

# THE PENNSYLVANIA RAILROAD

EASTERN REGION

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## PHILADELPHIA DIVISION

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### Time-Table No. 6

In effect 2.01 A. M., Sunday, April 25, 1954

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FOR THE GOVERNMENT OF EMPLOYES ONLY

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EASTERN STANDARD TIME

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**J. A. SCHWAB,**  
General Manager.

**H. B. STETSON,**  
Sup't Passenger Transportation.

**P. W. NEFF,**  
General Sup't Transportation.

**C. R. LUCAS,**  
Sup't Freight Transportation.

**K. J. SILVEY,**  
Superintendent.

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Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net  
<http://PRR.Railfan.net>  
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
				SUBURBAN STA.				
				PENNA. STATION—30th St.	0.9			
				NORTH PHILA.				
X	X	X		PAOLI (P. T. Div.)	19.9			
				DIVISION POST (P.T. Div.)	21.3			
				MALVERN	21.8			
X				FRAZER	24.1			
				GLEN	25.5			
				GLEN LOCH	25.6			
				SHIP ROAD	26.9			
				WHITELAND	27.6			
X				WHITFORD	28.7			
				DOWNNS	32.5			
				DOWNTOWN	32.8			
				THORNDALE	35.2	160	150	
X	X	X		THORN	35.2			
X				CALN	37.0			
X	X	X		COATESVILLE	38.8			
				PARK	44.3			
				PARKESTOWN	44.5			
				ATGLEN	47.3			
				CHRISTIANA	48.6			
				GAP	51.2			
				KINZER	53.9			
				LEAMAN PLACE	56.7			
				GORDONVILLE	58.1			
				RONK	60.0			
				BIRD-IN-HAND	61.2			
X	X	X		LANCASTER	68.1			
B	B			CORK	68.1			
				LANDIS	74.9			
				MOUNT JOY	79.5			
				FLORIN	80.7			
				RHEEMS	83.6			
				ELIZABETHTOWN	86.1			
				CONEWAGO	89.4			
		B		ROY	93.4			
X	X			MIDDLETOWN	93.8			
				STATE	103.3			
X	X	X		HARRISBURG	103.3			
X	X	X-O		HARRIS	103.5			
				ROCKVILLE	108.6			
X	X	X-O		MARYSVILLE	110.5			
				BANKS	111.9			
				DIVISION POST (Mid. Div.)	112.0			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

The direction from Paoli to Banks is westward.

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

Station	Hours in service
Landis	8.30 A. M. to 4.30 P. M. Daily except Sunday, May 31, July 5 and Sept. 6.
Roy	5.45 A. M. to 1.45 P. M. Daily except Sunday, May 31, July 5 and Sept. 6.

### Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Glen	Thorn
Downns	Thorn
Caln	Thorn

### WILLIAMSPORT BRANCH

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

NOTE—X indicates in service continuously.  
O indicates trainphone in service.  
The direction from Rockville to Division Post is westward.

### TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X		X	GLEN DALE HOWELLVILLE KING TB-22 TB-20 RAMBO ERNEST NEST PLYMOUTH MEETING TB-16 WHITE MARSH FORT HILL DRESHER HEATON ROXTON LANGHORNE DIVISION POST (N. Y. Div.)	0.7 6.7 11.3 12.5 14.2 14.4 15.7 15.7 17.6 19.4 20.8 21.5 23.7 27.5 33.8 37.4 41.0		70	
X	X	X	X	MA MORRIS	41.3 46.0			

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Glen	Thorn
Dale	Thorn

### PHILADELPHIA AND THORNDALE BRANCH

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

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Dale	Thorn

### ATGLEN AND SUSQUEHANNA BRANCH

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

NOTE—X indicates in service continuously.  
The direction from Park to Wago Jct. is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Port	Cola
Manor	Cola
Lake	Cola
Shocks	Cola

### COLUMBIA AND PORT DEPOSIT BRANCH

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

NOTE—X indicates in service continuously.  
The direction from Cres to Port is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Cres	Cola
Port	Cola

### YORK HAVEN LINE

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

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Wago Junction to Day is westward.

### COLUMBIA BRANCH

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

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

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

Station	Hours in service
Roy	5.45 A. M. to 1.45 P. M. Daily except Sunday, May 31, July 5 and Sept. 6.

### CUMBERLAND VALLEY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X			HARRISBURG STATE				
X	X	X		LEMO	1.2			
				LEMOYNE	1.2			
				CAMP	3.3			
				MECHANICSBURG	8.0			
				DILLSBURG JUNCTION	8.9			
				DILLS	9.5			
		X		NEW KINGSTON	11.8			
				WATTS	17.0			160
				CARLISLE	18.3	90		110
				GREASON	23.6			
		X		SPRING	28.9			225
				NEWVILLE	30.0			
				OAKVILLE	34.0			
X	X	X		SHIPPENSBURG	40.6			
				PENNROAD	41.4			
				SCOTLAND	47.1			
				WOOD	50.2			
				CHAMBERSBURG	51.6			
				MARION	57.5			
				SOUTH PENN JUNCTION	58.2			
				GREEN CASTLE	62.5			
				MASON-DIXON	67.4			
X	X	X		MAUGANSVILLE TOWN	69.6			
				HAGERSTOWN	72.8			
X	X	X		HAGER	73.3			
				HAGER	74.0			
				WILLIAMSPORT	79.9			
		X		POT	82.9			128
				FALLING WATERS	84.3			
				CV-87	86.7			
				BEDINGTON	87.1			
		X		GARD	89.0			

NOTE—X indicates in service continuously.

The direction from Harrisburg to Gard is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Spring	Pennroad
Pot	Hager
Gard	Hager

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

Vardo—South end of Shomo Yard, Hagerstown.

## FRAZER SECONDARY TRACK

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

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

## NEW HOLLAND SECONDARY TRACK

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

NOTE—The direction Downs to Cork is westward.

## POMEROY SECONDARY TRACK

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

NOTE—The direction Pomeroy to Chatham is southward.

## QUARRYVILLE SECONDARY TRACK

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

NOTE—The direction Lancaster to Quarryville is southward.

## LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				CONEWAGO				
				BELLAIRE	7.5			
				LAWN	9.0			
				COLEBROOK	10.3			
				MOUNT GREYNA	12.2			
				SUMMIT	14.0			
				CORNWALL	16.1			
				LEBANON	21.2			

NOTE—The direction Conewago to Lebanon is eastward.

## DILLSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dillsburg Junct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				DILLSBURG JUNCTION				
				TRINDLE SPRING	0.5			
				WILLIAMS GROVE	4.4			
				DILLSBURG	7.4			

NOTE—The direction Dillsburg Junction to Dillsburg is southward.

## WAYNESBORO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wood	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				WOOD				
				FAYETTEVILLE	5.6			15
				EAST FAYETTEVILLE	7.3			19
				LEDY	10.8			
				MONT ALTO	12.2			8
				KNEPPER	13.2			
				QUINCY	14.9			21
				NUNNERY	16.2			
				WAYNESBORO	18.4			

NOTE—The direction Wood to Waynesboro is southward.

## MERCERSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Penn Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				SOUTH PENN JUNCTION				
				HOTHER	1.8			
				WILLIAMSON	6.0			16
				LEHMASTERS	9.9			20
				MERCERSBURG JUNCTION	11.3			
				MERCERSBURG	13.6			20

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

## RICHMOND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mercersburg Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				MERCERSBURG JUNCTION				
				GAP ROAD	0.9			
				CREIGH	2.2			
				FORT LOUDEN	4.2			14
				RICHMOND	7.6			

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

## WINCHESTER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
			X	GARD	89.0			
				BERKELEY	89.1			
				MARTINSBURG	93.0			
				TABLERS	97.6			
			X	INWOOD	100.9			
				BUNKER HILL	102.7			
				RIDGEWAY	105.4			
				CLEAR BROOK	108.5			
			X	BYRD	114.9			
				WINCHESTER	115.1			

NOTE—X indicates in service continuously.  
The direction Gard to Winchester is southward.

Block-Limit stations controlled as follows:

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

STATIONS	FIRST CLASS		
	535	67	#61
	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	P. M.	A. M.
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.			
NORTH PHILADA.		<b>C 11.49</b>	<b>C 12.29</b>
PAOLI		<b>\$ 12.20</b>	<b>1.00</b>
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE		<b>12.34</b>	<b>1.13</b>
COATESVILLE			
PARKESBURG		<b>12.41</b>	<b>1.20</b>
CHRISTIANA			
GAP			
LANCASTER		<b>1.02</b>	<b>1.42</b>
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN		<b>1.25</b>	<b>2.06</b>
WAGO JUNCTION	<b>12.19</b>		
YORK HAVEN			
CLY	<b>12.23</b>		Will Not Run May 31, July 5, Sept. 6.
GOLDSBORO			
NEW CUMBERLAND			
LEMO	<b>12.40</b>		
HARRISBURG	<b>\$ 12.45</b>	<b>\$ 1.35</b>	<b>\$ 2.17</b>
		<b>1.50</b>	<b>2.31</b>
ROCKVILLE		<b>2.00</b>	<b>2.41</b>
MARYSVILLE			
BANKS		<b>2.05</b>	<b>2.46</b>
Arrive	A. M.	A. M.	A. M.
	<b>535</b>	<b>67</b>	<b>61</b>

