILLE DIVISION POST (Wmspt. Div.)	1.6			133

NOTE—X indicates in service.

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			OLEN	0.7			70
				DALE	6.7			
				HOWELLVILLE	11.3			
				KING	12.5			
				TB-22	14.2			
				TB-20	14.4			
				RAMBO	15.7			
				EARNEST	15.7			
		X		NEST	17.6			
				PLYMOUTH MEETING	19.4			
				TB-18	20.2			
				WHITE MARSH	21.5			
				FORT HILL	23.7			
				DRESHER	27.5			
				HEATON	33.3			
				ROXTON	37.4			
				LANGHORNE	41.0			
				DIVISION POST (N.Y. Div.)				
X	X	X		MA MORRIS	41.3 46.0			

NOTE—X indicates in service.

The direction Glen to Morris is eastward.

Interlockings—Remote controlled operated from:

Interlocking	Operated from
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.

The direction Dale to Thorn is westward.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
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			
		X		LG-14	22.2		97	
				SMITH	23.3			
				LG-21	30.0			
				LG-30	33.7			
				PORT	36.5			150
X	X	X		MANOR	38.4			
				COLA	38.4			
				COLUMBIA	38.4		70	
				LAKE	40.0			150
				SHOCKS	45.4			
				LG-54	48.8			
				WAGO JUNCTION	50.6			

NOTE—X indicates in service.

The direction Park to Wago Jct. is westward.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Port	Cola
Manor	Cola
Lake	Cola
Shocks	Cola

Emploees in Charge of Sidings of Assigned Direction as Follows:

Siding	Emploee in Charge	Note
Smith	Signalman Smith	
Columbia	Signalman 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			DIVISION POST, (Md. Div.) CRES PORT	1.8			

NOTE—X indicates in service.

The direction Cres to Port is westward.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Cres	Cola
Port	Cola

YORK HAVEN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wago Junction	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				DIVISION POST, (Md. Div.)				
				WAGO JUNCTION				
X	X	X		YORK HAVEN	1.0			
				CLY	1.5			
				GOLDSBORO	14.0			
X	X	X		NEW CUMBERLAND	16.0			
X	X	X		LEMO	19.1			
				DAY				

NOTE—X indicates in service.

COLUMBIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lancaster	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LANCASTER				
				CORK				
X	X	X		MOUNTVILLE	7.2			
				COLA	11.6			
X				COLUMBIA	11.6			
				SHOCKS (A. & S. Branch)	18.6			
				BILLYMYER	22.5			
				BALNBRIDGE	22.9			
				FALMOUTH	28.9			
		X		ROY	30.9			
X	X			STATE	40.1			

NOTE—X indicates in service.

The direction Shocks to State is westward.

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	1.3			
				CAMP	3.3			
				MECHANICSBURG	8.0			
		X		DILLS	9.5			
				NEW KINGSTON	11.8			
				WATTS	17.0			160
				CARLISLE	18.3			
				COOKE	19.3	95		110
				GREASON	23.7			20
			X	SPRING	28.9		110	115
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			
				PENNSROAD	41.4			
				SCOTLAND	47.1			
				WOOD	50.2			
				CHAMBERSBURG	51.6			
				MARION	57.5			
				GREEN CASTLE	62.5			
				MASON-DIXON	67.4			
X	X	X		MAUGANSVILLE	69.6			
				TOWN	72.8			
X	X	X		HAGERSTOWN	73.8			
				HAGER	74.0			
			X	WILLIAMSPORT	79.9			128
				POT	82.9			
				FALLING WATERS	84.3			
			X	BEDINGTON	87.1			
				GARD	89.0			
				BERKELEY	89.1			
				MARTINSBURG	93.0			
			X	TABLERS	97.6			
				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.

Block-Limit stations controlled by open block stations:

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

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in charge	Note
Spring	Signalman Penroad	

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

Vardo—South end of Shomo Yard, Hagerstown.

PAOLI TO BANKS

STATIONS	FIRST CLASS			Leave
	579 SUN. ONLY	503 DAILY EX. SUN.	17 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PHILADELPHIA (P.T. Div.)				
PENNA.-30th St.				
NORTH PHILADA				
PAOLI				
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE				
COATESVILLE				
PARKESBURG				
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER				
MOUNTVILLE	Columbia Branch			
COLUMBIA				
LANDIS				
MOUNT JOY				
FLORIN				
ELIZABETHTOWN				
MIDDLETOWN				
WAGO JUNCTION	York Haven Line			
YORK HAVEN				
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO				
HARRISBURG		\$ 4.00	\$ 4.05	\$ 4.50
ROCKVILLE		4.11	4.16	5.00
MARYSVILLE				\$ 5.04
BANKS				5.07
Arrive		A. M.	A. M.	A. M.
		579	503	17

WESTWARD

	FIRST CLASS				
	605 DAILY EX. SUN.	13 DAILY	513 DAILY	619 DAILY EX. SUN.	601 DAILY EX. SAT & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 2.40			\$ 5.44	\$ 7.40
	\$ 2.45			\$ 5.48	\$ 7.44
		\$ 4.45			
	\$ 3.28	5.21		\$ 6.52	\$ 8.08
	F 3.33			F 6.54	
				F 6.57	
				F 6.59	
				F 7.01	
				F 7.03	
				F 7.06	
	\$ 3.48			F 7.10	
		5.35		F 7.13	8.22
	\$ 4.02			\$ 7.19	\$ 8.26
	\$ 4.12	5.44		\$ 7.27	8.31
	\$ 4.17				
	\$ 4.22				
	\$ 4.26				
	\$ 4.31				
	\$ 4.35				
	\$ 4.42				
	\$ 4.56				
		\$ 6.25			\$ 8.53
	MU			MU	
		6.33			9.00
		\$ 6.38			
		\$ 6.42			
		\$ 6.52			
		\$ 7.03			9.15
			7.22		
			\$ 7.25		
			\$ 7.28		
			\$ 7.33		
			\$ 7.45		
			7.51		
		\$ 7.15	\$ 7.57		\$ 9.25
		7.30			
		7.40			
		7.45			
	A. M.	A. M.	A. M.	A. M.	A. M.
	605	13	513	619	601

STATIONS	FIRST CLASS			Leave
	● 95 ‡DAILY EX. MON.	615 SUN. ONLY	15 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PHILADELPHIA (P.T. Div.)		\$ 8.35	\$ 8.35	
PENNA.-30th St.		\$ 8.39	\$ 8.40	
NORTH PHILADA.	8.24			
PAOLI	8.50	\$ 9.04	\$ 9.10	
MALVERN				
FRAZER				
GLEN LOCH		F 9.10	J 9.16	
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN		\$ 9.18	\$ 9.24	
THORNDALE	9.04	9.22	9.28	
COATESVILLE		\$ 9.26	\$ 9.33	
PARKESBURG	9.12	\$ 9.34	\$ 9.42	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE	Will Not Run Nov. 28,			
GORDONVILLE	Dec. 26,			
BIRD-IN-HAND	Jan. 2,			
LANCASTER	E 9.34			
	9.44	\$ 9.57	\$ 10.08	
MOUNTVILLE				
COLUMBIA				
LANDIS	9.51	10.04	10.15	
MOUNT JOY		\$ 10.09	\$ 10.20	
FLORIN				
ELIZABETHTOWN		\$ 10.18	\$ 10.30	
MIDDLETOWN	10.08	\$ 10.28	\$ 10.41	
WAGO JUNCTION				
YORK HAVEN				
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO				
HARRISBURG	E 10.20	\$ 10.40	\$ 10.55	
	10.45		11.15	
ROCKVILLE	10.55		11.25	
MARYSVILLE				
BANKS	11.00		11.30	
Arrive	A. M.	A. M.	A. M.	
	95	615	15	

	FIRST CLASS				
	+551 DAILY EX. SUN.	571 DAILY	25 DAILY	+559 SUN. ONLY	● 93 ‡DAILY EX. SUN. & MON.
	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 9.35		11.54
			\$ 10.07		12.20
			\$ 10.21		
			10.25		12.84
			\$ 10.30		
			10.37		12.42
					Will Not Run Nov. 28, Dec. 26, Jan. 2, Feb. 24.
	\$ 10.17		\$ 11.00	\$ 11.05	1.05
	\$ 10.27				
	\$ 10.37			\$ 11.25	
			11.07		1.13
			11.24		1.30
			11.01		
			11.05		
			11.20		
		\$ 11.25	\$ 11.35		E 1.45
		11.50	11.43		1.55
		12.01	11.53		2.05
			11.58		2.10
	A. M.	P. M.	A. M.	A. M.	P. M.
	551	571	25	559	93

PAOLI TO BANKS

STATIONS	FIRST CLASS		
	19	75	+553
	DAILY	DAILY	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)	\$ 12.04	\$ 1.05	
PENNA.-30th St.	\$ 12.11	\$ 1.09	
NORTH PHILADA.			
PAOLI	\$ 12.36	\$ 1.38	
MALVERN			
FRAZER	L 12.41		
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN	\$ 12.50		
THORNDALE	12.54	1.52	
COATESVILLE	\$ 12.59	\$ 1.57	
PARKESBURG	\$ 1.07	2.04	
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER	\$ 1.34	\$ 2.26	\$ 2.35
MOUNTVILLE			\$ 2.45
COLUMBIA			\$ 2.65
LANDIS	E 1.43	2.33	
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN	2.02	2.49	
WAGO JUNCTION			
YORK HAVEN			
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMO			
HARRISBURG	\$ 2.16	\$ 3.00	
	2.26	3.05	
ROCKVILLE	2.36	3.15	
MARYSVILLE			
BANKS	2.41	3.20	
Arrive	P. M.	P. M.	P. M.
	19	75	553

WESTWARD

	FIRST CLASS				
	501	533	33	47	609
	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 3.46
					\$ 3.48
			C 2.49		
			\$ 3.16		\$ 4.29
					\$ 4.47
			3.30		4.51
					\$ 4.55
			3.37		\$ 5.04
					Will Not Run Nov. 27, Dec. 25, Jan. 1, Feb. 23.
			\$ 4.00		
					MU
				4.07	
				4.23	
			4.05		
			4.09		
			4.25		
		\$ 4.30	\$ 4.34		
	\$ 3.20		4.46	\$ 4.51	
	3.30		4.55	5.01	
				5.00	5.06
	P. M.	P. M.	P. M.	P. M.	P. M.
	501	533	33	47	609

