

C. W. Tuttle.

THE PENNSYLVANIA RAILROAD

EASTERN REGION

PHILADELPHIA DIVISION

Time-Table No. 18

In effect 2.01 A. M., Sunday, April 29, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

J. W. LEONARD,
Sup't Passenger Transportation.

A. J. GREENOUGH,
Genl. Sup't Transportation.

W. C. ALLEN,
Sup't Freight Transportation.

M. S. SMITH,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				PHILADELPHIA PENNA.—30th St.	0.9			
X	X	X		NORTH PHILA. PAOLI	19.9			
				DIVISION POST (P.T. Div.)	21.3			
				MALVERN	21.8			
				FRAZER	24.1			
X				GLEN	25.5			
				GLEN LOCH	25.6			
				SHIP ROAD	26.9			
				WHITELAND	27.0			
				WHITFORD	28.7			
X				DOWNNS	32.5			
				DOWNINGTOWN	32.8			
X	X	X		THORNDALE	35.2	160	150	
X				THORN	35.2			
				CALN	37.0			
				COATESVILLE	38.8			
X	X	X		PARK	44.3			
				PARKEESBURG	44.6			
				ATGLEN	47.3			
				CHRISTIANA	48.6			
				GAP	51.2			
				KINZER	53.9			
				LEAMAN PLACE	56.7			
				GORDONVILLE	58.1			
				BIRD-IN-HAND	61.2			
				LANCASTER	68.1			
X	X	X		CORK	68.1			
B	B			LANDIS	74.9			
				MOUNT JOY	79.5			
				FLORIN	80.7			
				ELIZABETHTOWN	86.1			
				CONEWAGO	89.4			
			X	ROY	93.4			
				MIDDLETOWN	93.8			
X	X			STATE	103.3			
				HARRISBURG	103.3			
X	X	X		HARRIS	103.5			
X	X	X		ROCKVILLE	108.6			
				MARYSVILLE	110.5			
X	X	X-O		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	9.45 A. M. to 5.45 P. M. Daily except Saturday, Sunday, May 30, July 4 and Sept. 3.

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		ROCKVILLE DIVISION POST (Susq. Div.)	1.0			138

NOTE—X indicates in service continuously.
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
XX				GLEN	0.7			70
				DALE	8.7			
				HOWELLVILLE	11.3			
				KING	12.5			
				TB-22	14.3			
				TB-20	14.4			
		X		RAMBO	15.7			
				ERNEST	15.7			
				NEST	17.6			
				PLYMOUTH MEETING	19.4			
				TB-16	20.8			
				WHITE MARSH	21.5			
				FORT HILL	23.7			
				DRESHER	27.5			
				HEATON	33.8			
				ROXTON	37.4			
				LANGHORNE	41.0			
				DIVISION POST (N.Y. Div.)	41.0			
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		DALE THORN	10.4			

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Dale	Thorn

ATGLEN AND SUSQUEHANNA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Park	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		PARK	10.8			
				Q	15.8			
				LG-14	22.2			
				SMITH	22.2		97	
				LG-31	22.2			
				LG-30	23.0			
XX				PORT	23.0			
XX				MANOR	23.7			150
XX	X	X		COLA	23.6			
				COLUMBIA	23.8			
				LAKE	25.4		70	
XX				SHOCKS	40.0			150
				LG-54	45.4			
				WAGO JUNCTION	50.8			

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
XX				DIVISION POST, (Md. Div.)	1.8			
				CRES				
				PORT				

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Cres	Cola
Port	Cola

YORK HAVEN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert Sta., Balt.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				DIVISION POST, (Md. Div.)	66.7			
				WAGO JUNCTION	66.7			
X	X	X-O		YORK HAVEN	62.5			
				CLY	59.9			
				GOLDSBORO	72.4			
X	X	X		NEW CUMBERLAND	81.2			
X	X	X		LEMO	83.2			
				DAY	85.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Wago Junction to Day is westward.

COLUMBIA BRANCH

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

NOTE—X indicates in service continuously.

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

CUMBERLAND VALLEY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X			HARRISBURG STATE				
X	X	X		LEMO	1.2			
				LEMOYNE	1.2			
				CAMP	3.3			
				MECHANICSBURG	8.0			
				DILLSBURG JUNCTION	8.9			
			X	DILLS	9.5			
				NEW KINGSTON	11.8			
				WATTS	17.0			160
				CARLISLE	18.3	95		110
				GREASON	23.6			
			X	SPRING	28.9		110	115
				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	69.6			
				TOWN	72.8			
X	X	X		HAGERSTOWN	73.3			
				HAGER	74.0			
			X	WILLIAMSPORT	79.9			
				POT	82.9			128
				FALLING WATERS	84.3			
				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			
X	X	X		GREENFIELD	38.0			
				CORK	41.0			

NOTE—The direction Downs to Cork is westward.

POMEROY SECONDARY TRACK

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

NOTE—The direction Pomeroy to Chatham is southward.

QUARRYVILLE SECONDARY TRACK

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

NOTE—The direction Lancaster to Quarryville is southward.

LEBANON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Conewago	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				CONEWAGO				
				BELLAIRE	5.0			
				LAWN	7.8			
				COLEBROOK	9.8			
				MOUNT 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	Distances from Wood	Sidings Assigned Direction Car Capacity 45 ft. cars		
					North	South	Both
			WOOD				
			FAYETTEVILLE	5.9			15
			EAST FAYETTEVILLE	7.3			19
			LEDY	10.6			
			MONT ALTO	13.2			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	Distances from South Penn. Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
					North	South	Both
			SOUTH PENN JUNCTION				
			HOTHER	1.6			
			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	Distances from Mercersburg Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
					North	South	Both
			MERCERSBURG JUNCTION				
			GAP ROAD	0.9			
			CREIGH	3.3			
			FORT LOUDEN	4.3			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	Distances 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		
	571	25	+555
	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)			
PENNA.-30th St.			
NORTH PHILADA.		\$ 8.35	
PAOLI		\$ 9.07	
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN		\$ 9.21	
THORNDALE		9.25	
COATESVILLE		\$ 9.30	
PARKESBURG		9.37	
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER		\$ 10.00	\$ 10.20
MOUNTVILLE			\$ 10.40
COLUMBIA			
LANDIS			
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN		10.24	
WAGO JUNCTION	10.01		
YORK HAVEN			
CLY	10.05		
GOLDSBORO			
NEW CUMBERLAND			
LEMO	10.20		
HARRISBURG	\$ 10.25	\$ 10.35	
	10.50	10.45	
ROCKVILLE	11.01	10.55	
MARYSVILLE			
BANKS		11.00	
Arrive	A. M.	A. M.	A. M.
	571	25	555