FIRST CLASS					
87	55	#11	85	#13	607
DAILY	DAILY	DAILY EX. SUN. & MON.		DAILY EX. SUN.	SATUR- DAY ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					<b>\$ 4.30</b>
					<b>\$ 4.33</b>
<b>C 12.29</b>	<b>C 12.55</b>	<b>E 1.49</b>	<b>S 4.18</b>	<b>S 4.18</b>	<b>\$ 5.20</b>
<b>1.00</b>	<b>1.30</b>	<b>2.23</b>	<b>4.55</b>	<b>4.55</b>	<b>\$ 5.24</b>
					<b>F 5.24</b>
					<b>\$ 5.36</b>
<b>1.14</b>	<b>1.44</b>	<b>2.37</b>	<b>5.09</b>	<b>5.09</b>	<b>5.40</b>
				<b>E 5.13</b>	<b>\$ 5.50</b>
<b>1.21</b>	<b>1.51</b>	<b>2.44</b>	<b>5.17</b>	<b>5.17</b>	<b>\$ 6.00</b>
					<b>MU</b>
<b>\$ 1.45</b>	<b>\$ 2.12</b>	<b>E 3.10</b>	<b>\$ 5.45</b>	<b>\$ 5.47</b>	
				<b>E 5.57</b>	
			<b>\$ 6.00</b>	<b>\$ 6.04</b>	
			<b>\$ 6.10</b>	<b>\$ 6.19</b>	
<b>2.09</b>	<b>2.35</b>	<b>3.34</b>	<b>\$ 6.20</b>	<b>\$ 6.31</b>	
Will Run Sun. and May 31, July 5, Sept. 6.		Will Not Run June 7, July 6, Sept. 7.	Will Run Sun. and May 31, July 5, Sept. 6.	Will Not Run May 31, July 5, Sept. 6.	
<b>\$ 2.20</b>	<b>\$ 2.50</b>	<b>E 3.45</b>	<b>\$ 6.32</b>	<b>\$ 6.45</b>	
<b>2.35</b>	<b>3.02</b>	<b>4.00</b>	<b>6.50</b>	<b>7.15</b>	
<b>2.45</b>	<b>3.12</b>	<b>4.10</b>	<b>7.00</b>	<b>7.25</b>	
				<b>F 7.29</b>	
<b>2.50</b>	<b>3.17</b>	<b>4.16</b>	<b>7.05</b>	<b>7.33</b>	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
<b>87</b>	<b>55</b>	<b>11</b>	<b>85</b>	<b>13</b>	<b>607</b>





STATIONS	FIRST CLASS			Leave
	33	#609	23	
	DAILY	DAILY EX. SUN.	DAILY	
	P. M.	P. M.	P. M.	
SUBURBAN STA. (P.T. Div.)		\$ 2.40		
PENNA. STATION - 30th St.		\$ 2.43		
NORTH PHILADA.	C 1.32		\$ 3.19	
PAOLI	\$ 2.04	\$ 3.28	\$ 3.48	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD		F 3.36		
DOWNINGTOWN		\$ 3.45		
THORNDALE	2.17	3.49	4.02	
COATESVILLE		\$ 3.55	\$ 4.06	
PARKESBURG	2.24	\$ 4.04	4.13	
CHRISTIANA				
GAP				
LANCASTER	\$ 2.46	MU	\$ 4.35	
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	3.09		4.58	
WAGO JUNCTION				
YORK HAVEN	York Haven Line	Will Not Run May 31, July 5, Sept. 6.		
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO				
HARRISBURG	\$ 3.19		\$ 5.08	
	3.31		5.20	
ROCKVILLE	3.41		5.30	
MARYSVILLE				
BANKS	3.46		5.35	
Arrive	P. M.	P. M.	P. M.	
	33	609	23	

	FIRST CLASS				
	527	525	#621	49	59
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SAT. & SUN.	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 4.43		
	\$ 4.25	\$ 4.40	\$ 4.46		
	\$ 4.52	\$ 5.10	\$ 5.20	Q 5.33	
				Q 6.03	
			F 5.22		
			F 5.25		
			F 5.27		
			F 5.29		
			F 5.31		
			F 5.33		
	\$ 5.06	\$ 5.24	\$ 5.38		
	5.11	5.28	5.41	6.16	
	\$ 5.16	\$ 5.32	\$ 5.48		
	\$ 5.24	\$ 5.40	\$ 5.57	6.23	
	\$ 5.49	\$ 6.03	MU	\$ 6.45	
	\$ 6.03				
	\$ 6.11				
	\$ 6.24	\$ 6.29		7.09	
					6.59
			Will Not Run May 31, July 5, Sept. 6.		7.03
					7.20
	\$ 6.40	\$ 6.45		#S 7.20	\$ 7.25
	6.55	6.55		7.28	7.38
	7.05	7.05		7.38	7.48
				7.43	7.53
	P. M.	P. M.	P. M.	P. M.	P. M.
	527	525	621	49	59

## PAOLI TO BANKS

STATIONS	FIRST CLASS			P. M.
	●29	41	531	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
SUBURBAN STA. (P.T. Div.)				
PENNA. STATION - 30th St.				
NORTH PHILADA.	U 6.21	U 6.42		
PAOLI	U 6.50	U 7.12		
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE	7.03	7.25		
COATESVILLE				
PARKESBURG	7.10	7.32		
CHRISTIANA				
GAP				
LANCASTER	7.30	U 7.55		
LANDIS				
MOUNT JOY				
ELIZABETHTOWN				
MIDDLETOWN	7.51	8.18		
WAGO JUNCTION			8.04	
YORK HAVEN			8.08	
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO			8.25	
HARRISBURG	U 8.01	U 8.29	S 8.30	
	8.06	8.36		
ROCKVILLE	8.16	8.46		
MARYSVILLE				
BANKS	8.21	8.51		
Arrive	P. M.	P. M.	P. M.	
	29	41	531	

## WESTWARD

STATIONS	FIRST CLASS					P. M.	
	69	21	21	◇31	1		615
	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
						\$ 7.35	
	C 6.48	C 6.55	C 6.55	C 7.14	C 7.25		
	S 7.18	S 7.24	S 7.24	S 7.43	S 7.54	\$ 8.05	
		Last Trip June 25	First Trip Sept. 16				
						\$ 8.18	
	7.31	7.38	7.38	7.57	8.08	8.22	
						\$ 8.26	
	7.38	7.45	7.45	8.04	8.15	\$ 8.34	
						\$ 8.55	
	S 8.00	S 8.08	S 8.08	S 8.27	S 8.38	9.13	
						\$ 9.36	
	8.24	8.31	8.31	8.51	9.01	R 9.44	
				Will Have Baggage Service June 28 to Sept. 15			
	S 8.35	S 8.42	S 8.42	S 9.02	S 9.12	\$ 10.05	
	8.45	8.55	8.55	9.15	9.27		
	8.55	9.05	9.05	9.25	9.37		
	9.00	9.10	9.10	9.30	9.42		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	69	21	21	31	1	615	





## BANKS TO PAOLI

STATIONS	FIRST CLASS		
	36	40	574
Arrive	A. M.	A. M.	A. M.
SUBURBAN STA. (P.T. Div.)			
PENNA. STATION - 30th St.	<b>S</b> 6.35		
NORTH PHILADA.		<b>D</b> 6.40	
PAOLI	<b>D</b> 6.07	<b>D</b> 6.12	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE	5.47	5.57	
COATESVILLE			
PARKESBURG	5.39	5.50	
CHRISTIANA			
GAP			
LANCASTER	<b>S</b> 5.14	5.27	
LANDIS			
MOUNT JOY			
ELIZABETHTOWN			
MIDDLETOWN	4.50	5.04	
WAGO JUNCTION			5.25
YORK HAVEN			5.21
CLY			5.05
GOLDSBORO			
NEW CUMBERLAND			
LEMO			
HARRISBURG	<b>S</b> 4.40	4.55	5.00
	<b>S</b> 3.25	<b>#S</b> 4.49	<b>S</b> 4.25
ROCKVILLE	3.15	4.39	4.14
MARYSVILLE			
BANKS	3.10	4.34	
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. # 36	DAILY 40	DAILY 574

## EASTWARD

	FIRST CLASS				
	48	58	628	28	68
	A. M.	A. M.	A. M.	A. M.	A. M.
			<b>S</b> 7.43		
			<b>S</b> 7.40		
	<b>D</b> 6.48			<b>D</b> 7.03	<b>D</b> 7.08
	<b>D</b> 6.21		<b>S</b> 6.56	<b>D</b> 6.35	<b>D</b> 6.43
			<b>S</b> 6.48		
			<b>F</b> 6.43		
			<b>S</b> 6.41		
			<b>F</b> 6.38		
			<b>S</b> 6.36		
			<b>S</b> 6.32		
			<b>S</b> 6.27		
	6.06		<b>S</b> 6.22	6.21	6.29
			<b>S</b> 6.18		
	5.59		<b>S</b> 6.11	6.14	6.22
	5.37		<b>MU</b>	5.53	<b>S</b> 6.00
	5.15			5.32	5.37
		5.47			
		5.43			
		5.27			
	5.06	5.22		5.23	5.28
	<b>#D</b> 5.00	<b>#S</b> 5.10		<b>#D</b> 5.18	<b>S</b> 4.39
	4.50	5.00		5.08	4.29
	4.45	4.55		5.03	4.24
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY ◇48	DAILY 58	SATUR- DAY ONLY 628	DAILY ●28	DAILY 68