STATIONS	FIRST CLASS			Leave
	+607	505	05	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	DAILY	
	P. M.	P. M.	P. M.	
PHILADELPHIA (P.T. Div.)				
PENNA.-30th St.				
NORTH PHILADA			C 4.56	
PAOLI			S 5.24	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE			5.37	
COATESVILLE			S 5.42	
PARKESBURG			5.49	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER			S 6.11	
MOUNTVILLE				
COLUMBIA				
LANDIS			6.18	
MOUNT JOY				
FLORIN				
ELIZABETHTOWN				
MIDDLETOWN			6.35	
WAGO JUNCTION		S 5.56		
YORK HAVEN		S 5.58		
CLY		S 6.01		
GOLDSBORO		S 6.06		
NEW CUMBERLAND		S 6.18		
LEMO		6.24		
HARRISBURG		S 6.30	S 6.45	
	S 6.05		6.50	
ROCKVILLE	5.14		7.00	
MARYSVILLE	S 5.17			
BANKS	5.20		7.05	
Arrive	P. M.	P. M.	P. M.	
	607	505	5	

	FIRST CLASS				
	631	+555	617	77	621
	DAILY	DAILY	DAILY	DAILY	EX. SAT. & SUN.
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	S 5.03		S 4.45		S 5.60
	S 5.07		S 4.50		S 5.63
				V 5.35	
	S 5.33		S 5.38	V 6.03	S 6.17
			F 5.41		F 6.19
			F 5.43		F 6.22
			F 5.45		F 6.24
			F 5.48		F 6.26
			F 5.50		F 6.28
			F 5.52		F 6.30
	S 5.47		S 5.58		S 6.35
	5.51		F 6.01	6.17	F 6.38
	S 5.55		S 6.07		S 6.44
	S 6.03		S 6.15	6.25	S 6.51
	S 6.29	S 6.38		Y 6.50	
		S 6.58	MU		MU
	6.37			6.57	
	S 6.43				
	S 6.54				
	S 7.05			7.14	
	S 7.20			Y 7.25	
				7.30	
				7.40	
				7.45	
	P. M.	P. M.	P. M.	P. M.	P. M.
	631	555	617	77	621

PAOLI TO BANKS

STATIONS	FIRST CLASS			
	531	31	65	
	DAILY	DAILY	DAILY	
	Leave	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)				
PENNA.-30th St.				
NORTH PHILADA		U 7.40	Y 7.46	
PAOLI		U 8.05	Y 8.14	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE		8.19	8.28	
COATESVILLE				
PARKESBURG		8.26	8.35	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER		U 8.48	8.58	
MOUNTVILLE				
COLUMBIA				
LANDIS		8.54	9.04	
MOUNT JOY				
FLORIN				
ELIZABETHTOWN				
MIDDLETOWN		9.11	9.22	
WAGO JUNCTION		8.56		
YORK HAVEN		9.00		
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO		9.15		
HARRISBURG	S 9.20	U 9.22	Y 9.33	
		9.32	9.45	
ROCKVILLE		9.41	9.55	
MARYSVILLE				
BANKS		9.46	10.00	
Arrive	P. M.	P. M.	P. M.	
	531	31	65	

WESTWARD

	FIRST CLASS			
	523	71	557	581
	DAILY	DAILY	DAILY	DAILY
	EX. SUN.			
Leave	P. M.	P. M.	P. M.	P. M.
				S 8.20
				S 8.25
		C 8.14		
		S 8.42		S 8.57
				S 9.10
		8.56		9.14
				S 9.18
		9.03		S 9.25
				S 9.47
		S 9.27	S 9.35	10.07
				S 9.55
		9.34		10.15
				S 10.26
		9.52		K 10.34
	9.36			
	9.40			
	9.55			
	S 10.00	S 10.05		S 10.49
		10.15		11.03
		10.25		11.14
		10.30		
	P. M.	P. M.	P. M.	P. M.
	523	71	557	581

STATIONS	FIRST CLASS			
	575	67	23	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PHILADELPHIA (P.T. Div.)				
PENNA. 30th St.				
NORTH PHILADA.		C 9.19	C 9.31	
PAOLI		S 9.46	S 9.58	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE		10.00	10.12	
COATESVILLE				
PARKESBURG		10.07	10.19	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE				
GORDONVILLE				
BIRD-IN-HAND				
LANCASTER		10.31	10.42	
MOUNTVILLE	Columbia Branch			
COLUMBIA				
LANDIS		10.38	10.50	
MOUNT JOY				
FLORIN				
ELIZABETHTOWN				
MIDDLETOWN		10.55	11.07	
WAGO JUNCTION	York Haven Line	10.41		
YORK HAVEN		10.45		
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO		11.00		
HARRISBURG		S 11.05	S 11.06	S 11.18
		11.33	11.20	11.28
ROCKVILLE		11.45	11.30	11.38
MARYSVILLE				
BANKS		11.35	11.43	
Arrive		P. M.	P. M.	P. M.
		575	67	23

	FIRST CLASS				
	539	39	3	+561	35
	DAILY	DAILY	DAILY	SUN. ONLY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
					S 11.25
					S 11.30
		T 10.07	AA 10.18		
		T 10.35	10.43		S 11.57
					S 12.11
		10.49	10.56		12.15
					S 12.20
		10.56	11.03		12.27
		T 11.19	11.25	S 11.29	S 12.54
					S 11.49
					1.02
		11.26	11.31		
		11.43	11.48		1.19
		11.26			
		11.30			
		11.45			
		S 11.50	U 11.54	AA 11.59	S 1.35
			12.01	12.10	1.48
			12.11	12.20	1.58
			12.16	12.25	2.03
		P. M.	A. M.	A. M.	P. M.
		539	39	3	561
					35

STATIONS	FIRST CLASS		
	66	60	504
	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)			
PENNA.-30th St.			
NORTH PHILADA.	D 6.20	D 6.25	
PAOLI	S 5.50	5.55	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE	5.35	5.40	
COATESVILLE			
PARKESBURG	5.28	5.33	
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER	5.06	5.11	
MOUNTVILLE			
COLUMBIA			
LANDIS	4.59	5.04	
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN	4.42	4.47	
WAGO JUNCTION			5.09
YORK HAVEN			5.05
CLY			
GOLDSBORO			
NEW CUMBERLAND			4.50
LEMO			
HARRISBURG	4.32	4.37	S 4.45
	S 4.20	S 4.00	
ROCKVILLE	4.10	3.60	
MARYSVILLE			
BANKS	4.05	3.45	
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	66	60	504

	FIRST CLASS				
	580	70	40	36	68
	A. M.	A. M.	A. M.	A. M.	A. M.
	S 7.40			S 7.10	
	S 7.34			S 7.06	
		D 6.44	D 6.53		D 7.16
	S 7.05	S 6.16	S 6.25	S 6.40	D 6.45
	N 6.59				
	F 6.41				
	F 6.34				
	S 6.24				
	6.19	6.01	6.10	6.25	6.30
	S 6.15				
	S 6.07	5.54	6.02	6.16	6.23
	5.43	5.31	5.39	5.50	S 5.59
	S 5.24				
	5.17	5.24	5.32	5.42	5.51
	5.00	5.08	5.16	5.25	5.35
	4.50	4.58	5.07	5.15	5.25
	S 4.35	S 4.49	S 5.00	S 4.40	S 5.17
	4.25	4.39	4.50	4.30	5.07
		4.34	4.45	4.25	5.02
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	580	70	40	36	68

BANKS TO PAOLI

STATIONS	FIRST CLASS		
	568	76	48
	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)			
PENNA.-30th St.			
NORTH PHILADA.	Y 7.24	D 7.45	
PAOLI	Y 6.57	D 7.15	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THEORNDALE		6.42	6.58
COATESVILLE			
PARKESBURG		6.34	6.50
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER		6.11	S 6.25
MOUNTVILLE			
COLUMBIA			
LANDIS		6.04	6.17
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN		5.47	6.00
WAGO JUNCTION	5.51		
YORK HAVEN	5.47		
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMO	5.30		
HARRISBURG	S 5.25	Y 5.38	S 5.50
		Y 5.32	S 5.39
ROCKVILLE		5.22	5.29
MARYSVILLE			
BANKS		5.17	5.24
Leave	A. M.	A. M.	A. M.
	DAILY 568	DAILY 76	DAILY 48

EASTWARD

	FIRST CLASS				
	58	574	618	28	30
	A. M.	A. M.	A. M.	A. M.	A. M.
			S 8.55		
			S 8.52		
				D 8.07	S 8.21
			S 8.19	W 7.39	S 7.53
			S 8.14		
			F 8.06		
			S 8.03		
			F 8.00		
			F 7.58		
			S 7.55		
			S 7.47		
			S 7.43	7.25	7.36
			S 7.39		
			S 7.31	7.18	7.29
			F 7.22		
			F 7.17		
			F 7.12		
			S 7.02		
			F 6.56		
			F 6.52		
			S 6.42	6.54	S 7.06
			MU		
				6.47	6.58
				6.31	6.42
		6.15	6.41		
		6.11	6.37		
		5.55	6.20		
		5.60	6.15		
	S 5.46	S 5.51		D 6.17	S 6.28
		5.36	5.40		
				6.08	6.18
		6.31			
				6.03	6.13
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY 58	DAILY 574	DAILY EX. SUN. 618	DAILY 28	DAILY 30

STATIONS	FIRST CLASS		
	◇72	54	●610
	Arrive P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)			\$ 7.03
PENNA.-30th St.			\$ 7.00
NORTH PHILADA.	D 3.55	D 4.07	
PAOLI	S 3.24	S 3.40	S 6.08
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			\$ 5.52
THORNDALE	3.09	3.25	5.48
COATESVILLE	S 3.05		S 5.44
PARKESSBURG	2.57	3.17	S 5.37
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			Will Not Run Nov. 27, Dec. 25, Jan. 1, Feb. 23.
BIRD-IN-HAND			
LANCASTER	S 2.34	S 2.54	
MOUNTVILLE			
COLUMBIA			MU
LANDIS	2.26	2.47	
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN	2.09	2.30	
WAGO JUNCTION			
YORK HAVEN			
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMO			
HARRISBURG	S 1.59	2.20	
	S 1.49	S 2.14	
ROCKVILLE	1.39	2.04	
MARYSVILLE			
BANKS	1.34	1.59	
Leave	P. M.	P. M.	P. M.
	DAILY 72	DAILY 54	‡DAILY EX. SUN. 610