	FIRST CLASS				
	17	19	625	75	+557
	SUNDAY ONLY	DAILY EX. SUN.	SATUR-DAY ONLY	DAILY	DAILY
	A. M.	A. M.	A. M.	P. M.	P. M.
	\$ 10.10	\$ 10.10	\$ 11.15		
	\$ 10.14	\$ 10.17	\$ 11.19		
	\$ 10.40	\$ 10.45	\$ 12.03	C 12.10	\$ 12.38
			F 12.05		
	F 10.45		F 12.08		
			F 12.10		
			F 12.12		
			F 12.14		
			F 12.16		
	\$ 10.54	\$ 10.59	\$ 12.21		
	10.58	11.03	F 12.24	12.52	
	\$ 11.05	\$ 11.10	\$ 12.30	\$ 12.56	
	\$ 11.14	\$ 11.19	\$ 12.37	1.03	
	\$ 11.38	\$ 11.50		\$ 1.25	\$ 1.30
					\$ 1.40
			MU		\$ 1.50
	\$ 12.02	\$ 12.18		1.48	
	\$ 12.13	\$ 12.33		\$ 1.58	
	12.25	12.45		2.07	
	12.35	12.55		2.17	
		F 12.58			
	12.40	1.01		2.22	
	P. M.	P. M.	P. M.	P. M.	P. M.
	17	19	625	75	557

STATIONS	FIRST CLASS		
	69	41	1
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
PHILADELPHIA (P.T. Div.)			
PENNA.-30th St.			
NORTH PHILADA.	C 6.48	X 6.55	C 7.14
PAOLI	S 7.15	X 7.22	S 7.42
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE	7.29	7.36	7.56
COATESVILLE			
PARKESBURG	7.36	7.43	8.03
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE			
GORDONVILLE			
BIRD-IN-HAND			
LANCASTER	S 7.59	X 8.06	S 8.27
MOUNTVILLE			
COLUMBIA			
LANDIS			
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN	8.22	8.29	8.51
WAGO JUNCTION			
YORK HAVEN			
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMO			
HARRISBURG	#S 8.33	#X 8.40	S 9.02
	8.43	8.48	9.17
ROCKVILLE	8.53	8.58	9.27
MARYSVILLE			
BANKS	8.58	9.03	9.32
Arrive	P. M.	P. M.	P. M.
	69	41	1

	FIRST CLASS				
	565	581	65	#+563	71
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	EX. SUN.	P. M.
		\$ 7.10			
		\$ 7.15			
			T 7.44		C 8.45
		\$ 7.47	T 8.12		S 9.12
		\$ 8.00			
		8.04	8.25		9.26
		\$ 8.08			
		\$ 8.17	8.32		9.33
				Will Not Run May 30, July 4, Sept. 3.	
		\$ 8.37			
		8.57	T 8.55	\$ 9.05	9.56
				\$ 9.25	
		\$ 9.20			
		R 9.28	9.19		10.19
		8.40			
		8.44			
		8.59			
	\$ 9.04	\$ 9.40	Y 9.28		\$ 10.30
		10.00	9.40		10.42
			10.11	9.50	10.62
			9.55		10.57
	P. M.	P. M.	P. M.	P. M.	P. M.
	565	581	65	563	71

STATIONS	FIRST CLASS		
	18	16	66
Arrive	A. M.	A. M.	A. M.
PHILADELPHIA (P.T. Div.)			
PENNA. 30th St.			
NORTH PHILADA.	\$ 2.47	\$ 4.30	D 4.57
PAOLI	2.19	\$ 4.05	Y 4.32
MALVERN			
FRAZER			
GLEN LOCH			
SHIP ROAD			
WHITELAND			
WHITFORD			
DOWNINGTOWN			
THORNDALE	2.01	3.50	4.17
COATESVILLE	\$ 1.57		
PARKEBURG	1.50	3.43	4.10
ATGLEN			
CHRISTIANA			
GAP			
LEAMAN PLACE		Will Not Run	
GORDONVILLE		May 30,	
BIRD-IN-HAND		July 4,	
		Sept. 3.	
LANCASTER	\$ 1.26	3.22	3.47
MOUNTVILLE			
COLUMBIA			
LANDIS			
MOUNT JOY			
FLORIN			
ELIZABETHTOWN			
MIDDLETOWN	12.54	2.59	3.24
WAGO JUNCTION			
YORK HAVEN			
CLY			
GOLDSBORO			
NEW CUMBERLAND			
LEMO			
HARRISBURG	12.44	2.50	3.15
	\$ 12.19	\$ 2.37	\$ 2.54
ROCKVILLE	12.09	2.27	2.44
MARYSVILLE			
BANKS	12.04	2.22	2.39
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	●18	EX. SUN.	66
		‡16	