## BANKS TO PAOLI

STATIONS	FIRST CLASS				
	618	636	604		
Arrive	A. M.	A. M.	A. M.		
SUBURBAN STA. (P.T. Div.)	<b>S</b> 7.39				
PENNA. STATION - 30th St.	<b>S</b> 7.36	<b>S</b> 7.45	<b>S</b> 8.40		
NORTH PHILADA.					
PAOLI	<b>S</b> 7.14	<b>S</b> 7.19	<b>S</b> 8.15		
MALVERN	<b>S</b> 7.08				
FRAZER	<b>F</b> 7.03				
GLEN LOCH	<b>S</b> 6.59				
SHIP ROAD	<b>F</b> 6.56				
WHITELAND	<b>F</b> 6.54				
WHITFORD	<b>S</b> 6.52				
DOWNINGTOWN	<b>S</b> 6.45	<b>S</b> 7.01	<b>S</b> 7.47		
THORNDALE	<b>S</b> 6.40	<b>S</b> 6.57	<b>S</b> 7.42		
COATESVILLE	<b>S</b> 6.35	<b>S</b> 6.53	<b>S</b> 7.38		
PARKESBURG	<b>S</b> 6.27	<b>S</b> 6.45	<b>S</b> 7.29		
CHRISTIANA					
GAP					
LANCASTER	<b>MU</b>	<b>S</b> 6.21	<b>S</b> 7.05		
			<b>S</b> 6.28		
LANDIS					
MOUNT JOY		<b>S</b> 6.06	<b>S</b> 6.12		
ELIZABETHTOWN		<b>S</b> 5.57	<b>S</b> 6.04		
MIDDLETOWN		<b>S</b> 5.48	<b>S</b> 5.55		
WAGO JUNCTION					
YORK HAVEN	York Haven June				
CLY		Will Not Run May 31, July 5, Sept. 6.	Will Run Sun. and May 31, July 5, Sept. 6.	Will Not Run May 31, July 5, Sept. 6.	
GOLDSBORO					
NEW CUMBERLAND					
LEMO					
HARRISBURG		<b>S</b> 5.35	<b>S</b> 5.37		
ROCKVILLE					
MARYSVILLE					
BANKS					
Leave	A. M.	A. M.	A. M.		
	DAILY EX. SAT. & SUN. #618	636	DAILY EX. SUN. #604		

## EASTWARD

	FIRST CLASS				
	20	20	30	530	2
	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>D</b> 7.51	<b>D</b> 7.51	<b>D</b> 8.09		<b>D</b> 8.84
	<b>S</b> 7.23	<b>S</b> 7.23	<b>S</b> 7.43		<b>S</b> 8.10
	Last Trip June 28	First Trip Sept. 17			
	7.08	7.08	7.29		7.52
					<b>S</b> 7.48
	7.01	7.01	7.22		7.41
	<b>S</b> 6.38	<b>S</b> 6.38	<b>S</b> 6.59		<b>S</b> 7.18
	6.15	6.15	6.36		6.55
				Will Have Baggage Service June 27 to Sept. 16	<b>F</b> 7.09 <b>F</b> 7.06 7.04 <b>F</b> 6.59 <b>F</b> 6.48 6.45
					Will Not Run May 31, July 5, Sept. 8.
	6.05	6.05	6.27	<b>S</b> 6.40	<b>S</b> 6.45
	<b>S</b> 5.53	<b>S</b> 5.53	<b>S</b> 6.14		<b>S</b> 6.28
	5.43	5.43	6.04		6.18
	5.38	5.38	5.59		6.13
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN. 20	DAILY 20	DAILY 30	DAILY 530	DAILY EX. SUN. 2

## BANKS TO PAOLI

STATIONS	FIRST CLASS			
	526	70	14	
	A. M.	A. M.	P. M.	
Arrive				
SUBURBAN STA. (P.T. Div.)				
PENNA. STATION - 30th St.	\$ 10.20			
NORTH PHILADA.		D 10.24	D 1.32	
PAOLI	\$ 9.50	\$ 9.58	\$ 1.05	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN	\$ 9.32			
THORNDALE	9.27	9.43	12.48	
COATESVILLE	\$ 9.21			
PARKESBURG	\$ 9.11	9.36	12.39	
CHRISTIANA				
GAP				
LANCASTER	\$ 8.45	\$ 9.13	\$ 12.15	
LANDIS				
MOUNT JOY	\$ 8.29			
ELIZABETHTOWN	\$ 8.21			
MIDDLETOWN	\$ 8.12	8.50	11.50	
WAGO JUNCTION				
YORK HAVEN				
CLY				
GOLDSBORO				
NEW CUMBERLAND				
LEMO				
HARRISBURG	\$ 8.00	8.40	11.40	
	\$ 7.45	\$ 8.32	\$ 11.15	
ROCKVILLE	7.35	8.22	11.05	
MARYSVILLE				
BANKS		8.17	11.00	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	526	70	14	

## EASTWARD

	FIRST CLASS				
	32	54	554	610	72
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 5.54	
				\$ 5.51	
	D 2.59	\$ 4.00			\$ 5.20
	\$ 2.29	\$ 3.33		\$ 5.10	\$ 4.62
				\$ 4.31	
	2.14	3.18		\$ 4.27	4.35
		\$ 3.14		\$ 4.23	\$ 4.31
	2.07	3.07		\$ 4.15	4.24
	\$ 1.44	\$ 2.45		MU	\$ 4.01
	1.21	2.22			3.38
			2.41		
			2.37		
			J 2.33		
			2.20		
	1.11	2.12	\$ 2.15		3.28
	\$ 12.58	\$ 2.04			\$ 3.12
	12.48	1.54			3.02
	12.43	1.49			2.57
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	32	54	554	#610	◇72



## BANKS TO PAOLI

STATIONS	FIRST CLASS			
	602	622	570	
	P. M.	P. M.	P. M.	
Arrive				
SUBURBAN STA. (P.T. Div.)		\$ 7.33		
PENNA. STATION - 30th St.	\$ 6.10	\$ 7.30		
NORTH PHILADA.				
PAOLI	\$ 5.46	\$ 6.49		
MALVERN		F 6.42		
FRAZER		F 6.38		
GLEN LOCH		F 6.36		
SHIP ROAD		F 6.34		
WHITELAND		F 6.31		
WHITFORD		F 6.29		
DOWNINGTOWN		F 6.22		
THORNDALE	5.30	F 6.18		
COATESVILLE	\$ 5.26	\$ 6.12		
PARKESBURG	5.19	\$ 6.05		
CHRISTIANA				
GAP				
LANCASTER	\$ 4.55	MU		
LANDIS				
MOUNT JOY	N 4.41			
ELIZABETHTOWN	NN 4.33			
MIDDLETOWN	N 4.26			
WAGO JUNCTION			6.50	
YORK HAVEN				
CLY		Will Not Run May 31, July 5, Sept. 6.	6.46	
GOLDSBORO				
NEW CUMBERLAND				
LEMO			6.30	
HARRISBURG	\$ 4.15		6.25	
			\$ 6.00	
ROCKVILLE			5.49	
MARYSVILLE				
BANKS				
Leave	P. M.	P. M.	P. M.	
	DAILY ●602	DAILY EX. SAT. & SUN. ‡622	DAILY ◇570	

## EASTWARD

	FIRST CLASS				
	74	612	646	46	18
	P. M.	P. M.	P. M.	P. M.	A. M.
		\$ 9.05	\$ 8.35		
	\$ 8.06			\$ 11.14	\$ 1.47
	\$ 7.40	\$ 8.35	\$ 8.07	\$ 10.35	1.19
			Will Not Run May 30, July 4, Sept. 5.		
		\$ 8.17	\$ 7.52		
	7.25	8.11	7.47	10.16	1.01
		\$ 8.05	\$ 7.43	\$ 10.12	\$ 12.57
	7.17	Z 7.50	\$ 7.35	10.05	12.50
	\$ 6.53	\$ 7.20	\$ 7.13	\$ 9.40	\$ 12.26
		E 6.58	\$ 6.59		
		E 6.47	\$ 6.51		
	6.30	E 6.38	\$ 6.42	9.10	11.54
		Will Not Run May 31, July 5, Sept. 6.	Will Run Sun. and May 31, July 5, Sept. 6.		
	6.20	\$ 6.25	\$ 6.30	9.00	11.44
	\$ 6.10			\$ 8.47	\$ 11.19
	6.00			8.37	11.09
	5.55			8.32	11.04
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY 74	DAILY EX. SAT. & SUN. ‡612	‡646	DAILY 46	DAILY ●18



## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Malvern*	6.30 AM to 10.45 AM 11.45 AM to 3.30 PM	Closed	Closed
Whitford*	6.00 AM to 8.00 AM	6.00 AM to 8.00 AM	Closed
Downingtown*	6.30 AM to 11.59 AM 1.30 P M to 4.00 PM	6.30 AM to 11.59 AM 1.30 PM to 4.00 PM	Closed
Coatesville	5.00 AM to 6.00 PM	5.00 AM to 6.00 PM	9.00 AM to 6.00 PM
Parkesburg*	6.00 AM to 9.30 AM	Closed	Closed
Lancaster	5.15 AM to 9.45 PM	5.15 AM to 9.45 PM	5.15 AM to 9.45 PM
Columbia*	7.00 AM to 11.59 AM 1.00 PM to 4.00 PM	Closed	Closed
Mount Joy	6.00 AM to 10.00 AM 3.30 PM to 6.00 PM	6.00 AM to 10.00 AM 3.30 PM to 6.00 PM	Closed
Elizabethtown*	5.45 AM to 8.45 AM 2.30 PM to 3.15 PM	Closed	Closed
Middletown*	5.30 AM to 12.30 PM	Closed	Closed
Harrisburg	Continuously	Continu'sly	Continu'sly
Mechanicsburg*	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed
Carlisle*	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed
Newville*	6.00 AM to 11.00 AM 12.01 PM to 3.00 PM	Closed	Closed
Shippensburg*	6.00 AM to 10.00 AM 11.00 AM to 3.00 PM	Closed	Closed
Chambersburg	8.30 AM to 12.30 PM 1.30 PM to 4.30 PM	Closed	Closed
Hagerstown	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed

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

## EXTRA STOPS—PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
605	Thorndale Coaling Station .....	Employes.
621	Thorndale Coaling Station .....	Employes.
606	Overhead Bridge 30.29 .....	Employes.
622	Thorndale Coaling Station .....	Employes.