	FIRST CLASS				
	624	+556	570	562	●96
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.55		\$ 7.21		
	\$ 6.51		\$ 7.17		
					7.40
	\$ 6.25		\$ 6.53		7.10
	\$ 6.07		\$ 6.37		
	6.01		6.32		6.56
	\$ 5.57		\$ 6.27		
	\$ 5.44		K 6.18		6.46
	E 5.27				
	E 5.24				
	\$ 5.16		\$ 5.56		E 6.20
		\$ 5.45			
		\$ 5.25			
	E 5.02		5.47		5.57
	S 4.54		\$ 5.42		
	S 4.49				
	S 4.43		\$ 5.34		
	S 4.33		\$ 5.25		5.40
				5.43	
				\$ 5.40	
				\$ 5.37	
				\$ 5.32	
				\$ 5.21	
				5.18	
	\$ 4.20		5.13	\$ 5.13	5.30
			\$ 5.00		E 5.00
			4.50		4.50
					4.45
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. 624	DAILY 556	DAILY 570	DAILY 562	DAILY 96

STATIONS	FIRST CLASS			
	638		*640	
	A. M.		A. M.	
HARRISBURG	\$ 3.30	\$ 7.45		
LEMOYNE	3.25	7.40		
MECHANICSBURG	\$ 3.11	\$ 7.28		
DILLS	3.08	7.24		
NEW KINGSTON		F 7.21		
CARLISLE	\$ 2.53	\$ 7.10		
COOKE	2.50	7.06		
GREASON		F 6.58		
SPRING	2.37	6.49		
NEWVILLE		S 6.47		
OAKVILLE		F 6.42		
SHIPPENSBURG	\$ 2.20	\$ 6.31		
PENNROAD	2.17	6.29		
SCOTLAND		F 6.20		
CHAMBERSBURG	\$ 1.54	\$ 6.10		
MARION				
GREENCASTLE	\$ 1.41			
MASON-DIXON				
MAUGANSVILLE				
TOWN	1.27			
HAGERSTOWN	\$ 1.25			
HAGER				
WILLIAMSPORT				
POT				
FALLING WATERS				
BEDINGTON				
GARD				
BERKELEY				
MARTINSBURG				
TABLERS				
INWOOD				
BUNKER HILL				
RIDGEWAY				
CLEARBROOK				
WINCHESTER				
Leave	A. M.	A. M.		
	DAILY	DAILY		
	638	EX. SUN.	640	

	FIRST CLASS			
	644		*648	
	P. M.		P. M.	
	\$ 8.30			
	8.25			
	\$ 8.08			
	7.57			
	\$ 7.52			
	\$ 7.40			
	7.28			
	\$ 7.20			
	7.09			
	\$ 7.07			
	\$ 7.00			
	\$ 6.47			
	6.42			
	\$ 6.33			
	\$ 6.09			
	\$ 5.59			
	\$ 5.51			
	E 5.41	Will Not Run		
	\$ 5.37	Nov. 27,		
	5.32	Dec. 25,		
	\$ 5.30	Jan. 1,		
		\$ 6.00		
		5.56		
		\$ 5.43		
		5.34		
		\$ 5.31		
		\$ 5.24		
		5.17		
		\$ 5.14		
		\$ 4.55		
		F 4.44		
		\$ 4.38		
		\$ 4.29		
		\$ 4.23		
		\$ 4.17		
		\$ 4.00		
	P. M.	P. M.		
	DAILY	*DAILY		
	EX. SUN.	EX. SUN.		
	644	648		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for TrainNo.	Close after TrainNo.		Open for TrainNo.	Close after TrainNo.
618	618	MALVERN	.....	.....
618	618	WHITFORD	.....	.....
618	609	DOWNINGTOWN	.....	.....
580	570	COATESVILLE	25	570
618	526	PARKESBURG	.....	.....
580	71	LANCASTER	580	71
550	553	COLUMBIA	.....	.....
604	631	MOUNT JOY	.....	.....
624	624	FLORIN	.....	.....
13	570	ELIZABETHTOWN	.....	.....
604	570	MIDDLETOWN	.....	.....
All Trains	.....	HARRISBURG	All Trains	.....
608	608	MARYSVILLE	.....	.....
513	513	YORK HAVEN	.....	.....
513	562	NEW CUMBERLAND	.....	.....
640	643	MECHANICSBURG	.....	.....
640	643	CARLISLE	.....	.....
640	645	NEWVILLE	.....	.....
639	645	SHIPPENSBURG	.....	.....
639	644	CHAMBERSBURG	.....	.....
639	644	GREENCASTLE	.....	.....
639	644	MAUGANSVILLE	.....	.....
647	644	HAGERSTOWN	.....	.....
647	648	WILLIAMSPORT	.....	.....
647	648	MARTINSBURG	.....	.....
647	648	INWOOD	.....	.....
647	648	CLEARBROOK	.....	.....
647	648	WINCHESTER	.....	.....

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

EXTRA STOPS—PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
97	Paoli.....	Employes
605	Thorndale Coaling Station.....	Employes
619	Thorndale Coaling Station.....	Employes
617	Thorndale Coaling Station.....	Employes
621	Thorndale Coaling Station.....	Employes
618	Thorndale Coaling Station.....	Employes
622	Thorndale Coaling Station.....	Employes

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal and Interlocking Rules."

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

★1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★1201. 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—schedule assigned to rail motor cars.
 - *—Passenger train—schedule assigned to handle passenger and freight equipment.
 - ◇—Passenger train—No train baggageman.
 - ‡#—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.
- 1202.
- T—Regular stop to receive or discharge passengers for Lancaster, Pittsburgh and beyond.
 - U—Regular stop to receive passengers for west of Pittsburgh.
 - V—Regular stop to receive or discharge passengers to or from Altoona or beyond.
 - W—Stop only on notice to conductor to discharge passengers from points west of Pittsburgh.
 - Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
 - AA—Regular stop to receive or discharge passengers to or from St. Louis and beyond.
 - MU—Multiple Unit.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. 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.

1502. 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 Cooke.

1503. Rules 14 (db) and (eb) will apply:

TRENTON BRANCH.

PHILADELPHIA AND THORNDALE BRANCH.

ATGLEN AND SUSQUEHANNA BRANCH.

COLUMBIA BRANCH. (SHOCKS TO STATE).

1504. Portable whistle post, (yellow disc with black letter W), will be placed approximately 1250 feet from point where section gangs are working, South of No. 1 track for Eastward trains and North of No. 2 track for Westward trains on:

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).

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

Call Light for Flagman

1505. At King, engineman or conductor of eastward trains on No. 1 track will call flagman with push call buttons, marked Button for call light for flagman, located on west end of signal relay case south of No. 1 track King or on post south of No. 1 track west of County Line Road Crossing which operates flood lights located south of No. 1 track on fourth catenary pole west of eastward home signal King, first catenary pole west of County Line Road Crossing and first catenary pole west of signal T 92.

Engineman or conductor of eastward trains on No. 1 track, which have stopped at these points, when ready to proceed, will push call buttons, illuminating flagman's call light, for a period

of two minutes, after which train may proceed in the usual manner.

Engine whistle must not be used for calling flagman of eastward trains on No. 1 track at these points unless call button or light is out of order.

1506. At Chambersburg, engineman or conductor of Northward or Southward trains will call flagman with push call button, marked Button for call light. For Northward trains, button is located on pillar at north end of Passenger Shed adjacent to water plug and operates flood lights located on pole on east side of tracks 1350 feet south of Passenger Station with lights facing both directions. For Southward trains, button is located on pillar at south end of Passenger Shed adjacent to water plug and operates flood lights located on pole west side of tracks 1500 feet north of Passenger Station with lights facing both directions.

Enginemen or conductors of trains that have stopped at Chambersburg, when ready to proceed will push call button, illuminating flagman's call light for a period of two minutes, after which train may proceed in the usual manner.

Engine whistle must not be used for calling flagman at this point unless call button or light is out of order.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

USE OF SIGNALS

Fusees and Torpedoes

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

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

Slide Protection Fence

★1851. 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.

Employes finding such signals displaying the most restrictive indication must promptly report to Superintendent.

1852. Slide protection fences in service:

Main Line

Signal SP 918, located 332 feet east of Mile Post 92.

Signal SP 897, located 1539 feet west of Mile Post 89.

Atglen and Susquehanna Branch

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, insofar 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

★1901. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes 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	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station.	Middle Williamsport Renovo Maryland Phila. Term. New York Reading Co.
X	X	X	Harrisburg—Yard Master's Office, Reily	Middle Williamsport Wilkes-Barre Maryland New York Phila. Term. Atlantic Reading Co.
X	X	X	Enola—Brick Office	Middle Williamsport Wilkes-Barre Maryland Phila. Term. New York Atlantic
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	Middle Williamsport Wilkes-Barre
X	X	X	Enola—Asst. Yard Master's Office, West End	Middle Williamsport Wilkes-Barre
X	X	X	Lebanon—Freight Station	
X	X	X	Lancaster—Engine House	Maryland Phila. Term. New York Atlantic
X	X	X	Thorndale—Coaling Station	Phila. Term. New York Atlantic
X	X	X	Columbia—Yard Office	Maryland Phila. Term. New York
X	X	X	Earnest—Yard Office	Phila. Term.
X	X	X	Chambersburg—Yard Office	Reading Co.
X	X	X	Hagerstown—Engine House, Passenger Station, 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.

2002. Standard Clocks at other points:
Train Dispatcher's Offices
Block Stations

★2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

★2101. 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. Martinsburg to Winchester. M. P. 9 to Dillsburg. Wood to Waynesboro. M. P. 59 to Mercersburg and Richmond.

Zone E—Pennroad to Martinsburg.

Qualification of Conductor Or Engineman

2102. Employes of foreign divisions or other railroads, not having run or made a trip for the purpose of remaining qualified over any portion of this division on which they are qualified, within a period of one year, will be required to requalify before again running over that portion of the division.

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.

2103. Employes whose duties require them to be familiar with transportation rules and special instructions, must pass a satisfactory examination within six months after employment and be re-examined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Cumberland Valley Branch	Dills	Pennroad
Cumberland Valley Branch	Town	Winchester

2202. 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 Bridge 66.35 (Conestoga Creek)	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.
Over Bridge 66.35 (Conestoga Creek)	West'd Pgr.			East'd Pgr.
Bridge 66.35 (Conestoga Creek) and Lancaster	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.
Lancaster and State			West'd Pgr.	East'd Pgr.
Harris and Division Post (Mid. Div.)			West'd Pgr.	East'd Pgr.
Williamsport Branch Between: Rockville and Division Post (Wmapt. Div.)			West'd Pgr.	East'd Pgr.
Trenton Branch Between: Division Post (N.Y. Div.) and Glen			West'd Frt.	East'd Frt.
P. and T. Branch Between: Dale and Thorn			West'd Frt.	East'd Frt.
A. and S. Branch Between: Park and Wago Junction			West'd Frt.	East'd Frt.
C. and P. D. Branch Between: Division Post (Md. Div.) and Port			West'd Frt.	East'd Frt.
York Haven Branch Between: Division Post (Md. Div.) and Lemo Nos. 1 and 2 tracks.			West'd Pgr.	East'd Pgr.
Wago Junction and Day Nos. 8 and 4 tracks	West'd Frt.	East'd Frt.		
Lemo and Day			West'd Frt.	East'd Frt.
Columbia Branch Between: Lancaster and Columbia			West'd Pgr.	East'd Pgr.
Shocks and State			West'd Frt.	East'd Frt.
Cumberland Valley Branch Between: Lemo and Dills			South'd Pgr.	North'd Pgr.
Pennroad and Town			South'd Pgr.	North'd Pgr.