Columbia Branch

York Haven Line

Phila. Div. G. O. 1804 page 26, col. 2

FIRST CLASS					
22	5	60	86	4	38
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
D 5.03		D 5.18	D 5.22	D 5.32	D 5.55
D 4.38		4.54	D 4.58	5.05	D 5.29
4.23		4.39	4.42	4.50	5.14
4.16		4.32	4.35	4.43	5.07
		Will Not Run	Will Run		
		May 30,	May 30,		
		July 4,	July 4,		
		Sept. 3.	[Sept. 3.		
3.53		4.10	\$ 4.12	4.20	4.45
3.30		3.46	3.49	3.56	4.23
	4.00				
	3.56				
	3.40				
3.21	3.35	3.36	3.40	3.47	4.14
#S 3.11	\$ 2.45	#S 3.02	#S 3.30	#D 3.39	#S 4.02
3.01	2.35	2.52	3.20	3.29	3.52
2.56	2.30	2.47	3.15	3.24	3.47
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	SUN. &	DAILY	DAILY
22	50	‡ 60	HOLIDAYS	4	38
			86		

Phila. Div. G. O. 1804, page 27

STATIONS	FIRST CLASS			
	530	552	64	
	A. M.	A. M.	A. M.	
PHILADELPHIA (P.T. Div.)				
PENNA.-30th St.				
NORTH PHILADA.			D 8.31	
PAOLI			Y 8.07	
MALVERN				
FRAZER				
GLEN LOCH				
SHIP ROAD				
WHITELAND				
WHITFORD				
DOWNINGTOWN				
THORNDALE			7.53	
COATESVILLE				
PARKESBURG			7.46	
ATGLEN				
CHRISTIANA				
GAP				
LEAMAN PLACE		Will Not Run		
GORDONVILLE		May 30,		
BIRD-IN-HAND		July 4,		
		Sept. 3.		
LANCASTER			\$ 7.24	
		\$ 7.10		
MOUNTVILLE				
COLUMBIA		\$ 6.50		
LANDIS				
MOUNT JOY				
FLORIN				
ELIZABETHTOWN				
MIDDLETOWN			7.00	
WAGO JUNCTION	7.14			
YORK HAVEN				
CLY	7.10			
GOLDSBORO				
NEW CUMBERLAND				
LEMO	6.54			
HARRISBURG	\$ 6.49		6.51	
			#D 6.39	
ROCKVILLE			6.29	
MARYSVILLE				
BANKS			6.24	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	530	EX. SUN.	64	
		#+552		

FIRST CLASS					
	600	564	70	2	502
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.50				
	D 8.46				
			D 9.15	D 9.51	
	\$ 8.22		S 8.51	Y 9.27	
	8.07		8.36	9.12	
	\$ 8.03		\$ 8.32		
	7.56		8.25	9.05	
	Will Not Run	Will Run			
	May 30,	May 30,			
	July 4,	July 4,			
	Sept. 3.	Sept. 3.			
	\$ 7.33		\$ 8.02	\$ 8.42	
		\$ 7.55			
		\$ 7.35			
					8.35
					8.31
					8.15
	\$ 7.00		7.27	8.07	\$ 8.10
			\$ 7.20	\$ 8.00	
			7.10	7.50	
			7.05	7.45	
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	SUN. &	DAILY	DAILY	DAILY
	EX. SUN.	HOLIDAYS	70	2	502
	#600	+564			

STATIONS	FIRST CLASS			
	643 DAILY EX. SUN.		645 DAILY	
	P. M.		P. M.	
Leave				
HARRISBURG.....	\$ 4.15	\$ 11.35		
LEMOYNE.....	4.20	11.40		
MECHANICSBURG.....	\$ 4.31	\$ 11.50		
DILLS.....	4.35	11.53		
NEW KINGSTON.....	F 4.40			
CARLISLE.....	\$ 4.54	\$ 12.07		
GREASON.....	F 5.04			
SPRING.....	5.11	12.23		
NEWVILLE.....	\$ 5.15	\$ 12.27		
SHIPPENSBURG.....	\$ 5.35	\$ 12.44		
PENNROAD.....	5.38	12.46		
SCOTLAND.....	\$ 5.46			
CHAMBERSBURG.....	\$ 6.00	\$ 1.03		
MARION.....	F 6.10			
GREENCASTLE.....	\$ 6.16	F 1.35		
MAUGANSVILLE.....	F 6.30			
TOWN.....	6.36	1.57		
HAGERSTOWN.....	\$ 6.40	\$ 2.00		
Arrive	P. M.	A. M.		
	643	645		

HAGERSTOWN TO HARRISBURG — NORTHWARD

STATIONS	FIRST CLASS			
	638		640	
	A. M.		A. M.	
Arrive				
HARRISBURG.....	\$ 3.55	\$ 6.40		
LEMOYNE.....	3.49	6.35		
MECHANICSBURG.....	\$ 3.34	\$ 6.23		
DILLS.....	3.30	6.17		
NEW KINGSTON.....		F 6.14		
CARLISLE.....	\$ 3.15	\$ 6.03		
GREASON.....		F 5.50		
SPRING.....	3.00	5.43		
NEWVILLE.....		\$ 5.40		
SHIPPENSBURG.....	\$ 2.44	\$ 5.25		
PENNROAD.....	2.41	5.22		
SCOTLAND.....		F 5.13		
CHAMBERSBURG.....	\$ 2.28	\$ 5.06		
MARION.....		F 4.56		
GREENCASTLE.....	\$ 2.09	\$ 4.46		
MAUGANSVILLE.....		F 4.38		
TOWN.....	1.55	4.33		
HAGERSTOWN.....	\$ 1.53	\$ 4.30		
Leave	A. M.	A. M.		
	DAILY 638	DAILY EX. SUN. 640		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Malvern*	6.45 AM to 10.45 AM 11.45 AM to 3.45 PM	Closed	Closed
Whitford	7.00 AM to 9.00 AM	7.00 AM to 9.00 AM	Closed
Downingtown	6.30 AM to 12.01 PM 1.30 PM to 4.00 PM	6.30 AM to 12.01 PM 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*	7.00 AM to 10.30 AM	Closed	Closed
Lancaster	5.15 AM to 9.30 PM	5.15 AM to 9.30 PM	5.15 AM to 9.30 PM
Columbia*	6.30 AM to 11.00 AM 12.01 PM to 3.30 PM	Closed	Closed
Mount Joy	7.00 AM to 11.00 AM 4.30 PM to 7.00 PM	7.00 AM to 11.00 AM 4.30 PM to 7.00 PM	Closed
Elizabethtown*	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'ally	Continu'ally
Marysville*	7.00 AM to 10.00 AM 12.15 PM to 4.00 PM	Closed	Closed
York Haven*	6.00 AM to 11.00 AM 12.01 PM to 3.00 PM	Closed	Closed
New Cumberland*	6.15 AM to 4.15 PM	Closed	Closed
Mechanicsburg*	6.15 AM to 4.45 PM	Closed	Closed
Carlisle*	5.45 AM to 6.45 AM 4.30 PM to 5.00 PM	Closed	Closed
Newville*	5.15 AM to 10.15 AM 11.15 AM to 2.15 PM	Closed	Closed
Shippensburg*	5.30 PM to 5.45 PM	Closed	Closed
Chambersburg	9.30 AM to 1.30 PM 2.30 PM to 6.30 PM	9.30 AM to 1.30 PM 2.30 PM to 6.30 PM	Closed
Greencastle*	Closed	Closed	Closed
Hagerstown	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed

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

EXTRA STOPS—PASSENGER TRAINS

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

U. S. MAIL WORK

STATIONS	Westward				Eastward						
	13 Ex. Sun.	25 Ex. Sun.	19	527 Ex. Sun.	618-626	636-604 Ex. Sun.	502 Ex. Sun.	14 Ex. Sun.	610	24	
Malvern									E		
Fraser					E				E		
Glen Loch						D			E		
Whitford			†D			CD			E		
Thorndale			†CD			CD			E		
Coatesville	H							D			
Pomeroy		CD	†CD			CD					
Parkesburg		CD				CD					
Atglen		†CD	†CD		E	CD					
Christiana		†CD	†CD	†CD	E	CD					
Gap		†CD	†CD	†CD	E	CD					
Kinser		†CD	†CD	†CD	E	CD					
Leaman Place		†CD	†CD			C					
Gordonville					E	CD					
Ronk		†CD	†CD			CD					
Bird-In-Hand			†CD		E	CD					
Landis		†CD				CD					
Salunga	D	†CD				CD					
Florin		†CD				CD					
Rheems	†D	†CD			†CD						
Elisabethtown		†D	†D								
Royalton						CD					
York Haven						†CD					
Marysville	†CD	†CD	†CD							‡E	

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 Saturdays and Holidays.

†—Daily except Sundays and Holidays.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	LEAVE	P-35 (1) P.M.	P-7 (2) P.M.	LCL-7 (9) P.M.	AP-19 (2) P.M.	AEC-5 (1) A.M.	LCL-1 (4) P.M.	AP-9 (1) P.M.	M-7 (6) A.M.	ET-1 (2) P.M.	EN-3 (1) A.M.	LCL-3 (4) A.M.	EC-1 (1) A.M.	1st. PS (1) P.M.	2nd. PS (2) A.M.	EM-1 (2) P.M.	YP-1 (1) P.M.	M-9 (1) A.M.	P-17 (1) A.M.	BF-3 (1) A.M.	B-9 (1) A.M.	AER-3 (1) A.M.	ARRIVE
PAOLI			9 30	11 15	10 15			11 00		10 00		1 35		10 15	12 30		11 30		12 01				
MORRIS							10 45			11 15				11 30	1 15	11 00							
NWPT							11 35																
THORN							12 45	11 45		12 45		2 25		12 15	2 15	1 00				3 00			
PARK			10 15	12 05	10 55					2 00		3 25		2 15	4 00	2 30			5 00				
COOK	10 30																				5 00		
CRSS							12 45														5 30		
COVA			11 30	1 05	12 15	1 00	1 55	1 30															
CLY																							
STATE AR.																							
HARRISBURG Lv.									3 00														
DAY			12 15	1 30	2 00	2 15	2 45	3 00		3 15		4 20		4 30	5 00	5 15							
EROLA Lv.																							
ROCKVILLE																							
BANKS																							
ARRIVE																							

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	S-30 (1)	VC-1 (1)	P-29 (1)	YE-1 (2)	PG-1 (1)	BNY- 15 (1)	TH-1 (1)	CIN-1 (1)	B-5 (2)	NY-1 (1)	VL-7 (1)	P-9 (1)	P-19 (3)	PG-11 (1)	TRS-7 (1)	NL-1 (1)	EC-5 (1)	ER-3 (1)	2nd PG-11 (1)	P-71 (1)		
PAOLI			3.45									5.30	6.10									
MORRIS														5.00					5.00			
NWST														6.15					6.30			
THORN																				4.00		
PARK			4.25									6.30	6.50	7.25					8.00	5.00		
CORE							7.30															
CRBS							7.45		7.30			8.00	8.10	9.15			10.00					
COLA			6.00						7.45								10.15		9.45	9.00		
CLY				8.15																		
STATE AR.																						
HARRISBURG LV.															10.30							
DAY			8.45	9.00			9.15		9.45			10.00	10.10	10.30			11.15		11.30	11.59		
ENOLA LV.	8.00					9.00												11.10				
ROCKVILLE	8.30					9.30												11.40				
BANKS		8.30			9.15			9.30		9.45	10.30				11.00	11.30						
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