## U. S. MAIL WORK

STATIONS	Westward				Eastward				
	13	25	75	527	618-628	636-604	14	72	610
Malvern									E
Frazer					E				E
Glen Loch						D			E
Whitford			†D			CD			E
Downingtown	H								
Thorndale			†CD			CD			E
Coatesville							D		
Pomeroy		CD		†CD		CD			
Parkesburg		CD	†CD			CD			
Atglen		†CD		†CD		CD			
Christiana		†CD	†CD	†CD		CD			
Gap		†CD		†CD		CD			
Kinser		†CD		†CD		CD			
Leaman Place		†CD	†CD			CD			
Gordonville						CD			
Ronk			†CD			CD			
Bird-In-Hand			†CD			CD			
Landis		†CD				CD			
Florin	†CD	†CD				CD			
Rheems	†D	†CD				†CD			
Elizabethtown		†D	†D						
Royalton						CD			
Marysville	†CD	†CD	†CD					†CD	

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

H—Reduce speed to 35 miles per hour to deliver mail.

†—Daily except Sundays and Holidays.

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









**100R-3A. Locations of Hospitals**

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

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

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

At each passenger and each freight station.

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

**Stretchers:**

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

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

**OPERATING RULES****STANDARD TIME**

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

**TIME - TABLES****Letters and Characters**

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

**S**—Regular stop.

**F**—Stop on signal to receive or discharge passengers.

**A**—Stop on signal to receive passengers.

**B**—Stop on signal to discharge passengers.

**C**—Regular stop to receive passengers.

**D**—Regular stop to discharge passengers.

**E**—Regular stop for express, mail or newspapers.

**G**—Regular stop, Saturday only.

**H**—Regular stop, Saturday only, to receive passengers.

**J**—Regular stop, Saturday only, to discharge passengers.

**K**—Regular stop, Sunday only.

**L**—Stop on signal, Sunday only, to receive or discharge passengers.

**M**—Regular stop daily except Saturday and Sunday.

**N**—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✦—Passenger train—rail motor car.

\*—Passenger train—with passenger and freight equipment.

◇—Passenger train—No train baggageman.

‡—Will not run on specified dates shown on schedule pages.

**1004-B1.**

**Q**—Regular stop to receive passengers for Lancaster and beyond.

**R**—Regular stop, Sunday, New Years, Memorial, Independence, Labor, Thanksgiving and Christmas days.

**U**—Regular stop to receive passengers for west of Pittsburgh.

**Y**—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

**Z**—Regular stop New Years, Memorial, Independence, Labor, Thanksgiving and Christmas days.

**MU**—Multiple Unit.

#—Train may leave at scheduled arriving time when station work is completed.



## ENGINE WHISTLE SIGNALS

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

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

Southward trains that will not stop for water at Carlisle.

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

Operator will notify train dispatcher promptly.

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

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

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

## USE OF SIGNALS

### Fusees and Torpedoes

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

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

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

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

## Facing Hand-operated Switches

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

## Slide Protection Fence

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

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

### 1043-A1. Slide protection fences in service:

#### Main Line

Signal SP 918, located west of Conewago.

Signal SP 897, located east of Conewago.

#### Atglen and Susquehanna Branch

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

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

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

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

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

## SUPERIORITY OF TRAINS

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

## GENERAL ORDERS

### Bulletin Boards, Employees' Registers, Standard Clocks

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Harrisburg—Crew Dispatcher's Office, Passenger Station.	Middle Susquehanna Maryland Wash. Term. Phila. Term. New York Reading Co.

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

NOTE—X indicates in service

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

Point	Location of Bulletin Boards
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NOTE—No exceptions.

#### Standard Clocks

**1075-A3.** Standard Clocks At Other Points:

Train Dispatcher's Office  
Block Stations

#### General Order Zones

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

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

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

Conewago to Lebanon.  
Lancaster to Quarryville.

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

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

Zone E—Pennroad to Cumbo.

#### Qualification of Conductor or Engineman

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

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

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

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

## OBSERVATION OF TRAINS FOR DEFECTS

### Dragging Equipment Detector

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

### MOVEMENT OF TRAINS

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

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

### Yard Limits

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

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

### Authority to Proceed as an Extra

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

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

### Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

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

### Interrupting Operation of Automatic Highway Crossing Protection Manually

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

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

## NOTES:

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

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

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

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

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

#### Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

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

## NOTES:

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

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

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

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

**1103-A7.** In the event automatic highway crossing signals 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	King Street.
Hagerstown	Church Street. Franklin Street. Washington Street. Antietam Street.
Martinsburg	John Street.
Fayetteville	Route 30.
East Fayetteville	Route 997.
Waynesboro	Price's Crossing.
South of Bunker Hill	Route 11.
Clearbrook	Route 11.
Winchester	Fairmount Ave.

#### Protection For Public Highway Crossing At Grade

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

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Lancaster Yard	Prince & Walnut St.	Lancaster	10.30 P. M. and 2.30 P. M.	1

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

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

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

Track	Crossing	Location
Yard and Industrial	All	Various
Industrial	Manheim Avenue	Lancaster
Industrial	Route 230	Mount Joy
Industrial	Reily Street	Harrisburg Yard
Henderson Industrial	South of Main track switch	Swedeland
	Church Road	Henderson
Columbia Branch	Union and Perry Sts. (shifting movements)	Columbia
Industrial	Friday Street	Mountville
New Holland	Lancaster Avenue	East Downingtown
	Washington Avenue	East Downingtown
	To Reading Co. Station	East Downingtown
	Creek Road	East Downingtown
	Routes 122 and 322	Honey Brook
	Custer Avenue	New Holland
Railroad Avenue	New Holland	
Brimmer Avenue	New Holland	
Newport Road	West of Leola	
Pomeroy	Route 41	Chatham
Quarryville	All within City Limits	Lancaster
	Route 72	South of Baumgardner
	Route 222	New Providence
	State Street	Quarryville
Lebanon	All within City Limits	Lebanon
Industrial	Route 15	Lemoyne Yard
	Railroad Avenue	Shiremanstown
	Township Highway—Potts track	Mechanicsburg
	Route 11—Wolf track	Chambersburg
	Leitersburg Street	Greencastle
Industrial	King Street	Martinsburg
Industrial	Amherst and Water St.	Winchester
Dillsburg	Route 641	Mechanicsburg
	Route 15	Dillsburg
Mercersburg	Route 11	South of Marion
Richmond	Route 30	Fort Loudon
Waynesboro	Route 16	Waynesboro

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

Switch Located at	Connecting	With	Normal Position is for Movements
Gard Block Limit Station	Main Track	Cumbo Secondary track	To Cumbo Secondary track

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

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

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



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

### Secondary Tracks, Running Tracks and Sidings

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

#### Secondary Tracks and Running Tracks

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

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

#### Track Assignments

##### 1151-A1. Single Track

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

### 1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (P.T. Div.) and Bridge 66.85 (Conestoga Creek)	West'd Psg.	West'd Frt.	East'd Frt.	East'd Psg.
Over Bridge 66.85 (Conestoga Creek)	West'd Psg.			East'd Psg.
Bridge 66.85 (Conestoga Creek) and Lancaster	West'd Psg.	West'd Frt.	East'd Frt.	East'd Psg.
Lancaster and State			West'd Frt.	East'd Psg.
Harris and Division Post (Mid. Div.)			West'd Psg.	East'd Psg.
<b>Williamsport Branch</b>				
Between: Rockville and Division Post (Susquehanna Div.)			West'd Psg.	East'd Psg.
<b>Trenton Branch</b>				
Between: Division Post (N.Y. Div.) and Glen			West'd Frt.	East'd Frt.
<b>Philadelphia and Thomdale Branch</b>				
Between: Dale and Thorn			West'd Frt.	East'd Frt.
<b>Atglen and Susquehanna Branch</b>				
Between: Park and Wago Junction			West'd Frt.	East'd Frt.
<b>Columbia and Port Deposit Branch</b>				
Between: Division Post (Md. Div.) and Port			West'd Frt.	East'd Frt.
<b>York Haven Line</b>				
Between: Division Post (Md. Div.) and Lemo No. 1 and No. 2 tracks.			West'd Psg.	East'd Psg.
Wago Junction and Day No. 3 and No. 4 tracks	West'd Frt.	East'd Frt.		
Lemo and Day			West'd Frt.	East'd Frt.
<b>Columbia Branch</b>				
Between: Cork and Cola			West'd Psg.	East'd Psg.
Shocks and State			West'd Frt.	East'd Frt.
<b>Cumberland Valley Branch</b>				
Between: Lemo and Dills			South'd Psg.	North'd Psg.
Pennroad and Town			South'd Psg.	North'd Psg.

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

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

#### 1151-C1. Secondary Tracks of Assigned Direction

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

#### NOTES:

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

- (2) Eastward movements from Shocks may be made on signal indication at Shocks. Permission must be obtained from Cola to use this track at any point between Shocks and West end of Columbia Yard.

### 1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Frazer	(S) Frazer	Division Post (P. T. Div.)	Thorn	
New Holland	(W) Downs	Suplee	Thorn	
New Holland	(W) Suplee	Cork	Cork	
Pomeroy	(S) Pomeroy	End of track	Park	
Quarryville	(S) Lancaster	End of track	Cork	
Lebanon	(E) Conewago	9th St. Lebanon	Roy	3
Dillsburg	(S) Dillsburg Junction	End of track	Dills	
Waynesboro	(S) Wood	End of track	Pennroad	
Mercersburg	(W) South Penn Junction	End of track	Pennroad	
Richmond	(N) Mercersburg Junction	End of track	Pennroad	
Hagerstown No. 2	(S) Town	Hager	Hager	1
Cumbo	(S) Gard	Cumbo Yard	Hager	
Winchester	(S) Gard	Winchester	Hager	2

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

### NOTES

- (1) A fixed signal, or a hand signal from a switch tender routing to a secondary track will convey authority to move on that track.
- (2) **Rule 105** will not apply. All other Rules for Conducting Transportation as they apply to main tracks and sidings, except **Rules 201 to 223** inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for the movement of passenger extras must be in writing.
- (3) Controlled by Roy; 5.45 A. M. to 1.45 P. M. Daily except Sunday and May 31, July 5 and Sept. 6.  
Controlled by State; 1.45 P. M. to 5.45 A. M. Daily except Sunday and May 31, July 5 and Sept. 6. Continuously Sunday and May 31, July 5 and Sept 6.