Note—Tracks are numbered from South to North or East to West.

Thorndale—
No. 5—Eastward Siding.
No. 6—Westward Siding.

Lancaster—
Track A—Eastward Station track.
Track B—Westward Station track.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
Track	Shocks	West end Columbia Yard	Eastward	Cola	Cola	5
Eastward	Rockville	Maclay St.	Eastward	Yard Master Rely	Yard Master Rely	
Westward	Maclay St.	Rockville	Westward	Yard Master Rely	Yard Master Rely	
No. 11	Maclay St.	Harris	Eastward	Harris	Harris	4
No. 12	Harris	Maclay St.	Westward	Harris	Harris	4
F	Day	Switch at Ramp trk., opp't yrd. office west- bd hump.	Westward	Day	Day	4
G	Day	PF-2	Westward	Day	Day	1 2 4
H	Day	Switch at Ramp trk., opp't yrd. office west- bd hump.	Westward	Day	Day	4
K	Day	Switch at Ramp trk., opp't yrd. office west- bd hump.	Westward	Day	Day	4
Nos. 1 & 2 in Receiv'g Yard	111-B	Brick Office	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	
D	West End Enola	Banks	Westward	Banks	Banks	1
C	West End Enola	Spring Switch	Westward	Asst. Yard Master West End	Asst. Yard Master West End	
B	Rockville Bridge	111-B	Eastward	Rockville	Rockville	3
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) Rule 105b will not apply. Enola-G: between spring switch, west of 111-L and PF-2.
- (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) Eastward movements made on signal indication. Westward movements from crossover 111-L to Rockville Bridge will be governed by hand signals (yellow flag or yellow light) from switchtender 111-L.
- (4) Movements must be made prepared to stop short of stored cars.
- (5) Eastward movements from Shocks may be made on signal indication at Shocks. Permission must be ob-

tained from Cola to use this track at any point between Shocks and West end of Columbia Yard.

Harrisburg Passenger Station—Tracks 3, 6, 7, 24, all tracks in Mulberry street, State street and Cumberland Valley Yards and all single end tracks are storage tracks.

2204. Secondary Tracks of No Assigned Direction

Track		Between	And	Controlled by	Note
Frazer	(W)	Frazer	West Chester	Thorn	
New Holland	(W)	Downs	Suplee	Thorn	
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	
Marysville, No. 4, East yard	(W)	PF-2	West end yard	PF-2	
Marysville, Track between yards	(W)	PF-2	West end yard	PF-2	
Dillsburg	(S)	M.P. 9	End of track	Pennroad	
Waynesboro	(S)	Wood	End of track	Pennroad	
Mercersburg	(S)	M.P. 59	End of track	Pennroad	
Richmond	(S)	Mercersburg Junction	End of track	Pennroad	
Hagerstown No. 2	(S)	Town	Washington St.	Hager	
Hagerstown No. 2	(S)	Antietam St.	Hager	Hager	
Track	(S)	Gard	Cumbo Yard	Hager	1

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

Notes:

(1) Rule 105b will not apply.

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
36	2	Downs	Paoli	580	
68	2	Downs	Paoli	580	
76	2	Downs	Paoli	580	
28	2	Cork	Park	618	
30	2	Cork	Park	618	
620	2	Downs	Paoli	618	

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

All Main tracks.

Rules 80, 80a and 80b will apply:

All Secondary tracks.

★2302. Track cars will not operate spring switches.

★2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, Etc.

★2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Harrisburg

(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 (Wmspt. Div.)—Williamsport

No. 1 and No. 2 track, Cly to Division Post (Md. Div.)

—Baltimore.

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

★2402. 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.

★2403. 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.

Engineman Pilot

★2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	with	Normal Position is for Movements
Gard Block Limit Station	Main Track	Track to Cumbo Yard	To Cumbo Yrd.

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

2409. Signalman in charge of main track hand operated switches when block station is open:

Location	Switches
Roy	Crossovers Main Line and Columbia Branch.
Nest	Crossovers between Main tracks and leading into yard.
Smith	All switches.
Dills	End of single track.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Cont'l'd by
Downingtown	No. 4 to Chester Valley Yard No. 4 to New Holland track	Thorn Thorn
Thorndale	No. 5 track to Engine Pit track No. 5 track to East ladder No. 6 track to Engine Pit track No. 6 track to East ladder No. 5 track to West end ladder No. 6 track to D track No. 6 track to D track west end	Thorn Thorn Thorn Thorn Thorn Thorn Thorn
Caln	No. 1 track to Coal Hill	Thorn
Coatesville	No. 1 track to Scully's No. 1 track to Freight station No. 1 track to Rambo's No. 1 track to Kern's No. 1 track to Second ave.	Thorn Thorn Thorn Thorn 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 No. 4 track to R.C.A. track	Cork Cork

Location	Switch	Cont'l'd by	
Lancaster continued	No. 4 track to Merchant Evans Co	Cork	
	No. 4 track to Industrial track	Cork	
	No. 1 track to Texas 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 Express Co. East and west end	Cork	
0 track to Wire Mill	Cork		
Royalton	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 East end of 5Y, 6Y, 7Y, and 8Y Paxton St.	State State	
	6C track to Industrial track	Harris	
Earnest	No. 2 track to Middle track No. 1 track to Middle track	Nest Nest	
King	No. 1 track to No. 2 track	Nest	
Dale	No. 2 track to Phoenixville track	Thorn	
Smith	No. 1 track to No. 2 track No. 1 track to siding	Smith Smith	
Columbia	No. 1 track to Lace Mill No. 2 track to Columbia siding (west end)	Cola 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
	Day	No. 4 track to Coal Yard 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	
Dills	End of Single track	Dills	

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
North of Mechanicsburg	Facing switch from No. 2 track north of M. P. 6 to United States Naval Supply Depot.

NOTE—Before opening main track switch, locking lever must be moved from locking to unlocking position, then wait four minutes for electric locking release to operate, after which main track switch can be opened.

After main track switch has been returned to normal position the locking lever must be returned to locking position.

Spring Switches

★2412. Spring Switch is marked by disc with white background and black letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for which Sprung	Note
ENOLA West end track C	Track G	Track C	
COOKE South end of siding	Main track	From siding	
CUMBO Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	

2413. Enola—Trains or engines on track C must not pass clearance point at west end of track without written instructions from switchtender 111-L.

YARDS AND YARD INSTRUCTIONS

2417. Yards indicated by yard limit boards located at:

Carlisle.
Hagerstown.
Gard.
Martinsburg.
Inwood.
Winchester.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 4	New Cumberland	Day
Nos. 1 and 2	Lemo	Day
Nos. 1 and 2	Lemo	Dills

2430. Conductor or engineman of any train following a train ahead, which is being delayed, must promptly communicate with signalman, who will ask train dispatcher for instructions.

2431. 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.

2432. Lebanon—Movements over tracks of Cornwall Railroad at West Willow Street must be protected by train crews except when watchman is on duty.

2433. 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.

2434. 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 orders.

2435. 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 instruction from Cola before proceeding.

2436. East Downingtown—Trains or engines using east leg of Y must not pass over Reading Co. crossing until the signals controlling Reading Co. trains are in the stop position.

2437. Mechanicsburg—When signal 75, is in stop and proceed position southward freight trains on No. 2 track will ask for instructions before proceeding.

2438. Chambersburg—Conductors of all regular passenger trains must upon arrival report the arriving time and secure permission from signalman Pennroad before proceeding.

2439. Crew of helper engines pushing northward trains, Town, will be in position to receive orders for return movement.

2440. Hagerstown—

Hagerstown Yard is districted and numbered as follows:

No. 1 yard—Between a point 11,347 feet north 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:

No. 2 secondary track and station track from switches Washington Street, 170 feet north of station, to switches Antietam Street, 270 feet south of station, are storage tracks.

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 Hagerstown Passenger Station.

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

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

AUTOMATIC HIGHWAY CROSSING SIGNALS

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to

cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Carlisle—Hanover street.

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals).

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. In the event automatic highway crossing signals fail, 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 Hagerstown	King Street. Church Street. Franklin Street. Washington Street. Antietam Street.
Martinsburg Fayetteville East Fayetteville Waynesboro Winchester	John Street. Route 30. Route 997. Price's Crossing. Fairmount Ave.

2453. Mountville—While making shifting movements, train men 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.

A. Roberstown—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 cross-

ing and know that highway traffic is under control before movement is made over crossing.

B. Trains operating on station track, York Haven Road, east of York Haven; Clearbrook and Lenore Road, Cumberland Valley Branch, 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.

C. Carlisle—Flashing light highway crossing signals discontinue operating at Pitt Street after northward trains have stopped at Station, and at West Street after southward trains have stopped at Station. Conductors of northward and southward trains stopping at Carlisle Station must, before proceeding press push button to start operation of these flashing light signals. Small light at push button will be illuminated when flashing signals are operating.

Southward trains should stop clear of West Street Crossing.

Trains operating on sidings, finding Flashing Light Signals inoperative, must stop and operate push button inside small box designated PB. Push button 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.