STATIONS	B-3 (1)	PF-1 (1)	PG-5 (1)	EC-3 (1)	HP-1 (1)	ED-3 (1)	BF-6 (1)	XD-1 (1)	S-82 (1)	PG-15 (1)	SW-1 (1)	NL-6 (1)	P-1 (1)	VL-9 (1)	CE-1 (1)	BL-33 (1)	TH-3 (1)	JC-7 (3)	P-33 (1)	LCL-5 (4)	BF-7 (1)	JC-5 (5)	
PAOLI													1.45			2.30							5.00
MORRIS	8.30												3.00			3.45							6.10
NWST	9.20																						7.45
THORN													4.30			5.15							9.15
PARK	10.35																						
CORE																							
CRBS																							
COLA	11.45												5.45			6.45	7.30			8.15	10.15		
CLY																							
STATE AR.																							
HARRISBURG LV.					4.30																		
DAY	12.30												7.00			8.45	9.15	9.30	9.45	11.30			11.30
ENOLA LV.				4.00			5.15		5.30														11.45
ROCKVILLE				4.30			5.45		6.00														12.15
BANKS		3.45	4.00		5.00	5.00		5.45		6.15	6.30	6.45		7.30	8.00								1.00
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	NS-2 (1)	P-70 (1)	PG-10 (1)	P-32 (1)	CE-2 (1)	CG-3 (1)	LCL-2 (4)	BF-14 (1)	CE-8 (1)	NW- 82 (1)	B-10 (1)	SW-8 (1)	NW- 88 (1)	HA-2 (1)	XD-2 (1)	S-81 (1)	NY-8 (1)	SH-4 (1)	HPY- 2 (1)	XD-6 (1)	YE-6 (1)	
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	
PAOLI							5.00	6.45														
MORRIS			5.30		5.15	5.30						8.30		3.00								
NBPT			4.00		4.00	4.30						7.00		11.30								
THORN		8.15										6.00		9.30			10.00					
PARK		5.45	3.00		3.00	3.30	4.15	5.45				4.15										
CORK																						
CRSS				2.30																9.30		
COLA		2.45	1.30	2.00	2.00	2.30	3.15	4.00			3.60	4.30		7.30			8.30		9.00			
CLY																						
STATE	Lv.							2.30						5.00								
HARRISBURG	Ar.							1.30														
DAY		12.15	12.30	12.45	1.00	1.30	2.15				3.00	3.30					7.00					
EROLA	Ar.																					
ROCKVILLE								1.00														
BANKS		12.15	10.45		9.15	12.30	12.45		1.30	3.00		12.15	5.00		5.30			6.30		7.30	8.00	
LEAVE	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

STATIONS	AB-6 (1)	SP-8 (8)	AB-10 (1)	BL-34 (1)	M-24 (1)	AC-10 (1)	WS-8 (1)	PG-8 (1)	M-10 (1)	CSB-1 (1)	YE-2 (2)	AG-12 (1)	P-8 (1)	PG-4 (1)	M-20 (1)	EC-2 (1)	GRE- 2 (1)	TH-4 (1)	W-2 (3)	PG-2 (1)	VL-2 (1)	
ARRIVE	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
PAOLI		2.30																				
MORRIS				4.45								9.30										
NBPT				3.00								6.30										
THORN																						
PARK		12.20		1.40								4.30	4.45	5.30								
CORK																						
CRSS						3.45																
COLA		11.25	12.45			3.00						2.30	3.00	3.30								
CLY		11.10	12.30	12.30							12.45											
STATE	Lv.																					
HARRISBURG	Ar.																					
DAY		9.30	10.00	10.30	11.30	11.30					12.01	12.30	1.00	1.00							1.30	
EROLA	Ar.									10.45											2.00	
ROCKVILLE										10.30											1.40	
BANKS												10.30										
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	M-16	NW-	B-2	S-33	EN-4	NY-4	CG-2	PNE-2	P-14	P-84	FW-3	BNY-	SP-2	HC-2	EC-6	ED-4	B-6	P-2	FJ-6	
	(3)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.
PAOLI											10.15		11.30	11.45				2.00		12.15
MORRIS						10.30	11.30	11.30	1.45			12.45								
NBET					9.10	10.00	10.00	12.01				11.30								
THORN																				
PARK					8.10	9.00	8.55	10.30			9.30	10.00	9.50	9.50				11.00	10.50	
CORK									9.00	9.00							9.30			
CREBS			6.45								8.25	8.45	8.40	8.40			9.15	10.00	9.40	
COLA			6.15		7.00	7.30	7.45	8.30	8.00	8.00	7.15	7.15	7.30	7.30			8.00	8.00	8.30	
CLY																				
STATE	Lv.																			
HARRISBURG	AR.																			
DAY						6.00	6.30	6.30	7.00	7.00			7.30	7.30						
ENOLA	AR.		3.30																	
ROCKVILLE			3.00									5.45			7.00					
BANKS		2.00	2.15	2.30			1.35				5.30	6.00			8.00					
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

NORTHWARD—CUMBERLAND VALLEY BRANCH—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	CV-84	CV-82	CV-88	CV-60	CV-81	CV-85
	(1)	(1)	(1)	(1)	(1)	(1)
ARRIVE	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
HARRISBURG	7.30	9.00	5.30	10.30	6.00	9.30
DAY	11.00	1.00	10.00	6.30	1.00	2.30
LEAVE	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.

SYMBOLS

- (1) Daily.
 (2) Daily, except Sunday.
 (3) Daily, except Monday.
 (4) Daily except Sunday and Holidays.
 (5) As Required.
 (6) Daily, except Tuesday.
 (7) Daily, except Saturday.
 (8) Daily except Friday and Saturday.
 (9) Daily except Saturday, Sunday, Monday and Holidays.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	ET-2	CIN-2	YP-2	EM-2	EH-2	TH-2	CS-8	P-6
	(1)	(1)	(1)	(7)	(1)	(1)	(1)	(7)
ARRIVE	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
PAOLI			4.15					4.00
MORRIS	6.15							
NBET	3.30			6.00				
THORN								
PARK	1.30		3.00	3.00				2.20
CORK			1.00					
CREBS					12.15	12.30		
COLA	11.30		11.45	12.30	11.50	12.10		1.10
CLY								
STATE	Lv.							
HARRISBURG	AR.							
DAY	9.30			10.00	10.30	11.00		11.59
ENOLA	AR.							
ROCKVILLE								
BANKS		9.45					11.00	
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