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

Siding	Employee in Charge
No. 6 Thorndale—Westward	Signalman Thorn
No. 5 Thorndale—Eastward	Signalman Thorn
Smith—Eastward	Signalman Cola
Columbia—Westward	Signalman Cola

### 1151-G1. Running Tracks of Assigned Direction

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



**NOTES:**

- (1) A fixed signal, or a hand signal from a switch tender routing to a running track will convey authority to move on that track.
- (2) Westward movements made on signal indication at Day. Permission must be obtained from Day to use this track at any point between Day and PF-2.
- (3) Movements must be made prepared to stop short of stored cars.

**1151-G2. Running Tracks of No Assigned Direction.**

Track	Between	And	Controlled by	Note
Marysville, No. 4 East yard	(W) PF-2	West end yard	PF-2	1
Marysville, Track be- tween yards	(W) PF-2	West end yard	PF-2	1

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

**NOTE:**

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

**PASSENGER TRAIN OPERATION**

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

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

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

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

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

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

**FREIGHT TRAIN OPERATION**

**1155-A1.** Thorndale—Eastward freight trains, consisting of more than 75 cars, operating on Nos. 2 or 5 tracks, or eastward freight trains, consisting of more than 70 cars, operating on No. 6 track, requiring work, will (unless otherwise instructed) pull to the east end of these tracks and return to the Wharf via other tracks for such work.

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

**1155-A2.** Harrisburg—When signal 1015 on No. 2 track, Columbia Branch, indicates approach or stop and proceed, westward freight trains consisting of more than 25 cars will stop at signal and ask for instructions from State before proceeding.

**1155-A3.** Nest—When westward home signal governing movement on No. 2 track at Nest, indicates Stop, westward freight trains consisting of more than 35 cars will stop east of Gravers Road Crossing, located 1856 feet east of westward home signal, and ask for instructions from Signalman at Nest before proceeding.

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

**1155-A4.** Day—When signal N-831 on No. 4 track, east of Day, York Haven Line, indicates approach or stop and proceed, westward trains on this track, consisting of more than 45 cars, will stop at signal and ask for instructions from Day before proceeding.

**1155-A5.** Shocks—When eastward home signal, governing eastward movements from No. 1 track, Columbia Branch, indicates Stop, eastward freight trains consisting of 90 or more cars, or having tonnage of 80 % or more of the prescribed engine rating, will stop at telephone one-half mile west of home signal and ask for instructions from Cola before proceeding.

**1155-A6.** Mechanicsburg—When signal 75, is in stop and proceed position southward freight trains on No. 2 track will ask for instructions before proceeding.

**1155-A7.** Trainmen must not pass over container cars while cars are in motion.

**1155-A8.** Freight trains may take water without detaching the engines at all water stations.

**1155-A9.** When ready to cut off helper engine, trainmen will give engineman cut off signal. After engineman acknowledges this signal, as prescribed by Rule 14 (g), trainman will close angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on helper engine and stopping same.

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

## FREIGHT AND PASSENGER TRAIN OPERATION

**1156-A1.** Equipment for sponging hot journals, with hose connection, located as follows:

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

**1156-A2.** Harrisburg Passenger Station—Tracks 3, 6, 7, 24, 1-E, all tracks in Mulberry Street, State Street and Cumberland Valley Yards and all single end tracks are storage tracks.

**1156-A3.** Lebanon—Movements over tracks of Cornwall Railroad at West Willow Street must be protected by train crews except when watchman is on duty.

**1156-A4.** Atglen and Susquehanna Branch—When signal L-246 is in stop and proceed position, eastward trains on No. 1 track must stop west of clearance point of switches at LG-21 and ask for instructions.

**1156-A5.** Trenton Branch—Before entering Howellville Sid-ing, permission must first be obtained from the train dispatcher.

**1156-A6.** Trenton Branch—East and west legs of Wye and tail track, Fort Hill, controlled by operator, Nest.

**1156-A7.** East Downingtown—Trains or engines using east leg of Wye must not pass over Reading Co. crossing until the signals controlling Reading Co. trains are in the stop position.

**1156-A8.** Hagerstown—

Hagerstown Yard is districted and numbered as follows:

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

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

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

**Between Town, Hager and Vardo:**

No. 2 secondary track and station track from switches Wash-ington 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 per-missive signal, an engine may enter a block occupied by a passen-ger 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 Com-pany first-class trains between Vardo and Hagerstown Passenger Station.

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

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

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

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

**Rule 30** will apply.

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

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

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

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

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

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

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

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

## SPEED RESTRICTIONS

**1157-A. Speed Table**

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

## PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
	Miles per Hour									
<b>Main Line</b> <b>Between:</b> Division Post (P.T. Div.) and Thorn			75	50	70	50	70	50	75	50
Thorn and Park			75	50	60	50	70	50	75	50
Park and Cork			75	50	70	50	70	50	75	50
Cork and State							75	50	75	50
Harris and Division Post (Mid. Div.)							75	50	75	50
<b>With MU engines</b> Division Post (P.T. Div.) and Park			65		60		65		65	
Park and Cork			65		65		65		65	
Cork and State							65		65	
<b>With P-5a engines</b> Division Post (P.T. Div.) 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 Eng.			50		50		50		50	
<b>Williamsport Branch</b> <b>Between:</b> Rockville and Division Post (Susq. Div.)							60	45	60	45
<b>Trenton Branch</b> <b>Between:</b> Division Post (N.Y. Div.) and Glen							40	40	50	50
<b>Phila. and Thorndale Branch</b> <b>Between:</b> Dale and Thorn							40	40	50	50

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track			
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.		
<b>Atglen and Susque- hanna Branch</b> <b>Between:</b> Park and M.P. 3									45	45	45	45
M.P. 3 and Wago Jct.									40	40	40	40
<b>Columbia and Port Deposit Branch</b> <b>Between:</b> Division Post (Md. Div.) and Port									30	30	30	30
<b>York Haven Line</b> <b>Between:</b> Division Post (Md. Div.) and Lemo			40	40	40	40	60	40	60	40	60	40
Lemo and Day			25	25	25	25	25	25	25	25	25	25
<b>Columbia Branch</b> <b>Between:</b> Cork and Cola									40	35	40	35
Shocks and Roy									40	35	40	35
Roy and State									50	35	50	35
<b>Cumberland Valley Branch</b> <b>Between:</b> Lemo and Dills									40	35	40	35
Dills and Penroad	40	35										
Penroad and Town									40	35	40	35
Town and Gard	30	30										
Hager and Vardo	30	20										

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

1157-C2. Wreck Trains		
	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b> <b>Between:</b> Division Post (P.T. Div.) and Division Post (Mid. Div.) Passenger Tracks Freight Tracks	50 40	40 30
<b>Williamsport Branch</b> <b>Between:</b> Rockville and Division Post (Susq. Div.)	35	25
<b>Trenton Branch</b> <b>Between:</b> Division Post (N.Y. Div.) and Glen	35	30
<b>Philadelphia and Thorndale Branch</b> <b>Between:</b> Dale and Thorn	35	30
<b>Atglen and Susquehanna Branch</b> <b>Between:</b> Park and Wago Jct.	35	30
<b>Columbia and Port Deposit Branch</b> <b>Between:</b> Division Post (Md. Div.) and Port	30	30
<b>York Haven Line</b> <b>Between:</b> Division Post (Md. Div.) and Lemo Lemo and Day	35 25	30 25
<b>Columbia Branch</b> <b>Between:</b> Cork and Cola Shocks and State	35 35	30 30
<b>Cumberland Valley Branch</b> <b>Between:</b> Lemo and Town Town and Gard	35 30	30 25
<b>Winchester Secondary Track</b> <b>Between:</b> Gard and Winchester	30	25
<b>Frazer, New Holland, Pomeroy, Quarry- ville, Lebanon, Dillsburg, Waynesboro, Mercersburg and Richmond Secondary Tracks Over Entire Track</b>	15	10

1157-C3. Work Trains			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> <b>Between:</b> Division Post (P.T. Div.) and Divi- sion Post (Mid. Div.)	30	30	20
<b>Williamsport Branch</b> <b>Between:</b> Rockville and Division Post (Susq. Div.)	30	20	20
<b>Trenton Branch</b> <b>Between:</b> Division Post (N.Y. Div.) and Glen	30	30	20
<b>Philadelphia and Thorndale Brch.</b> <b>Between:</b> Dale and Thorn	30	30	20
<b>Atglen and Susquehanna Branch</b> <b>Between:</b> Park and Wago Jct.	30	30	20
<b>Columbia and Port Deposit Branch</b> <b>Between:</b> Division Post (Md. Div.) and Port	30	30	20
<b>York Haven Line</b> <b>Between:</b> Division Post (Md. Div.) and Lemo Lemo and Day	30 25	30 25	20 20
<b>Columbia Branch</b> <b>Between:</b> Cork and Cola Shocks and State	30 30	30 30	20 20
<b>Cumberland Valley Branch</b> <b>Between:</b> Lemo and Gard	30	30	20
<b>Winchester Secondary Track</b> <b>Between:</b> Gard and Winchester	30	30	20
<b>Frazer, New Holland, Pomeroy, Quarryville, Lebanon, Dillsburg, Waynesboro, Mercersburg and Richmond Secondary Tracks Over Entire Track</b>	15	15	10

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

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

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

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

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

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

When handling such cars, conductors must know that engine-men have been so advised.