D. Martinsburg—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.

Protection For Public Highway Crossings At Grade

2455. 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	3.15 P.M. and 4.15 P.M. 8.45 P.M. and 11.45AM Sunday Continuously	

2456. 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:

Track	Crossing	Location	Note
Yard and Industrial	All	Various	
Industrial	Manheim Avenue	Lancaster	1
Industrial	Route 230	Mount Joy	
Industrial	Reily Street	Harrisburg Yard	1
Trenton Branch	South of Main track switch	Swedland	
	Church Road	Henderson	
Columbia Branch	Union and Perry Sts. (shifting movements)	Columbia	
	Friday Street	Mountville	2
New Holland	Lancaster Avenue	East Downington	
	Washington Avenue	East Downington	
	To Reading Co. Station Creek Road Routes 122 and 322 Newport Road	East Downington East Downington Honey Brook West of Leola	3
Pomeroy	Route 41	Chatham	3
Quarryville	Route 222 Route 222 State Street	Lancaster New Providence Quarryville	
Lebanon	All within City Limits	Lebanon	
Cumberland Valley Branch	Route 15 Route 11—Wolf track Leitersburg Street King Street Amherst and Water St.	Lemoyne Yard Chambersburg Green Castle Martinsburg Winchester	1
Dillsburg	Route 641	Mechanicsburg	
Mercersburg	Route 11	South of Marion	4
Richmond	Route 30	Fort Loudon	4
Waynesboro	Route 16	Waynesboro	

Notes:

(1)—Industrial track leading to Hamilton Watch Company, Lancaster, Building Units Company, Harrisburg, and Freight Station tracks, Green Castle—

A member of the train crew, equipped with a red flag during daylight hours and with a red lantern and a white lantern during the hours of darkness must precede each and every movement of each locomotive, car or train across the crossing at grade and properly warn the traveling public of the approach of such locomotive, car or train.

(2)—Industrial track leading to Wiley Manufacturing Co. Friday Street, Mountville—A member of train crew, equipped with a red flag during daylight hours and with a red and white lantern during hours of darkness, must precede each and every movement of locomotive, car or train across Friday Street and properly warn the traveling public of the approach of such locomotive, car or train.

(3)—Trains and engines must stop before making movement over highway crossing. Prior to and during entire period any part of crossing is occupied by engine or train, a member of crew, equipped with red flag during daylight hours, and with a red and a white lantern during hours of darkness, must be stationed at crossing to provide protection to traffic.

(4)—Prior to making movements of engine or cars over these crossings, and during the time crossings are blocked by such engine or cars, a member of crew must be stationed on east side of crossing at Greencastle Road, Route 11, and west side of crossing at Fort Loudon, Route 30, equipped with proper signal appliances to provide protection to pedestrian and vehicular traffic. During the hours of darkness a lighted fusee must be used in furnishing protection for train movements over these crossings.

Rail Motor Cars

★2475. Rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

A. Lighted hand lanterns or marker lamps must not be permitted in the motor room of rail motor cars, nor close to where gasoline is supplied to these cars.

The use of matches or open flames in the motor room of rail motor cars is prohibited.

Unauthorized persons must not be permitted to ride in the motor room of these cars.

Four-Wheel Cabin Cars

★2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

★2479. At Landis (during hours closed), and Cain, Glen and Dale Interlocking, phone boxes at eastward and westward home signals are equipped with small light and pushbutton, in sealed case, to be used in connection with dragging equipment detector device.

When detector device has been actuated, home signal will display stop indication and small light will not be illuminated.

Crews stopped at home signal finding small light not illuminated must notify train dispatcher. After correcting defects on train, crew will secure permission from the train dispatcher to break seal and operate push button, which will restore home signal to proceed indication.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where Rules 261, 262 and 263 are in effect.

★2505. While train order signal (Rule 294, Fig. B) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

★2506. Referring to Rule 221a, message form C. T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★2601. 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.)	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 (Wmspt.Div.)
Trenton Branch	No. 1 and No. 2	Division Post (N.Y. Div.)	Dale
P. and T. Branch	No. 1 and No. 2	Dale	Thorn
A. and S. Branch	No. 1 and No. 2	Park	Cola
	No. 1	Lake	Shocks
	No. 1 and No. 2	Shocks	Wago Jct.
York Haven Line	No. 1, No. 2, No. 3 and No. 4	Division Post (Md. Div.)	Day
Columbia Branch	No. 1 and No. 2	Cork	Cola
	No. 1 and No. 2	Shocks	State
Cumberland Valley Branch	No. 1 and No. 2	Lemo	Dills
	No. 1 and No. 2	Pennroad	Town

On two or more tracks 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, except:

At Harrisburg by station master or his representative.

**OPPOSING AND FOLLOWING MOVEMENT OF TRAINS
BY BLOCK SIGNALS**

★2602. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Trenton Branch	No. 1 and No. 2	Dale	Glen
A. and S. Branch	No. 1	Cola	Lake
	No. 2	Cola	Shocks

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, except:

At Harrisburg by station master or his representative.

FIXED SIGNALS

2701. 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.



Key:— R—Red
Y—Yellow



INDICATION—Stop.

**INDICATION—PROCEED AT
RESTRICTED SPEED.**

NAME: Stop-Signal.

NAME: Restricting.

2702. Flags and lights of the prescribed color will be used until such time as the standard signal aspects Rule 294, have been installed as required by Rule 221a.

CAB SIGNALS

2751. Cab Signal Rules 295 to 298, inclusive, are in effect 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.)	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	Banks	Block signal 1130
	No. 4 and Tk. D	Banks	Block signal 1125
Trenton Branch	No. 1 and No. 2	Division Post (N.Y. Div.)	Glen
Philadelphia & Thorndale Br.	No. 1 and No. 2	Dale	Thorn
Atglen and Sus- quehanna Br.	No. 1 and No. 2	Park	Wago Junction
	Lake Siding	Cola	Lake
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 Junct.	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 Sus- quehanna Br.	No. 2	Cola	Shocks
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★2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:
Lebanon Track—200 feet east of clearance point
with main track, Conewago.

★2754. Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

2756. When cab signal and fixed signal aspects conflict, engineman, in addition to complying with cab signal rules, will report occurrence to Superintendent from next point of communication where this report can be made without serious delay to train; also on M.P. 62, M.P. 62E, or M.P. 217.

MANUAL BLOCK SYSTEM

2801. 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	Dills	Pennroad
	Single	Town	Winchester

2803. Rule 317 will apply:

On all single track portions of the Division where Manual Block System Rules are in effect, and for all movements against the current of traffic, except where Rule 261 in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic

	Track	Between	And
Cumberland Valley Branch	No. 1 and No. 2	Lemo	Dills
	No. 1 and No. 2	Pennroad	Town

2915. 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.)	Cork
	No. 5 and No. 6	Thorn	Cain
	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 Junct'n
	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 Junct'n	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
Atglen and Sus- quehanna Br.	No. 2	Cola	Shocks

2916. Rule 515—Following exceptions authorized:

Williamsport Division trains between Harris and Rockville.
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.

2917. In the application of **Rule 515** the Superintendent may authorize a train to move in cab signal territory by the use of Form C. T. 1400-B or the following form of message:

C & E extra 452 West at A.

You are authorized to operate without cab signals from A to B complying with **Rule 516**.

INTERLOCKING

3002. 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.

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

3003. When the engine of trains 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 train 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.

SPEEDS

★3101.

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**PASSENGER TRAINS AND FREIGHT TRAINS**

Main Line Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
	Miles per Hour									
Division Post (P.T. Div.) and Thorn			75	50	75	50	70	50	75	50
Thorn and Park			75	50	60	50	70	50	75	50
Park and Cork			75	50	70	50	70	50	75	50
Cork and State							75	50	75	50
Harris and Division Post (Mid. Div.)							75	50	75	50
Division Post (P.T. Div.) and Thorn			65		65		65		65	
Thorn and Park			65		60		65		65	
Park and Cork			65		65		65		65	
Cork and State							65		65	
Division Post (P. T. Div.) and Thorn			70	50	70	50	70	50	70	50
Thorn and Park			70	50	60	50	70	50	70	50
Park and Cork			70	50	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 (Wmspt. Div.)							60	45	60	45
Trenton Branch Between: Division Post (N. Y. Div.) and Glen							40	40	40	40
Phila. and Thorndale Branch Between: Dale and Thorn							40	40	40	40

	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 Between:	Miles per Hour									
Park and M.P. 3							45	45	45	45
M.P. 3 and Wago Jct.							40	40	40	40
Columbia and Port Deposit Branch Between:	Miles per Hour									
Division Post (Md. Div.) and Port							30	30	30	30
York Haven Line Between:	Miles per Hour									
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 Between:	Miles per Hour									
Cork and Cola Rail Motor Cars							40	35	40	35
							45		45	
Shocks and Roy							40	35	40	35
Roy and State							50	35	50	35
Cumberland Valley Branch Between:	Miles per Hour									
Lemo and Dills							50	40	50	40
Dills and Pennroad	50	40								
Pennroad and Town							50	40	50	40
Town and Winchester	35	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.

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 (Wmspt. 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 Jct.	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 Winchester	35	30

WORK TRAINS

	BOOM	BOOM	ON
	Trailing	Forward	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 (Wmspt. 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 Winchester	30	30	20

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

VARIOUS

MAIN LINE		Miles per Hr
Circus Trains.....		30
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see special instructions ★3601.		
—on straight track.....		30
—on curves.....		20
Solid trains of tank cars loaded with petroleum products...		40
Freight trains consisting of 50 per cent or more tank cars loaded with petroleum products.....		40
Note—When handling such trains conductors must know that enginemen have been so advised.		
Trains having in consist Foamite fire fighting cars.....		50
Note—Conductor must notify engineman when car is in train.		
Track scale test weight cars.....		30
Empty compartment test weight cars, non-truck 4 wheel type.....		25
Note—Conductor must notify engineman when car is in train.		
Snow Plows in service.....		25
Snow Flangers in service.....		15
Passing station platforms and trains on adjacent tracks....		5
NOTE—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.		
Operating against current of traffic, except where Rule 261 is in effect:		
Main Line—Passenger Trains.....		50
—Freight Trains.....		40
Williamsport Branch—Passenger Trains.....		50
—Freight Trains.....		40
Trenton Branch—Passenger Trains.....		40
—Freight Trains.....		40
Philadelphia and Thorndale Brch.—Passenger Trains.....		40
—Freight Trains.....		40
Atglen and Susquehanna Branch—Passenger Trains.....		40
—Freight Trains.....		40
Columbia and Port Deposit Branch—Passenger Trains.....		30
—Freight Trains.....		30
York Haven Line—Passenger Trains.....		50
—Freight Trains.....		40
Columbia Branch—Passenger Trains.....		40
—Freight Trains.....		35
Cumberland Valley Branch—Passenger Trains.....		50
—Freight Trains.....		40

	Miles per Hr
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.....	65
NOTE—For the 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 properly advised.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	20
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossover and turnouts, over high way and railroad crossings and when passing trains on adjacent tracks.....	5
Engines taking water from track pans.....	55
Portable ballast cleaning outfits.....	20
SPEED ORDINANCES	
Mechanicsburg.....	7
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	12
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Cooke	Trailing—Springing switch to main track.....	30
Non-Interlocked turnouts—diverging movements, except class M-1, I-1, J, Q, S, T, and HH-1 engines over No. 8 crossovers and turnouts.....		15

	Miles per Hour	
	Forw'd	Back'wd
Class M-1, I-1, J, Q, S, T, and HH-1 engines through No. 8 crossovers or turnouts must not exceed speeds 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 Nos. 1 and 2 tracks, 1700 feet west of Maclay Street Overhead bridge.