SPECIAL INSTRUCTIONS

GENERAL RULES

100R-2A. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Rambo.....	E. S. BUYERS, M. D..... 1533 DeKalb St., Nor'town.	Norristown Bell 5-0350
Downingtown .	M. W. MERCER, M. D..... 23 E. Brandywine Ave.....	Bell 144
Coatesville.....	C. H. STONE, M. D..... 380 E. Chestnut Street.....	Bell 0740 or 0568
Lancaster.....	S. G. PONTIUS, M. D..... 320 N. Lime Street..... C. R. FARMER, M. D..... 573 West Lemon Street..... J. Z. APPEL, M. D..... 305 N. Duke Street.....	Bell 2-1023 Bell 6257 Bell 6918
Honey Brook...	G. D. MORTON, M. D.....	Bell 27
Mount Joy.....	W. M. WORKMAN, M. D.....	Columbia Bell 3-3951
Lebanon.....	W. HORACE MEANS, M. D..... 4 S. 4th Street.....	Bell 486 or 155
Harrisburg.....	M. A. BARBOUR, M. D..... 4th and Chestnut Streets... H. F. SMITH, M. D..... 130 State Street..... CARSON COOVER, M. D..... Harrisburg Hospital..... C. B. FAGER, M. D..... 126 Walnut Street..... A. J. GRIEST, M. D..... Harrisburg Hospital..... N. B. SHEPLER, M. D..... 510 North 2nd Street..... P. A. DECKARD, M. D..... 814 North 2nd Street..... D. B. STOFFER, M. D..... Harrisburg Hospital..... S. B. FLUKE, M. D..... 1609 N. 2nd Street.....	PRR 327 or 328 Bell 2-1853 Bell 5221 Bell 2-1924 Bell 5221 Bell 2-2845 Bell 4-1883 Bell 5221 Bell 2-0537
Carlisle.....	R. M. SHEPLER, M. D..... 21 South Pitt Street.....	Bell 97J
Chambersburg .	LEWIS H. SEATON, M. D..... 236 Lincoln Way East.....	United 282

100R-3A. Locations of Hospitals.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Norristown.....	MONTGOMERY..... Powell and Basin Streets	Bell 5-6000
Bryn Mawr	BRYN MAWR..... Bryn Mawr Ave.....	Bryn Mawr 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 3100
Harrisburg.....	HARRISBURG..... Front and Mulberry Streets.	Bell 5221
Carlisle.....	CARLISLE..... 224 Parker Street.....	Bell 246
Chambersburg .	CHAMBERSBURG..... Lincoln Way East.....	United 680
Waynesboro....	WAYNESBORO..... East Main Street.....	United 391
Hagerstown....	WASHINGTON COUNTY..... King Street.....	C & P 3000
Martinsburg ...	KINGS DAUGHTERS HOSP..... East King Street.....	C & P 8981
Winchester.....	WINCHESTER..... Stewart and Cork Sts.....	C & P 4121

100R-4A. First-Aid Boxes and Stretchers.

First-Aid Boxes, location of:

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

At each passenger and each freight station.

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

STRETCHERS:

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

One stretcher must be carried on each passenger train, except 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 or Holidays shown on schedule pages.

1004-B1.

- Q** —Regular stop to receive passengers for Lancaster and west of Pittsburgh.
- R** —Regular stop, Sunday, New Years, Memorial, Independence, Labor, Thanksgiving and Christmas days.
- T** —Regular stop to receive or discharge passengers for Lancaster, Pittsburgh and beyond.
- U** —Regular stop to receive passengers for west of Pittsburgh.
- V** —Regular stop to receive passengers for Harrisburg and beyond.
- W** —Stop only on notice to conductor to discharge passengers from points west of Pittsburgh.
- X** —Regular stop to receive passengers for Lewistown and points 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.
- AA** —Regular stop to receive passengers for west of Pittsburgh and points beyond Harrisburg served by Roanoke sleepers.
- 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, South of No. 1 track for Eastward trains and North of No. 2 track for Westward trains on:

TRENTON BRANCH.

PHILADELPHIA AND THORNDALE BRANCH.

ATGLEN AND SUSQUEHANNA BRANCH.

COLUMBIA AND PORT DEPOSIT BRANCH.

YORK HAVEN LINE (M. P. 82 TO DAY).

COLUMBIA BRANCH (CORK TO ROY).

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

USE OF SIGNALS

Hand Lamp Signals.

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

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	12
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.

Fouling Point Signs.

1037-B. Sign displaying letters FP indicates the fouling points of main track of the track on which it is located.

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.

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

1043-A1. Slide protection fences in service:

Main Line

Signal SP 918, located west of Conewago.

Signal SP 897, located east of Conewago.

Atglen and Susquehanna Branch

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

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

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

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

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

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks.

1075b-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	Employees' 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 Atlantic
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—Engine House	Phila. Term. New York
X	X	X	Chambersburg—Yard Office	
X	X	X	Hagerstown—Engine House, Passenger Station, Shomo Yard Office	Reading Co.
X	X	X	Cumbo—Yard Office	Reading Co.
X	X	X	Rutherford—Hump Office, Enginehouse, West End	Phila.

NOTE—X indicates in service.

Standard Clocks.

- 1075b-A2.** Standard Clocks At Other Points:
Train Dispatcher's Office
Block Stations

General Order Zones.

1075b-A3. 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.

1075b-A4. Employees of foreign divisions or other railroads, not having run or made a trip for the purpose of remaining qualified over any portion of this division on which they are qualified, within a period of one year, will be required to re-qualify before again running over that portion of the division.

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

OBSERVATION OF TRAINS FOR DEFECTS**Dragging Equipment Detector.**

1076-A1. At Landis (during hours closed), phone box at eastward and westward home signal are equipped with small light and push-button, in sealed case, to be used in connection with dragging equipment detector device.

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

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

MOVEMENT OF TRACK CARS

1080-A1. Track cars will be governed as specified by **Rule 80** on portions of the division as follows:

All main tracks.

1080a,b-A1. Rules 80, 80a and 80b will apply:

All Secondary and running tracks.

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 Breh. 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 Signals.