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

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

**1157-C28.** Mechanicsburg—Trains entering United States Naval Supply Depot must approach east and west gates prepared to stop unless it is seen or known that gate is open. Trains or engines must not exceed a speed of 15 miles per hour and be prepared to stop short of train or obstruction.

## TURNOUTS

### 1157-D1. Maximum speeds, unless otherwise specified

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

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

This will apply at the following locations:

#### Main Line:

Steelton and Highspire Yards.  
All crossover and turnout switches.

#### Harrisburg Yard:

All hand-operated crossover and turnout switches.  
Enginehouse territory.  
Hand-operated crossover between No. 1 and No. 2 track, 1700 feet west of Maclay Street Overhead bridge.

#### TRENTON BRANCH:

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

#### COLUMBIA BRANCH:

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

#### Enola Yard:

West end westward receiving yard.  
East end westward classification yard.  
Cabin tracks, west end westward classification yard.  
West end eastward classification yard.  
Cabin tracks, east end eastward classification yard.  
Switches, west end coal storage yard, 23-B.  
Enginehouse territory.

#### CUMBERLAND VALLEY BRANCH:

##### Lemoine:

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.

##### Hagerstown:

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

##### Cumbo Yard:

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

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum speeds, unless otherwise specified

Main Line:	Miles per Hr
1st and 2nd Curves 1200 feet west of Block Signal 295.....	60
Curve west of Atglen No. 2 and No. 3 track.....	55
Curve at Gap.....	50
Curve west of Gap.....	50
Eastward freight trains No. 1 track, Main Line, between first home signal, Reading Co. Crossing and Lancaster Station.....	30
Curve west of Middletown.....	70
Westward trains No. 2 track at westward home signal, Dock Street, State—Passenger Trains.....	50
—Freight Trains.....	25
1st Curve west of Harris Interlocking.....	30
Curve west of Maclay Street.....	50
Curve east of Rockville.....	50
Curve at Rockville.....	30
Curve west end Rockville bridge No. 1 track.....	30
Curve west end Rockville bridge No. 2 track.....	40
1st Curve east of Banks.....	60
1st Curve west of Banks.....	60
<b>Williamsport Branch:</b>	
Curve 1700 feet west of Rockville.....	30
1st Curve 6978 feet west of Rockville.....	45
<b>Atglen and Susquehanna Branch:</b>	
Westward trains on No. 2 track between Block Signal L-255 and Block Signal L-325, looking for slides.....	20
<b>New Holland Secondary Track:</b>	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
<b>Columbia Branch:</b>	
Curve 5000 feet west of Block Signal C-697.....	40
Curve 8254 feet west of Block Signal C-697.....	35
Curve 4000 feet west of Block Signal C-721.....	30
Curve 6002 feet west of Block Signal C-721.....	30
Curve to York Secondary Track (Md. Div.).....	15
Curve 855 feet east of Block Signal C-962 (Red Hill).....	35
Curve between home signals, Roy.....	35
<b>York Haven Line:</b>	
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
<b>Lebanon Secondary Track:</b>	
Bridge 16.29 Cornwall Class L-1 engines.....	15
<b>Cumberland Valley Branch:</b>	
No. 2 track between Block Signal 27 and Block Signal 49..	20
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 Secondary Track:	Miles per Hr
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15
<b>Mercersburg Secondary Track:</b>	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 Mercersburg Jct. (see note).....	15
Wye Mercersburg Junction.....	10
NOTE—Cars of gross load of 210,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from engine under steam and other loaded cars by two empty cars, when moving over these bridges.	
<b>Speed Ordinances:</b>	
Mechanicsburg.....	20
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	12
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

## ENGINES

## 1157-G1. Maximum speeds, unless otherwise restricted

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

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

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

## NOTE—

**Road Diesel Engines**

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

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

“F”—Freight.

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

“P”—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower.

“40”—4000 Horsepower.

“16”—1600 Horsepower.

“45”—4500 Horsepower.

“20”—2000 Horsepower.

“48”—4800 Horsepower.

“22”—2250 Horsepower.

“50”—5000 Horsepower.

“30”—3000 Horsepower.

“60”—6000 Horsepower.

“32”—3200 Horsepower.

“64”—6400 Horsepower.

Final letter indicates special features as follows:

“A”—Changed or some variation in original design.

**Yard Diesel Engines**

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

“A”—American Locomotive Company.

“S”—Shifting service.

“6”—600 or 660 horsepower.

## SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

### 1157-H1. Maximum speeds, unless otherwise specified

Track	Between	And	Miles per Hour
Frazer.....	Frazer.....	Division Post (P. T. Div.)	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
Marietta.....	Shocks.....	West end of Col- umbia yard....	15
Lebanon.....	Conewago.....	9th St. Lebanon..	20
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.....	<b>111-B</b> .....	35
B.....	<b>111-B</b> .....	Rockville Bridge	15
C.....	West end Enola.	Spring Switch...	15
D.....	West end Enola.	Banks.....	20
O.....	West end Bridge	<b>PF-2</b> .....	15
No. 4 East yard, Marysville.....	<b>PF-2</b> .....	West end yard..	15
Track between yards Marysville.....	<b>PF-2</b> .....	West end yard..	15
F.....	Day.....	Switch at Ramp. track.....	15
G.....	Day.....	<b>PF-2</b> .....	20
H.....	Day.....	Switch at Ramp track.....	15
K.....	Day.....	Switch at Ramp track.....	15
No. 1 and No. 2 in receiving yard....	<b>111-B</b> .....	Brick Office.....	15
Dillsburg.....	Dillsburg Jct....	End of track....	20
Siding Watts.....			15
Northward Siding..	Carlisle.....		10
Waynesboro.....	Wood.....	End of track....	20
Waynesboro.....	Highway Crossing at Mont Alto..		10
Mercersburg.....	South Penn Jct..	End of track....	20
Richmond.....	Mercer'bg Jct..	End of track....	15
No. 2 Hagerstown..	Town.....	Hager.....	12
Cumbo.....	Gard.....	Cumbo yard....	15
Winchester.....	Gard.....	Winchester.....	30

**1157-J1.** Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

**1157-J2.** Movements on running tracks must be made prepared to stop short of trains, obstructions or stored cars.





LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks			
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	HB-8-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N		Q	T	HH-1
<b>FLORIN:</b>															
Bachman Chocolate Co. track					X	X	X	X	X	X	X	X	X	X	X
Foundry track				X	X	X	X	X	X	X	X	X	X	X	X
Stock track				X	X	X	X	X	X	X	X	X	X	X	X
Farm Bureau Assn.				X	X	X	X	X	X	X	X	X	X	X	X
<b>RHEEMS:</b>															
Wolgemuth Coal Co. track					X	X	X	X	X	X	X	X	X	X	X
<b>ELIZABETHTOWN:</b>															
A. Buch Sons Co. both trks. (8)				X	X	X	X	X	X	X	X	X	X	X	X
Klein Chocolate Co. track				X	X	X	X	X	X	X	X	X	X	X	X
Warehouse track				X	X	X	X	X	X	X	X	X	X	X	X
Grubb and Brannemans track				X	X	X	X	X	X	X	X	X	X	X	X
Hoffer Bros. track				X	X	X	X	X	X	X	X	X	X	X	X
Stock & Sinclair track				X	X	X	X	X	X	X	X	X	X	X	X
Muth Bros. track (1)				X	X	X	X	X	X	X	X	X	X	X	X
Farmers Pertz. Works				X	X	X	X	X	X	X	X	X	X	X	X
Masonie Home track				X	X	X	X	X	X	X	X	X	X	X	X
<b>MIDDLETOWN:</b>															
Brick Yard track				X	X	X	X	X	X	X	X	X	X	X	X
New Siding				X	X	X	X	X	X	X	X	X	X	X	X
Bridge 94.74				40	40	45	45	40	45	40	45	40	45	40	45
Deatrik Coal Co. track (1)				X	X	X	X	X	X	X	X	X	X	X	X
Metropolitan Edison Co.				X	X	X	X	X	X	X	X	X	X	X	X
Winoroff Stove Co. track				X	X	X	X	X	X	X	X	X	X	X	X
Boiler Works track				X	X	X	X	X	X	X	X	X	X	X	X
Fuelane Co. track				X	X	X	X	X	X	X	X	X	X	X	X
Aviation track (1)				X	X	X	X	X	X	X	X	X	X	X	X
<b>HIGHSPIRE:</b>															
Bridge 97.04 east of Highspire				40	40	45	45	40	45	40	45	40	45	40	45
Beth Steel Co. Boiler Works				X	X	X	X	X	X	X	X	X	X	X	X
Yard tracks 1, 2, 3				X	X	X	X	X	X	X	X	X	X	X	X
Wheatens Corp. track				X	X	X	X	X	X	X	X	X	X	X	X
Hosely Mill track				X	X	X	X	X	X	X	X	X	X	X	X
<b>HARRISBURG:</b>															
Passenger Station (2)				X	X	X	X	X	X	X	X	X	X	X	X
<b>ROCKVILLE:</b>															
East end of bridge to west end of interlocking including curve track B and west leg of "Y"				B	B	B	B	B	B	B	B	B	B	B	B
Rockville yard all tracks except No. 3 track				X	X	X	X	X	X	X	X	X	X	X	X
No. 3 track (most southerly track)				X	X	X	X	X	X	X	X	X	X	X	X
<b>TRENTON BRANCH</b>															
<b>DRESHER:</b>															
Fleming & Bates track				X	X	X	X	X	X	X	X	X	X	X	X
<b>PLYMOUTH MEETING:</b>															
Lavino's track				X	X	X	X	X	X	X	X	X	X	X	X
<b>HENDERSON track</b>				X	X	X	X	X	X	X	X	X	X	X	X
<b>SWEDELAND track</b>				X	X	X	X	X	X	X	X	X	X	X	X
<b>PHILA. &amp; THORNDALE BRCH.:</b>															
Bridge 24.74 west of Dale				30	30	30	30	30	30	30	30	30	30	30	30
<b>ATGLEN AND SUSQUEHANNA BRANCH:</b>															
Bridge 13.54 2nd bridge west of Block signal L-125				30	30	30	30	30	30	30	30	30	30	30	30
<b>YORK HAVEN LINE:</b>															
York Haven Paper Mill track				X	X	X	X	X	X	X	X	X	X	X	X
Bridge 88.83 west of York Haven Nos. 1 & 2 tracks				30	30	30	30	30	30	30	30	30	30	30	30
Cly "Y"				X	X	X	X	X	X	X	X	X	X	X	X
Bridge 72.05 east of Goldsboro Nos. 1 & 2 tracks				30	30	30	30	30	30	30	30	30	30	30	30