TRENTON BRANCH:

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

COLUMBIA BRANCH:

Royalton Yard:—Turnout switches to Nos. 1 and 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:

Interlocked turnout leading to No. 1 yard track, east end east leg of Wye.

Facing point interlocked switch, No. 1 track, leading to east leg of Wye, located 400 feet south of Lemo.

Hand operated turnout and switches at Camp.

Hagerstown:

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

Cumbo Yard:

Turnout switches, south end tracks O and 1, yard F.

**3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.**

MAIN LINE	Miles per Hr
1st and 2nd Curves east of M. P. 31.....	60
Curve west of Atglen.....	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, 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
Curves east and west of Banks.....	60
Williamsport Branch	
Curve at M. P. 91.....	30
1st Curve east of M. P. 92.....	45
New Holland Track	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Columbia Branch	
Curve west of M. P. 70.....	40
Curve west of M. P. 71.....	35
Curve at M. P. 73.....	30
Curve west of M. P. 73.....	30
Curve to Frederick Branch, Columbia.....	15
1st Curve east of M.P. 96 (Red Hill).....	35
Curve between home signals, Roy.....	35

	Miles per Hr
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 Track	
Bridge 16.29 Cornwall Class L1 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
Switches and Crossings at Town and Hager.....	15
Wye at Hagerstown.....	5
Waynesboro Track	
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15
Mercersburg Track	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 Mercersburg Jet. (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.	

**3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED
ENGINES**

Class Steam Engines	Miles Per Hour		
	Backward	Forward— Light	Forward— with Train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	75
E.....	25	50	75
G.....	25	50	75
H.....	25	40	50
HH-1.....	25	35	35
I.....	25	40	50
J.....			
K.....	25	50	75
L.....	25	40	50
M.....	25	50	75
N.....	20	35	35
Q.....	25	40	75
S-1.....	25	50	75
S-2.....	10	50	75
T.....	25	50	75
Reading Co. Class K and I.....	25	40	50
Note: Rail Motor Cars.....		60	60

Class Electric Engines	Miles Per Hour	
	Forward—Light	Forward—with Train
B.....	20	20
GG.....	50	75
L.....	40	50
O.....	50	75
P.....	50	70
R.....	50	75
MU engines... (with Trains)		65

Class Diesel Engines	Service	Miles per Hour	
		Forward—Light	Forward—with train
A-6.....	Switching.	20	20
A-6B.....	Switching.	20	20
ES-6.....	Switching.	40	40
BS-6.....	Switching.	40	40
AS-6.....	Switching.	40	40
ES-10.....	Switching.	40	40
BS-10.....	Switching.	40	40
AS-10.....	Switching.	40	40
EF-4.....	Freight...	40	50
BF-3.....	Freight...	40	50

AF-3.....	Freight...	40	50
FF-3.....	Freight...	40	50
EP-3.....	Passenger.	50	75
BP-1.....	Passenger.	50	75
BP-3.....	Passenger.	50	75
AP-3.....	Passenger.	50	75

**3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS**

Track	Between	And	Miles per Hour
Frazer.....	Frazer.....	West Chester...	20
New Holland.....	Downs.....	Glen Moore.....	15
New Holland.....	Honeybrook....	Cork.....	20
No. 5 and No. 6...	Thorn.....	Caln.....	30
Pomeroy.....	Pomeroy.....	End of track....	15
Quarryville.....	Lancaster.....	End of track....	15
Track.....	Shocks.....	West end of Col- umbia yard	15
Lebanon.....	Conewago.....	9th st. Lebanon	20
Lebanon.....	Highway Cross- ing at Cornwall		5
No. 11 and No. 12..	Harris.....	Maclay St.....	15
Westward.....	Maclay St.....	Rockville.....	15
Eastward.....	Rockville.....	Maclay St.....	15
No. 3 and No. 4...	Rockville.....	Banks.....	35
A.....	Banks.....	111-B.....	35
B.....	111-B.....	Rockville Bridge	15
C.....	West end Enola.	Spring Switch...	15
D.....	West end Enola.	Banks.....	20
O.....	West end Bridge	PF-2.....	15
No. 4 East yard, Marysville.....	PF-2.....	West end yard..	15
Track between yards Marysville.....	PF-2.....	West end yard..	15
F.....	Day.....	Switch at Ramp track.....	15
G.....	Day.....	PF-2.....	20
H.....	Day.....	Switch at Ramp track.....	15
K.....	Day.....	Switch at Ramp track.....	15
No. 1 and No. 2 in receiving yard....	111-B.....	Brick Office.....	15
Dillsburg.....	M.P. 9.....	End of track....	20
Siding Watts.....			15
Siding.....	Pitt St.....	Cooke.....	10
Waynesboro.....	Wood.....	End of track....	20
Waynesboro.....	Highw'y Crossing at Mont Alto..		10
Mercersburg.....	M.P. 59.....	End of track....	20
Richmond.....	Mercer'bg Jct..	End of track....	20
No. 2 Hagerstown..	Town.....	Washington St..	12
No. 2 Hagerstown..	Antietam St....	Hager.....	12
Track.....	Gard.....	Cumbo yard....	15

*3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons				
	B	C	E	H	I	J	K	L	M	N	O	T	HH		P5			
HIGHSPIRE: Bridge 97.04 east of Highspire. Beth. Steel Co. Boiler Works Yard tracks 1, 2, 3 Wheatena Corp. track. Hooley Mill track.					40	X	X	X	X	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" Rockville yard all tracks.					B	5	X	X	B	5	X	X	B	5	X	X	B	5
TRENTON BRANCH: DRESHER Flaming & Bates track.			X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
PLYMOUTH MEETING: Lavino's track.			X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
HENDERSON track.					X	X	X	X	X	X	X	X	X	X	X	X	X	X
SWEDLAND track.					X				X	X	X	X	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 Bloek signal L125.	35	35	35	35	35	30	X	35	35	35	35	35	35	35	X	35	35	35
YORK HAVEN LINE: York Haven Paper Mill track Bridges 68.63 west of York Haven Nos. 1 & 2 tracks. Cly "Y".					X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 72.05 east of Goldsboro Nos. 1 & 2 tracks.					30	X			40				30		X			
MARSH RUN: U. S. Depot track.		X			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 82.72 east of Lemo No. 1 track.					60	X							50		X			
LEMO: Curve to C. V. Bridge. West leg of "Y".					X	X	X	B	5	X	X	X	X	X	X	X	X	X
COLUMBIA BRANCH: Bridge 70.00 west of Lancaster. Sloc Oil Co.					25	X							25		X			
ROHRSTOWN Miller and Bashong. Station track.					X	X			X	X			X		X			X
WEAVERS: Newcomers Mill track.					X	X			X	X			X		X			X
MOUNTVILLE: Station track. Paper Mill. New Holland Machine Co. Brick Co. track.....(1)					X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 78.86 east of Columbia.					25	X			35	35	25	35	X					
COLUMBIA: EY yard tracks 1 to 5 inc. Gas Company. Curve to Frederlok Brch. Crossover to Reading Co. Kelley Stove Co.....(1) No. 2 track to west end.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MARIETTA: Station track. Barbil track. Zelgler Coal Co. track.....(1) O'conner Coal track. Baker Tobacco Co. track.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BILLMYER: All tracks except track adjacent to main track. No. 8 track to Rotary Mill.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons				
	B	C	E	H	I	J	K	L	M	N	O	T	HH		K1sa			
FRAZER track.....(3)		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NEW HOLLAND track.....					X	X	X	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	X	X	X
POMEROY track.....	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
BUSH RUN: General Paper Co.....(1)	X	X	X	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	X	X	X
LEBANON track..... Conewago "Y".....(9)					X	X			X	X	X	X	X	X	X	X	X	X
HARRISBURG-STEELTON Freight Station track.....					X	X	X	X	X	X	X	X	X	X	X	X	X	X
CUMBERLAND VALLEY BRCH. MECHANICSBURG: Beltsel track. D. Wilcox Co. track.....	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
CARLISLE: Ettinger & Sons tracks..... Beetern slide track.....(1) Peoples Coal Co. track.....(1) Land & Improvement Co. track.....			X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 37.35 north of Shippensburg.					25	X			40				25	40	25	25		
SHIPPENSBURG: Elevator track.....	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
PENNROAD: Sand track.....(1)	X		X		X	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	X	X	X
Bridge 48.66 1/4 mile north of M. P. 49.									X				45		45			
CHAMBERSBURG: Trk. inside T.B Wood Sons gate Wolf side track north of bridge at College..... Wolf Slide track.....(5) College Slide track. Connection with W. M. at Engineering Co. Tracks at reclamation plant, yard and No. 8 track along erecting shop. Slider track. Second St. Crossing. Electric Light & Speer Co. track. Former paint shop tracks and delivery tracks west of Freight Station, including switch near track scales. Hollinger track. House & Transfer tracks. 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. Omwake and Oliver.	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 63.91 north of M.P. 64.					35	X			40	40	30	40	35		35			
HAGERSTOWN: North ladder No. 1 yard. Storage and transfer track No. 1 yard. No. 1 west, No. 1, 2 east transfer tracks. Other transfer tracks. Merchant Wholesale Grocery Co. J. W. Myers Co. track. Standard Oil track. Baek Stockyard track.	X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 82.13 Potomac River.					25	X			25	25	25	25	25		25	25		
BERKELEY: Security Cement & Lime Co. track.	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 92.56 no. of Martinsburg.					20	X			20	20	20	20	X		X			

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons		
	B	C	E H 8	G 9 10	H 8 9 10	I	J	K	L	M	N	Q S	T		HH 1	K1aa 110a 18a
MARTINSBURG:																
North leg of "Y".....	X	X	X	X	X	X	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	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
Berkeley Grocery Co. track.....	X	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	X
Other yard & Industrial tracks.....	X	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	X
Tracks south of Martinsburg.....	X	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	X
Bridge 15.15 south of M.P. 15.....	X	15	16	X	X	X	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	X
MERCERSBURG track.....(9)	X	X	X	X	X	X	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	X

- (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.
Class S-2 engines restricted, due to overhead clearance, in passenger station area.
Tracks No. 1 to No. 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.
- (3) Class G, E-6, K, and L engines may use main track only; Class I, M, N, Q, S, and T engines may use track only between Frazer and Morstein.
- (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) When double headed, or moving disabled engines of any class. All engines must be separated and moved singly over bridges shown below, unless there are four cars between the engines:
Bridge just west of Cornwall.
Bridge 61.37—Hother.
Bridge 70.20—Mercersburg Jct.
Two engines are not allowed on these bridges at the same time.