1103a-A1. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (I) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

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

1103a-A2. Carlisle—Automatic highway crossing gates and flashing light signals at Hanover Street and Sulphur Spring Road.

Northward trains having opened hand operated switch located south of Hanover Street, leading to Masland and Son track, and southward trains having opened hand operated switch south of Bedford Street, leading to Thompsons Track, or north of Bedford Street, leading to Peoples Coal Yard, must not move over Hanover Street Crossing until automatic gates are in horizontal position.

1103a-A3. 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.
Winchester	Fairmount Ave.

1103a-A4. Mountville—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.

1103a-A5. Rohrerstown—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 that highway traffic is under control before movement is made over crossing.

1103a-A6. Trains operating on station track, York Haven Road, east of York Haven; Clearbrook and Lenore Road, Winchester Track, 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.

1103a-A7. Carlisle—Flashing light highway crossing signals discontinue operating at Pitt Street after northward trains have stopped at Station, and at West Street after southward trains have stopped at Station.

Northward and southward trains, after having stopped at Carlisle Station, 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.

1103a-A8. Shippensburg—Trains operating on State Teachers College Power Plant track 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.

1103a-A9. Martinsburg—Trains operating on siding must stop clear of John Street Crossing and operate push-button in box, locked with a switch-lock and marked PB located on south end of relay case, which will operate flashing light signals and must be pressed until a small light at push-button is illuminated or until entire trains has passed over crossing.

Protection For Public Highway Crossings At Grade.

1103a-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., Saturday, Sunday, May 30, July 4 & Sept. 3 continuously	

1103a-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:

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

NOTES:

(1)—Industrial track leading to Dydee Laundry Company, Lancaster, Building Units Company, Harrisburg, Potts track, Mechanicsburg and Freight Station tracks, Greencastle—

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

Location	Switch	Cont'l'd By
Billmyer	No. 1 track to No. 2 track No. 1 track to J. E. Baker Co. trk. No. 2 track to J. E. Baker Co. trk.	Cola Cola Cola
Lemoyné	East leg of Wye to Little Yard	Lemo
Day	No. 4 track to Coal Yard track Track G to Stock Yard	Day Day
Marysv'l Yard	No. 3 track to track A No. 3 track into Yard	PF-2 PF-2
Dills	End of Single track	Dills

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

Location	Switch	Notes
Smith	No. 1 to No. 2 track No. 1 track to Siding	1-2
North of Mechanicsburg	Facing switch from No. 2 track north of M. P. 6 to United States Naval Supply Depot.	1-3

NOTES:

- (1) The switch lock of these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.
- (2) Electric locks of hand operated switches may be released by manipulation of double throw switch in telephone box located on west end of tower.
- (3) Before opening main track switch, locking lever must be moved from locking to unlocking position, then wait four minutes for electric locking release to operate, after which main track switch can be opened.

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

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
ENOLA West end track C	Track G	Track C	
CUMBO Connection of No. 1 pull-out track and Secondary track	Secondary track	No. 1 pull-out	

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

Rule 105b—Secondary Tracks, Running Tracks and Sidings.

1105b-A1. Rule 105b 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

Track Assignments

1151-A1. Single Track.

Track	Between	And
Cumberland Valley Branch	Dills	Penroad
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 66.35 (Conestoga Creek)	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.
Over Bridge 66.35 (Conestoga Creek)	West'd Pgr.			East'd Pgr.
Bridge 66.35 (Conestoga Creek) and Lancaster	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.
Lancaster and State			West'd Pgr.	East'd Pgr.
Harris and Division Post (Mid. Div.)			West'd Pgr.	East'd Pgr.
Williamsport Branch				
Between: Rockville and Division Post (Susquehanna Div.)			West'd Pgr.	East'd Pgr.
Trenton Branch				
Between: Division Post (N.Y. Div.) and Glen			West'd Frt.	East'd Frt.
Philadelphia and Thorndale Branch				
Between: Dale and Thorn			West'd Frt.	East'd Frt.
Atglen and Susquehanna Branch				
Between: Park and Wago Junction			West'd Frt.	East'd Frt.
Columbia and Port Deposit Branch				
Between: Division Post (Md. Div.) and Port			West'd Frt.	East'd Frt.
York Haven Line				
Between: Division Post (Md. Div.) and Lemo No. 1 and No. 2 tracks.			West'd Pgr.	East'd Pgr.
Wago Junction and Day No. 3 and No. 4 tracks	West'd Frt.	East'd Frt.		
Lemo and Day			West'd Frt.	East'd Frt.
Columbia Branch				
Between: Cork and Cola			West'd Pgr.	East'd Pgr.
Shocks and State			West'd Frt.	East'd Frt.
Cumberland Valley Branch				
Between: Lemo and Dills			South'd Pgr.	North'd Pgr.
Penroad and Town			South'd Pgr.	North'd Pgr.

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
Marletta	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	(W) 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	
Dillsburg	(S) Dillsburg Junction	End of track	Dills	
Waynesboro	(S) Wood	End of track	Penroad	
Mercersburg	(S) South Penn Junction	End of track	Penroad	
Richmond	(S) Mercersburg Junction	End of track	Penroad	
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) **Rules 105a and 105b** will not apply. All other operating, Signal and Interlocking rules, and Supplemental Instructions, 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.