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks			
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	HB-8-10, AF15, BF15, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP60A	L	M	N		Q	T	HH-1
<b>MARSH RUN:</b>															
U. S. Depot track			X												
<b>Bridge 82.72 east of Lemo No. 1 track</b>															
						50	X					50	X		
<b>LEMO:</b>															
Curve to C. V. Bridge						X	X	X	X	X	X	X	X	X	X
West leg of "Y"						X	X	X	X	X	X	X	X	X	X
<b>COLUMBIA BRANCH:</b>															
Bridge 70.00 west of Lancaster						25	X					25	X		
Sio Oil Co.						X	X					X	X		
<b>ROHERSTOWN:</b>															
Miller and Bushong						X	X					X	X		
Station track						X	X					X	X		
<b>WEAVERS:</b>															
Newcomers Mill track						X	X					X	X		
<b>MOUNTVILLE:</b>															
Station track						X	X					X	X		
Paper Mill						X	X					X	X		
New Holland Machine Co.						X	X					X	X		
Brick Co. track (1)						X	X					X	X		
<b>COLUMBIA:</b>															
Bridge 78.86 east of Columbia						25	X					35	35	35	35
EY yard track 1 to 5 inc.						X	X					X	X		
Gas Company						X	X					X	X		
Curve to York Brn.						X	X					X	X		
Crossover to Reading Co.						X	X					X	X		
Keeley Stove Co. (1)						X	X					X	X		
No. 2 track to west end						X	X					X	X		
<b>MARIETTA:</b>															
Station track						X	X					X	X		
Cargill track						X	X					X	X		
Ziegler Coal Co. track (1)						X	X					X	X		
O'Connor Coal track						X	X					X	X		
Baker Tobacco Co. track						X	X					X	X		
<b>BILLMYER:</b>															
All tracks except track adjacent to main track						X	X					X	X		
No. 8 track to Rotary Mill						X	X					X	X		
<b>FRAZER track (3)</b>						X	X					X	X		
<b>NEW HOLLAND track (11)</b>						X	X					X	X		
<b>COATESVILLE (Strode Ave.) track</b>						X	X					X	X		
<b>POMEROY track</b>						X	X					X	X		
<b>BUCK RUN:</b>															
General Paper Co. (1)						X	X					X	X		
<b>QUARRYVILLE track</b>						X	X					X	X		
<b>LEBANON track (9)</b>						X	X					X	X		
Conewago "Y"						X	X					X	X		
<b>HARRISBURG-STEELTON:</b>															
Freight Station track						X	X					X	X		

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks				
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	HB-8-10, AF15, BF15, BF16, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP50A	L	M	N		Q	T	HH-1	K-1sa, 1-10s, 1-9s
<b>CUMBERLAND VALLEY BRCH. CAMP:</b>																
General Foods Corp. .... (4)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Summit Corp. .... (1)																
<b>MECHANICSBURG:</b>																
Beitzel track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
D. Wilcox Co. track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
<b>CARLISLE:</b>																
Etinger & Sons tracks .....				X		X	X	X	X	X	X	X	X	X	X	X
Beetem side track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Land & Improvement Co. track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
<b>SHIPPENSBURG:</b>																
Bridge 37.85 nor. of Shippensburg Elevator track .....		X		X		25	X	X	40	X	25	40	25	25		X
<b>PENNROAD: Sand track. .... (1)</b>		X		X		X	X	X	X	X	X	X	X	X	X	X
<b>SCOTLAND: Orphans School track</b>		X		X		X	X	X	X	X	X	X	X	X	X	X
Bridge 48.66 north of Wood .....						X			45		45					
<b>CHAMBERSBURG:</b>																
Rots Lumber Co. track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Trk. Inside T.B. Wood Sons gate		X		X		X	X	X	X	X	X	X	X	X	X	X
Wolf side track north of bridge at College .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Wolf Side track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
College Side track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Connection with W. M. at Engineering Co. ....		X		X		X	X	X	X	X	X	X	X	X	X	X
Tracks at reclamation plant, yard and No. 8 track along erecting shop .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Slyder track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Second St. Crossing .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Electric Light & Speer Co. track		X		X		X	X	X	X	X	X	X	X	X	X	X
Former paint shop tracks and delivery tracks west of Freight Station, including switch near track scales .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Hollinger track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
House & Transfer tracks .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Speer low track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Bridge 51.87 south of Chambersburg .....		X		X		30	X		40		30		30	30		X
<b>GREENCASTLE:</b>																
Milk track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Omwake and Oliver .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Bridge 63.91 south of Greencastle .....						35	X		40	40	30	40	35	35		X
<b>HAGERSTOWN:</b>																
North ladder No. 1 yard .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Storage and transfer track No. 1 yard .....		X		X		X	X	X	X	X	X	X	X	X	X	X
No. 1 west, No. 1, 2 east transfer tracks .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Other transfer tracks .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Merchant Wholesale Grocery Co. J. W. Myers Co. track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Standard Oil track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
Back Stockyard track .....		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		X
<b>CV-87:</b>																
DuPont tracks .....						X	X	X	X	X	X	X	X	X	X	X
<b>WINCHESTER TRACK</b>																
<b>BERKELEY:</b>																
Security Cement & Lime Co. track		X		X		X	X	X	X	X	X	X	X	X	X	X
W. S. Frey track .....		X		X		X	X	X	X	X	X	X	X	X	X	X
<b>MARTINSBURG:</b>																
Bridge 92.56 nor. of Martinsburg						20	X		20	20	20	20	20	20		X
North leg of "Y" .....		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
Thorn Lumber Co. south trk. (1)		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 with 6-wheel trucks				
	B	C	E, H-6	G, AP20, BP20, EP20, EP22, FP20, FP20A	HB-8-10, AF15, BF15, BF16, EF15, EF15A, EH15, FF20	I	J	K, BH50, BP50A	L	M	N		Q	T	HH-1	K-1sa, 1-10s, 1-9s
<b>WINCHESTER TRACK, Cont.</b>																
Berkeley Grocery Co. track .....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
City Water Works track .....	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
Tracks south of Martinsburg. ....		X				X	X	X	X	X	X	X	X	X	X	X
<b>DILLSBURG track .....</b>		X				X	X	X	X	X	X	X	X	X	X	X
Bridge 15.15 north of Dillsburg .....		X	15		15	X	X	X	X	X	X	X	X	X	X	X
<b>WAYNESBORO track .....</b>		X				X	X	X	X	X	X	X	X	X	X	X
<b>MERCERSBURG track .....</b> (9)		X				X	X	X	X	X	X	X	X	X	X	X
<b>RICHMOND track .....</b>		X				X	X	X	X	X	X	X	X	X	X	X

## NOTE—

- Engines must not use track beyond point designated.
- Class Q engines restricted due to close clearance catenary in Passenger Station area tracks Nos. 1 to 9 inclusive.  
Tracks No. 1 and No. 2 Harrisburg Gas Company overhead pipe crossing west of Paxton Street, Paxton Street overhead bridge, and Dock Street overhead bridge.  
Class T engines restricted track No. 9 due to overhead clearance passenger bridge.  
Storm windows of Class Q and T engines must be closed.
- Class E, G, K, L and all Road Diesel engines may use main track only; Class I, M, N, Q, and T engines may use track only between Frazer and Morstein.
- Yard Diesel Engines, only, permitted on these tracks.
- Engine must not be used on bridge or trestle.
- Engines must not go beyond P. R. R. portion of this track.
- Class K-2 engines without flanges on middle drivers and Class K-4 engines may turn.
- All classes of engines are permitted to use track to secure water at plug.
- 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 16.29—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.

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

TRACKS	CLASS OF ENGINES						
	L, C, Q	M	L, K, T, BH60, BP60A	H8-9-10	G	P5, E2B, E3B, E2C	GG1, R1, All diesels except BH50 & BP60A
1	10	20	30	45	50	70	75
3	10	20	30	45	50	60	60
6	10	20	30	45	50	60	60

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

All Steam Engines.

All Road Diesel Engines.

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

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

#### 1160-B1. Other Equipment Restrictions

##### CUMBERLAND VALLEY BRANCH:

Winchester Secondary Track:

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

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

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

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

#### NOTE:

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

#### Movement Of Cars, Maximum Weight

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

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

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

#### Overhead Clearance

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

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

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

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

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

Class of Engine	Location	Tracks
Q	Curve 4130 feet West of Block Signal 591	No. 1, No. 2, No. 3 & No. 4
	Curve at Bird-in-Hand	No. 1, No. 2, No. 3 & No. 4
	Curve East End Rockville Bridge	No. 1, No. 2, No. 3 & No. 4
	<b>York Haven Line</b>	
	1st Curve West of York Haven	No. 1, No. 2, & No. 4
	2nd Curve West of York Haven	No. 1, No. 2, No. 3 & No. 4
	<b>Columbia Branch</b>	
	1st & 2nd Curve 8254 feet West of Block Signal C-697	No. 1 & No. 2
	Curve 338 feet East of Block Signal C-750	No. 1
	Curve 3372 feet East of Block Signal C-776	No. 1 & No. 2

## USE OF TELEPHONES

### Trainphone

**1164-A1.** Trainphone in service:

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

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

### ELECTRICAL OPERATION

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

#### HARRISBURG STATION: HARRISBURG.

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

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

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

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

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

#### MAIN TRACKS.

##### MAIN LINE.

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

#### LANCASTER:

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

#### STATE:

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

#### HARRIS:

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

#### TRENTON BRANCH:

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

Crossover Heaton.