3110. The speed restrictions applying to freight trains at specified points on division will also apply to main trains consisting entirely of freight equipment, or of mixed passenger and freight equipment. Main trains consisting entirely of passenger equipment will be governed by speed of passenger trains.

3111. Steam trains or drafts hauling gas, or gas-electric rail motor cars must not exceed a speed of twenty (20) miles per hour.

3112. 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

3115. OTHER EQUIPMENT RESTRICTIONS

CUMBERLAND VALLEY BRANCH:

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.

Steam Suburban Cars

★3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger-Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose 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.

Cabin Cars in Passenger Trains

★3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintech or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet or More in Length

★3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment, cars with trucks having wood side and end members. With or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains, Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
C1	8
HH1	
I1s	
I1sa	
J1	
J1a	
N1s	
N2sa	
Q	
T	
S	
All others	15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the master mechanic or road foreman of engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

Test Weight Cars

3125. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher and other cars in yard or road movements.

ELECTRICAL OPERATION

3301. 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.

3302. 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 track. 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:

Nos. 1 and 2 tracks, between Division Post, (N.Y. Div.) and Glen. Also Interlocked switches, Dale.

Crossover Heaton.

Crossover Fort Hill, and connection to east leg of Wye.

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

Crossover Rambo.

Crossover King.

PHILADELPHIA AND THORNDALE BRANCH:

Nos. 1 and 2 tracks between Dale and Thorn.

ATGLEN AND SUSQUEHANNA BRANCH:

Nos. 1 and 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:

Nos. 3 and 4 tracks Wago Junction and Cly.

Nos. 1, 2, 3 and 4 tracks between Cly and Day.

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

Lemo-Facing point interlocked crossover between Nos. 1 and 2 tracks east of east leg of Wye.

Trailing point interlocked crossover between Nos. 1 and 2 tracks east of east leg of Wye.

Day—All crossovers in interlocking.

COLUMBIA BRANCH:

Nos. 1 and 2 tracks between Cork and Cola and between Shocks and State. All crossovers between Home Signals Roy. Crossover between Nos. 1 and 2 tracks at Overhead bridge Highspire.

SIDINGS:

Nos. 5 and 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:

Nos. 1 and 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 Nos. 1, 2 and 3 track To A. C. Motor stop sign

HARRISBURG:

State St. Yard—Nos. 34, 35, 36 and 37 tracks from West end of track to A. C. Motor stop sign.

HARRISBURG YARD:

Nos. 4P and 5P tracks Harris to Reily and Eastward Freight tracks, including crossovers east of Reily leading into these tracks.

Nos. 11 and 12 tracks Harris to Maclay Street, also all connections and crossovers to Nos. 11 and 12 tracks on the east end.

NO. 1 CLASSIFICATION YARD:

Nos. 8 to 13 tracks, inclusive. To A.C. Motor stop sign.

NO. 3 RELAY YARD:

Nos. 5, 6 and 7 and Eastward secondary track Maclay Street to A.C. Motor stop sign.

NO. 4 RECEIVING YARD:

Nos. 13 to 18 tracks inclusive.

EARNEST:

Middle track and east middle track.

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

West end Nos. 1 and 2 tracks To A. C. Motor stop sign

East end Nos. 1, 2 and 3 tracks To A. C. Motor stop sign

COLUMBIA:

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

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:

Nos. 1 and 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 opposite yard office Westbound hump.

Ramp track, Track F to westbound hump.

WESTBOUND RECEIVING YARD:

Tracks Nos. 2 to 16 inclusive Day to west end of tracks

RELAY YARD:

Tracks Nos. 6 to 10 inclusive To A. C. Motor stop sign

EASTBOUND CLASSIFICATION YARD:

Tracks Nos. 11 to 18 and tracks Nos. 20 to 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 west-bound receiving Yard to A.C. motor stop sign west of spring switch "A". Electric engine track west of Coal Wharf to Inspection Pit. Tracks E1, E2, and E3, electric engine storage yard, electric engine track (No. 44) engine storage yard to Day.

High Wire Standpipe Stations**3305.**

Tracks or Sidings.	Location
Nos. 1 and 2	Heaton.
Nos. 2 and 5	Thorndale—2000 feet West of Thorn.
Nos. 3 and 6	Thorndale—2593 feet West of Thorndale Coal Wharf.
No. 2	"Q" —570 feet West of crossover.
No. 1	"Q" —710 feet west of crossover.
No. 2 and Manor	Cola —2660 feet East of Cola.
No. 1	Cola —260 feet West of Eastward Home Signal.
No. 2 and Lake	Cola —285 feet West of Eastward Home Signal.
No. 4	Cly —1045 feet East of Cly.
High Line	Enola —40 feet West of West Hump office.

Phase Breaks

3306. Phase breaks in trolley wires located as follows:

Nos. 1, 2, 3 and 4 tracks Main Line and Nos. 1 and 2 tracks Philadelphia and Thorndale Branch opposite Thorndale Sub-station, extending a distance of 185 feet in each direction for these tracks.

Position light phase break indicators located:

On catenary pole south of No. 1 track, 330 feet west of Gal-lagherville Tunnel.

On catenary pole south of No. 3 track, 745 feet west of Mile Post 34.

On catenary pole south of No. 1 track, 1875 feet east of Thorn-dale Sub-station.

On catenary pole north of No. 4 track, 1875 feet east of Thorn-dale Sub-station.

On catenary pole north of No. 2 track, Philadelphia and Thorn-dale Branch, 840 feet east of MP33.

On catenary pole south of No. 1 track, Philadelphia and Thorn-dale Branch, 2050 feet west of Thorndale Sub-station.

Dead Sections in Trolley Wires:

3307. No. 2 track 85 feet west and 110 feet east of Thorn-dale Coal Wharf.

No. 3 track 85 feet west and 145 feet east of Thorndale Coal Wharf.

No. 5 track 85 feet west and 50 feet east of Thorndale Coal Wharf.

No. 6 track 85 feet west and 145 feet east of Thorndale Coal Wharf.

3308. Employes working on or near energized wires must obtain permission and proper protection from power director.

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

When inexperienced employes are required to work in elec-trified territory, experienced employes must call their atten-tion to the danger.

Sleet Instructions

3309. 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 MU 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 elec-trician to make pantograph shoe inspection. Engineman will not raise pantographs until after this inspection has been com-pleted and he has been so advised by the qualified electrician that pantographs may be raised.

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

3310. 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.

3311. Enginemen operating electric engines in both pas-senger and freight service, must use Form M.P. No. 252—Elec-tric Engine Failure Report—to report electrical trouble or fail-

ures to the road foreman of engines of the division on which the failure occurs. This form must also be used to report any trouble experienced with steam heating or boiler apparatus, and where water or oil is taken enroute.

Form must be made out promptly on arrival of engine at final terminal and delivered to the enginehouse foreman or his representative. Upon receipt of form the enginehouse foreman or his representative must telephone the information to the following designated points:

If the failure occurred on the:

New York Division	Call Jersey City 321.
Philadelphia Terminal Division	" Broad 566.
Maryland Division	" Baltimore 331.
Philadelphia Division	" Harrisburg 344.
Atlantic Division	" Camden 32.

After report is telephoned to designated point, Form M.P. No. 252 must be mailed promptly to the road foreman of engines of the division involved, with notation on back of report as to defects found on engine.

3312. Employes 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.

3313. Heat numeral signs 0-1-2-3 will be displayed at:
Cork
Park

3314. 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.

3315. Pantographs must not be dropped, Harrisburg Station tracks Nos. 1 to 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.

3316. HARRISBURG PASSENGER STATION: Fire in steam heat boiler of electric engines, Station tracks Nos. 1 to 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 enginehouse.

3317. Engines equipped with drop couplers, when operating in road service, must have front coupler in DROP position.

Couplers will be dropped by enginehouse employes before engines leave storage tracks.

When conditions require couplers to be raised or lowered after engines leave enginehouse territory, engine crew will raise or

lower couplers unless car inspectors are immediately available; except that where trainmen couple or uncouple steam and electric engines and as the result of such coupling or uncoupling it is necessary to raise or lower couplers, it will be performed by trainmen.

It will be the engineman's responsibility to know that couplers are in proper position when engine is in his charge.

USE OF TELEPHONES

***3501.** Employes using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangement pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

Trainphone

***3506.** Trainphone consists of hand-set telephones, loud speakers, control panels and associated apparatus installed on engines, cabin cars and in block stations for telephone communication between two units so equipped.

Trainphone in service:

Track	Between	And
Main Line	Harrisburg and Enola	Division Post (Mid. Div.)

Block stations equipped with trainphone as follows:

Banks Block Station.

Engines and cabin cars equipped with trainphone must have the apparatus in service at all times between Harrisburg, Enola and Division Post (Mid. Div.)

If trainphone fails, occurrence must be reported to the Superintendent from the next point of communication where report can be made without serious delay to train.

Time-table Special Instruction ***3501** will apply to the use of trainphone.

Trainphone may be used in train operations as follows:

A—When an engine or cabin car is equipped with trainphone, it may be used in connection with delays, defects on engine or train, and other matters relating to the operation of the train.

B—When both the engine and cabin car of a train are equipped with trainphone, it may also be used:

1. To advise engineman when flagman has returned to train.
2. For information in connection with testing brakes.
3. Regarding action to be taken when defects on train are noted and for other purposes of assistance in expediting the movement of the train.

C—It may be used for telephone communications incidental to Manual Block System operations within the limits specified on the time-table as "in service".

1. For the signalman in charge of a block-limit station to give a train approaching that block-limit station verbal permission to enter one block.
2. Permitting a train moving under a Permissive-block signal to proceed through the remainder of the block as though Clear-block signal were displayed, when the signalman knows that the portion of the block to be occupied by the train is clear.
3. Reporting clear of blocks at block-limit stations.
4. Reporting clear of main track.
5. Permitting train to enter a block or foul a main track, or cross from one main track to another.

D—A train approaching a block-limit station must not be given a more favorable block indication to pass that block-limit station than the indication under which it is operating.

E—A train being governed by a Clear-block signal must not be given permission to pass a block-limit station as though Permissive-block signal were displayed without stopping the train.