Crossover Fort Hill.

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

Shop track.

Crossover Rambo.

Crossover King.

#### PHILADELPHIA AND THORNDALE BRANCH:

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

#### ATGLEN AND SUQSUEHANNA BRANCH:

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

Crossover at Q.

Crossover west end and east end Smith siding.

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

#### COLUMBIA AND PORT DEPOSIT BRANCH:

Cres to Port.

#### YORK HAVEN LINE:

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

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

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

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

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

Day—All crossovers in interlocking.

#### COLUMBIA BRANCH:

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

#### SIDINGS.

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

Howellville.

Smith.

Manor.

Columbia.

Lake.

#### YARD TRACKS.

##### THORNDALE:

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

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

##### LANCASTER:

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

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

##### LONG PARK YARD:

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

##### HARRISBURG:

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

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

##### HARRISBURG YARD:

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

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

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

**No. 1 CLASSIFICATION YARD:**

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

**No. 3 RELAY YARD:**

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

**No. 4 RECEIVING YARD:**

No. 13 to No. 18 tracks inclusive.

**ERNEST:**

Middle track and east middle track.

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

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

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

**COLUMBIA:**

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

New No. 6 track.

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

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

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

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

**LEMOYNE:**

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

East leg of Wye.

**ENOLA YARD:**

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

Ramp track, Track G to westbound hump.

**WESTBOUND RECEIVING YARD:**

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

**RELAY YARD:**

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

**EASTBOUND CLASSIFICATION YARD:**

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

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

Paint shop, ladder track.

**OTHER TRACKS:**

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

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

**High Wire Standpipe Sections**

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

**SECTION**

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

**1167-A6. Phase Break**

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
MAIN LINE Thorndale Sub-station	No. 1 and No. 2	Cat. Br. 83.78	360 Ft. Eastward
	No. 3 and No. 4	Cat. Br. 83.71	360 Ft. Westward
P. and T. BRANCH Thorndale Sub-station	No. 1	Cat. Br P-33.21	285 Ft. Eastward
	No. 2	Cat. Br. P-33.16	285 Ft. Westward

**1167-A7. Position Light Phase Break Indicator**

Location	Tracks	Location of Indicators	Distance to indicator from Nearest Point of Recognition in the Direction of Traffic
MAIN LINE Thorndale Sub-station	No. 1 and No. 2 Eastward	Cat. Br. 34.14	4190 Ft. East of Thorn
	No. 3 and No. 4 Westward	Cat. Br. 33.89	8167 Ft. East of Thorn
P. and T. BRANCH Thorndale Sub-station	No. 1 Eastward	Cat. Br. 34.14	4190 Ft. East of Thorn
	No. 2 Westward	Cat. Br. P-32.84	8235 Ft. East of Thorn

### Sleet Instructions

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

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

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

Thorndale—Westward trains at water plug Caln.

Eastward trains new coaling station.

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

Eastward trains at water plug west of Interlocking, Cola.

Nest—Eastward and Westward trains.

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

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

### Removal or Application of Jumpers

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

### Employees-High Equipment

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

### Employees Working on or Near Energized Wires, Permission-Protection

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

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

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

### Operation of One Multiple Unit Car

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

### Lowering and Raising Pantographs

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

### Display of Heat Numerals

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

### Operation of Steam Heat Boilers

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

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



## MOVEMENT BY TRAIN ORDERS

### 1201-A1. Location of Train Dispatchers—

#### Harrisburg

Train Dispatchers in charge as follows:

Main Line Paoli to Banks.

#### Branches:

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

#### Secondary Tracks:

Winchester

- (a) Location of train dispatchers of connecting divisions in charge of main track movements:  
Banks to Division Post (Mid. Div.)—Altoona  
Rockville to Division Post (Susq. Div.)—Williamsport  
No. 1 and No. 2 track, Division Post (Md. Div.) to Cly  
—Baltimore.

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

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

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

Referring to **Rule 204.**

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

## SIGNAL RULES

### Movement of Trains in the same direction by Block Signals

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

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Cork
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
Williamsport Branch	No. 1 and No. 2	Rockville	Division Post (Susq. Div.)
York Haven Line	No. 1, No. 2, No. 3 and No. 4	Wago Junct.	Day
Columbia Branch	No. 1 and No. 2	Cork	Cola
Cumberland Valley Branch	No. 1 and No. 2	Lemo	Dills
	No. 1 and No. 2	Pennroad	Town

### Opposing and following movement of trains by block signals

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

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

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

Enola—Track A, on Overview overhead bridge.

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

Note: R-Red; Y-Yellow.



INDICATION—STOP.

NAME: Stop—Signal.



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME: Restricting.

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

—No. 2 track Philadelphia and Thorndale Branch.

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

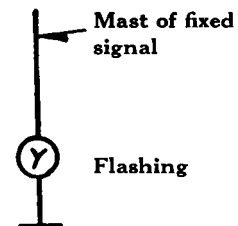
—No. 1 track Atglen and Susquehanna Branch.

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

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

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

Note: Y—Yellow.



INDICATION—Orders.

NAME: Train-order.

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

**1285A-A1. Distant Switch Indicator.**

Note: Y—Yellow; G—Green.



Indication—Switch open.  
Name—Caution Indicator.



Indication—Switch closed.  
Name—Clear Indicator.

**1285A-A2. Distant switch indicators in service:**

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

**CAB SIGNALS**

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

For movement with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Cork
	No. 5 and No. 6	Thorn	Caln
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
	No. 3 and Tk. A	Block signal 1130	Banks
	No. 4 and Tk. D	Block signal 1125	Banks
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 Susquehanna 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

	Track	Between	And
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 Susquehanna Br.	No. 1	Cola	Lake
	No. 2	Cola	Shocks

**MANUAL BLOCK SIGNAL SYSTEM**

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

	Track	Between	And
Cumberland Valley Branch	Single	Dills	Pennroad
	Single	Town	Gard
Winchester Secondary Track	Single	Gard	Winchester

**1317-A1. Rule 317 will apply:**

Cumberland Valley Branch Between—Dills and Pennroad Town and Gard

Winchester Secondary Track Between—Gard and Winchester

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

**AUTOMATIC BLOCK SIGNAL SYSTEM**

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

For movements with current of traffic.

	Track	Between	And
Williamsport Branch	No. 1 and No. 2	Rockville	Division Post (Susq. Div.)
Cumberland Valley Branch	No. 1 and No. 2	Lemo	Dills
	No. 1 and No. 2	Pennroad	Town

**1501-B1.** Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Cork
	No. 5 and No. 6	Thorn	Caln
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
Trenton Branch	No. 1 and No. 2	Division Post (N.Y. Div.)	Glen
Philadelphia and Thorndale Branch	No. 1 and No. 2	Dale	Thorn
Atglen and Susquehanna Branch	No. 1 and No. 2	Park	Wago 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
Trenton Branch	No. 1 and No. 2	Dale	Glen
Atglen and Susquehanna Br.	No. 1	Cola	Lake
	No. 2	Cola	Shocks

**1509-B1.** Referring to Rule 509:

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

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

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

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

**1515-B1. Rule 515**—Following exceptions authorized:

Work, wire and wreck trains.

Susquehanna Division trains between Harris and Rockville.

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

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

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

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

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

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

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

## INTERLOCKING

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

Rockville—West end Bridge.

East end Bridge.

Harris—500 feet West of North Street.

300 feet East of Market Street.

State—West end of No. 18 track.

800 feet East of Paxton St. bridge.

Cork—Mount Joy Road—Connection to Reading Co.

Columbia Branch—Connection to Yard.

Signal Bridge 2200 feet west of Cork.

Signal Bridge 2450 feet east of Cork.

West of Conestoga Creek Bridge.

Park—1st Catenary pole east thereof.

Day—East End Interlocking.

Lemo—1st Catenary pole south thereof.

Cly—1st Catenary pole west thereof.

Nest—1st Catenary pole east thereof.

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

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



**THE PENNSYLVANIA RAILROAD  
PHILADELPHIA DIVISION**

Harrisburg, Pa., April 19, 1954.

**GENERAL ORDER NO. 601**

**Effective 2.01 A. M., Sunday, April 25, 1954**

**Applies In All Zones**

- (a) Time-Table No 6 in effect. It contains the necessary instructions issued in general orders up to and including No. 511, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 6 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 5 to bulletin board attendant after Time-Table No. 6 takes effect.

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**Applies in Zone D**

- (b) CUMBERLAND VALLEY BRANCH  
SPRING

Siding assigned southward and siding assigned both northward and southward combined and changed to siding of no assigned direction, controlled by signalman, Pennroad. Capacity of siding, 225 cars.

This siding must not be used in either direction without permission of employe in charge.

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**Applies in Zone C**

- (c) FRAZER SECONDARY TRACK  
FERN HILL

That portion of track from a point 2000 feet north of Fern Hill, to a point 300 feet north of Fern Hill, relocated west of present track to permanent location, in service. Speed restriction of 10 miles per hour between these points, annulled.

Facing hand-operated switch for southward movement, 2000 feet north of Fern Hill, leading to construction track, out of service.

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This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

K. J. SILVEY,  
Superintendent.





**“GOOD PUBLIC OPINION DEMANDS  
A COURTEOUS ATTITUDE TOWARD  
THOSE WHO USE OUR SERVICE”**