F—Should the delivery of Clearance Card (Form K) or written instructions, including train orders, be required, the train addressed must be stopped before effecting delivery by trainphone.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billings endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks

At Grade Crossing

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movements over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Supervisor-Track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

Overhead Clearance

★3610. 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	Downingtown and Cork
Pomeroy Track	Pomeroy and Chatham
Lancaster Yards	Lancaster-Dillerville
Quarryville Track	Lancaster and Quarryville
Lebanon Track	Conewago and Lebanon
Harrisburg Yard	Maclay Street and Rockville
Enola—Marysville Yards	Day and Banks
Secondary Track	Columbia and Shocks
York Haven Line Nos. 1 and 2 tracks	Wago Junction and Cly
Cumberland Val. Branch	Lemoyne and Winchester
Dillsburg Track	Mile Post 9 and Dillsburg
Mercersburg Track	Mile Post 59 and Mercersburg

3611. 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.

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

3616. Trainmen must not pass over container cars while cars are in motion.

3617. Freight trains may take water without detaching the engines at all water stations.

3618. When ready to cut off helper engine, trainman 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 pusher 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.

3619. Equipment for sponging hot journals, with hose connection, located as follows:

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

Observation of Trains for Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted Over Side or End of Car
- Swinging Car Door

3621. 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.

PERSONAL INJURIES

★3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost: at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3702. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
West Chester	JOSEPH SCATTERGOOD, M. D. 115 South High Street.....	Bell 5030
Rambo.....	E. S. BUYERS, M. D. 1533 DeKalb St., Nor'stown	Bell 0350
Downingtown ...	M. W. MERRER, M. D. 23 E. Brandywine Ave.....	Bell 144 Bell 0740
Coatesville.....	C. H. STONE, M. D. 380 E. Chestnut Street.....	or 0568
	F. G. HARTMAN, M. D. 219 Lancaster Ave.....	Bell 8312
Lancaster.....	S. G. PONTIUS, M. D. 320 N. Lime Street.....	Bell 2-1023
	C. R. FARMER, M. D. 573 West Lemon Street.....	Bell 6257
	J. Z. APPEL, M. D. 305 N. Duke Street.....	Bell 6918
Honey Brook....	G. D. MORTON, M. D.	Bell 27
Mount Joy.....	W. M. WORKMAN, M. D.	Bell 55
Lebanon.....	W. HOBACE MEANS, M. D. 4 S. 4th Street.....	Bell 486 or 155
Steelton.....	H. C. MYERS, M. D. 198 S. Second Street.....	Bell 9-2235
	H. B. HAMILTON, M. D. 4th and Chestnut Streets...	P. R. R. 427
	H. F. SMITH, M. D. 130 State Street.....	Bell 2-1853
	CARSON COOVER, M. D. Harrisburg Hospital.....	Bell 5221
	C. B. FAGER, M. D. 126 Walnut Street.....	Bell 2-1924
Harrisburg.....	A. J. GRIEST, M. D. Harrisburg Hospital.....	Bell 5221
	N. B. SHEPLER, M. D. 510 North 2nd Street.....	Bell 2-2845
	P. A. DECKARD, M. D. 814 North 2nd Street.....	Bell 4-1883
	D. B. STOFFER, M. D. Harrisburg Hospital.....	Bell 5221
	S. B. FLUKE, M. D. 719 N. 2nd Street.....	Bell 2-0537
Mechanicsburg .	N. W. HERSHNER, M. D. 211 W. Main Street.....	Bell 150
Carlisle.....	R. M. SHEPLER, M. D. 21 South Pitt Street.....	Bell 97J
Chambersburg...	LEWIS H. SEATON, M. D. 236 Lincoln Way East.....	United 282

3703. LOCATION OF HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Norristown.....	MONTGOMERY..... Powell and Basin Streets...	Bell 5500
Bryn Mawr.....	BRYN MAWR.....	Bryn Mawr 1800
West Chester....	CHESTER COUNTY..... Boot Road.....	Bell 0895
Coatesville.....	COATESVILLE.....	Bell 0606
Columbia.....	COLUMBIA..... Seventh & Poplar Streets...	Columbia Co.63
Lancaster.....	GENERAL..... 528 N. Lime Street.....	Bell 5101
Lebanon.....	GOOD SAMARITAN..... Fourth and Walnut Streets.	Bell 3100
Harrisburg.....	HARRISBURG..... Front and Mulberry Streets	Bell 5221
Carlisle.....	CARLISLE..... 224 Parker Street.....	Bell 246
Chambersburg...	CHAMBERSBURG..... Lincoln Way East.....	United 680
Waynesboro.....	WAYNESBORO..... East Main Street.....	United 391
Hagerstown.....	WASHINGTON COUNTY..... King Street.....	C & P 3000
Martinsburg.....	KINGS DAUGHTERS HOSP..... East King Street.....	C & P 950
Winchester.....	WINCHESTER..... Stewart and Cork Sts.....	C & P 4121

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

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, substations, 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 MU train.

THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION

Harrisburg, Pa., September 15, 1947

GENERAL ORDER NO. 1101

Effective 2.01 A. M., Sunday, September 28, 1947

Applies In All Zones

- (a) Time-Table No. 11 and Special Instructions to Time-Table No. 11 in effect. It contains the necessary instructions issued in general orders up to and including No. 1007, all of which must be removed from bulletin boards.

Each employe must examine Time-Table No. 11 and Special Instructions to Time-Table No. 11 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.

Employes must turn in Time-Table No. 10 and Special Instructions to Time-Table No. 10 to bulletin board attendant, after Time-Table No. 11 takes effect.

Applies In All Zones

- (b) OPERATING, SIGNAL AND INTERLOCKING RULES EFFECTIVE SEPTEMBER 28, 1941—EDITION OF SEPTEMBER 28, 1947, IN EFFECT WITH FOLLOWING CHANGES:

(a) OPERATING RULES

"NOTE" under caption "OPERATING RULES" changed.

Rule 14, changed.

Rule 92, NOTE added.

Rule 206, changed.

Rule 217, changed.

Rule 223, changed.

(b) FORMS OF TRAIN ORDERS

"NOTE" under caption "FORMS OF TRAIN ORDERS" changed.

Form R, added.

Form T, changed.

(c) SIGNAL RULES

"NOTE" under caption "SIGNAL RULES" changed.

Rule 289, changed.

Rule 294, changed.

(d) MANUAL BLOCK SYSTEM

Rule 327, changed.

Rule 333, changed.

Rule 362, changed.

(e) AUTOMATIC BLOCK SYSTEM

Rule 513, changed.

Rule 516, changed, and NOTE added.

(f) FORMS OF BLANKS

Caution Card (Form D), annulled.

Clearance Card (Form K), changed.

All employes whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking

Rules, edition of September 28, 1947, see that copy is complete and note the changes.

All previous editions of Operating, Signal and Interlocking Rules should be turned in or destroyed after September 28, 1947.

Applies In All Zones

- (c) ELECTRICAL OPERATING INSTRUCTIONS, EFFECTIVE AUGUST 15, 1944 — EDITION OF SEPTEMBER 28, 1947, IN EFFECT WITH CHANGES UNDER FOLLOWING CAPTIONS:

(a) HIGH WIRE STANDPIPE SECTIONS

(b) PANTOGRAPHS

(c) TONNAGE RATING AND NOTCHING RESTRICTIONS

(d) MULTIPLE UNIT CARS

(e) SLEET INSTRUCTIONS

All employes whose duties are in any way affected thereby must secure copy of Electrical Operating Instructions, edition of September 28, 1947, see that copy is complete and note the changes.

All previous editions of Electrical Operating Instructions should be turned in or destroyed after September 28, 1947.

Applies In All Zones

- (d) SHIPMENT OF DIESEL ENGINES DEAD IN TRAINS

1. The reversing lever on the master controller stand must be moved to the "Off" position and the handle locked in position or removed. Reversers shall be centered and locked in position. Isolation switches shall be placed in "Start" position. Motor cut out switches and battery switch shall be opened. The high capacity starting fuse shall be removed. The transition lever must be moved to the "Off" position before the control push button is pulled out.

2. On all "A" units.

(a) Place the dead engine cock on the D-24 control valve in "DEAD" position.

(b) Close the double-heading cock (handle vertical).

(c) Place the Independent Brake Valve handle in "release" position and remove handle.

(d) Place the Automatic Brake Valve handle in "running" position and remove handle.

(e) Place Safety Control Cock on brake valve in "OUT" position (handle up).

(f-1) On engines equipped with K-2 rotair valves: Place the handle on one "A" unit in "Pass" position, on the other "A" unit place the handle in "LAP" position.

(f-2) On engines equipped with K-2-A rotair valves: Place the handle on one "A" unit in "PASS" position, on the other "A" unit place the handle in "PASS LAP" position.

- (g) Set the Safety Valve on the distributing valve to limit the brake cylinder pressure to a maximum of 30 pounds.
3. On all "B" units.
- (a) Place the dead engine cock on the D-24 Control Valve in "DEAD" position.
- (b) Place controlled emergency cock on D-24 Control Valve in "Pass (P)" position when "A" units are equipped with K-2-A Rotair Valve.
4. Make certain ALL cocks are open on connecting hoses between all units of dead engines.
5. Brake cylinder piston travel must not be increased as this would result in rough handling of dead engines.
6. Water must be drained from the cooling and the heating systems when danger of freezing exists.
7. Place engine as far away from engine hauling train as is feasible, preferably next to the cabin. A new engine must not be moved at a speed greater than 25 miles per hour for at least the first 150 miles, after which the speed may be increased as conditions justify. Cover exhaust stacks and close louvres to exclude dirt and water.

Applies In Zone A

(e) **TRAINPHONE**

Trainphone departure testing facilities are in service at the following points:

Harrisburg Enginehouse
Enola Enginehouse

and must be used in accordance with sticker form instructions on the last page of instructions applying to the operation and use of trainphone, Middle and Philadelphia Divisions, dated January 10, 1947.

Trainphone tests of westward engine and cabin cars equipped with trainphone with Banks, discontinued.

The trainphone must be used to report any essential information which will benefit train operation.

Enginemen and train crews will answer calls promptly and conversations must be brief as possible.

Block Operators will answer all calls as soon as possible.

IMPORTANT: When **EMERGENCY CODE CALL** is heard all concerned must take prompt action to insure the safety of all operation.

On all trainphone equipped locomotives on passenger and freight trains in inter-divisional service, where engine crews are changed, enginemen must advise the relieving engineman the conditions of the trainphone.

This General Order is printed in Time-Table No. 11 and will not be issued in sticker form.

M. S. SMITH,
Superintendent.