1151-E1. Employees 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
Spring—Southward	Signalman Pennroad

1151-G1. Running Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
Eastward	Rookville	Maclay St.	Eastward	Yard Master Reily	Yard Master Reily	1
Westward	Maclay St.	Rookville	Westward	Yard Master Reily	Yard Master Reily	1
No. 11	Maclay St.	Harris	Eastward	Harris	Harris	1 8
No. 12	Harris	Maclay St.	Westward	Harris	Harris	1 8
F	Day	Switch at Ramp trk., opp't yrd. office west-bnd hump.	Westward	Day	Day	8
G	Day	PF-2	Westward	Day	Day	2 8
H	Day	Switch at Ramp trk., opp't yrd. office west-bnd hump.	Westward	Day	Day	8
K	Day	Switch at Ramp trk., opp't yrd. office west-bnd hump.	Westward	Day	Day	8
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	Rookville Bridge	111-B	Eastward	Rookville	Rookville	1
No. 4	Rookville	Banks	Westward	Rookville	Rookville	
O	PF-2	West End Bridge	Eastward	Rookville	Rookville	1
No. 3	PF-2	Rookville	Eastward	Rookville	Rookville	1
A	PF-2	111-B	Eastward	Asst. Yard Master E. B. Hump	Asst. Yard Master E. B. Hump	1
No. 3	Banks	PF-2	Eastward	Banks	Banks	1
A	Banks	PF-2	Eastward	Banks	Banks	1

NOTES:

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

1151-G2. Running Tracks of No Assigned Direction.

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

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

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.

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.

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, west-

ward 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 pusher engine and stopping same.

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

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. 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-A6. Hagerstown—
Hagerstown Yard is districted and numbered as follows:
No. 1 yard—Between a point 11,347 feet north of Town and passenger station.
No. 2 yard—Between passenger station and southward home signals, Hager.
No. 3 yard—Between southward home signals Hager and yard limit board, south of Shomo yard, and between southward home signals Hager and yard limit board south thereof.

Between Town, Hager and Vardo:

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

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

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

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

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

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

Vardo Train Order Office, located at south end Shomo Yard.

Norfolk and Western Railway Company time-table will be authority for movement of Norfolk and Western Railway Company first-class trains between Vardo and Hagerstown Passenger Station.

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

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

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

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

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

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

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

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

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

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

SPEED RESTRICTIONS

1157-A. Speed Table.

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

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

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

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

1157-C2. Wreck Trains.

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

1157-C3. Work Trains.

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

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

Main Line	Miles per Hr
1157-C4. Circus Trains	* 30
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Instruction 4155-A of Supplemental Instruction to Operating, Signal and Interlocking Rules.	*
—on straight track.....	30
—on curves.....	20
1157-C6. Freight trains that consist of 85 per cent or more of mineral freight in open top cars	* 40
NOTE—When handling such trains conductors must know that engineman have been so advised.	
1157-C7. Snow Plows in service	* 20
Snow Flangers in service.....	15
Passing station platforms and trains on adjacent tracks. . .	5
(*)—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:	
Main Line—Passenger Trains.....	50
—Freight Trains.....	40
Williamsport Branch—Passenger Trains.....	50
—Freight Trains.....	40
Trenton Branch—Passenger Trains.....	40
—Freight Trains.....	40
Philadelphia and Thorndale Brch.—Passenger Trains.....	40
—Freight Trains.....	40
Atglen and Susquehanna Branch—Passenger Trains.....	40
—Freight Trains.....	40
Columbia and Port Deposit Branch—Passenger Trains.....	30
—Freight Trains.....	30
York Haven Line—Passenger Trains.....	50
—Freight Trains.....	40
Columbia Branch—Passenger Trains.....	40
—Freight Trains.....	35
Cumberland Valley Branch—Passenger Trains.....	50
—Freight Trains.....	40
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	65
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.	

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

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

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

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

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

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

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified.

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

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

This will apply at the following locations:

Main Line:

Steelton and Highspire Yards.
All crossover and turnout switches.

Harrisburg Yard:

All hand-operated crossover and turnout switches.
Enginehouse territory.

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

TRENTON BRANCH:

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

COLUMBIA BRANCH:

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

Enola Yard:

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

CUMBERLAND VALLEY BRANCH:**Lemoyne:**

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
Curves east and west of Banks.....	60
Williamsport Branch:	
Curve 1700 feet north of Rockville.....	30
1st Curve 6978 feet north of Rockville.....	45
New Holland Secondary Track:	
Curve at Honey Brook.....	15
Curve east of Greenfield.....	15
Columbia Branch:	
Curve 5000 feet west of Block Signal C-697.....	40
Curve 3254 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 Frederick Branch, Columbia.....	15
Curve 855 feet east of Block Signal C-962 (Red Hill).....	35
Curve between home signals, Roy.....	35
York Haven Line:	
1st and 2nd Curves west of York Haven.....	45
Curve west of Goldsboro.....	45
1st and 2nd Curves east of Lemo.....	30
Curve between York Haven Line and Cumberland Valley bridge.....	10
Crossing frogs, Lemo.....	15
West Leg of Wye, Lemo except HH-1 engines.....	10
West Leg of Wye, Lemo with HH-1 engines.....	5
Curve west of Lemo.....	25
Bridge 83.16 west of Lemo.....	25
Lebanon Secondary Track:	
Bridge 16.29 Cornwall Class L-1 engines.....	15
Cumberland Valley Branch:	
Curve at Watts.....	35
Bridge 41.14 North of Pennroad, Reading Connection.....	20
Bridge 41.25 North of Pennroad, Reading Connection.....	20
Bridge 41.36 North of Pennroad, Reading Connection.....	20
Switches and Crossings at Town and Hager.....	15
Wye at Hagerstown.....	5
Waynesboro Secondary Track:	
Bridge 10.30 North of Mont Alto.....	15
Bridge 11.96 South of Knepper.....	15
Bridge 14.00 North of Nunnery.....	15

	Miles per Hr
Mercersburg Secondary Track:	
Bridge 61.37 Hother (see note).....	15
Bridge 70.20 Mercersburg Jct. (see note).....	15
Wye Mercersburg Junction.....	10
NOTE—Cars of gross load of 210,000 lbs. or more, 120 tons or heavier wrecking derrick, or a disabled engine must be separated from engine under steam and other loaded cars by two empty cars, when moving over these bridges.	
Speed Ordinances:	
Mechanicsburg.....	7
Carlisle.....	20
Shippensburg.....	6
Hagerstown.....	12
Martinsburg.....	10
Winchester.....	12
Waynesboro.....	6

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

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

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

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road		
AP-3.....	50.....	75.....
BP-1 (Frt. Service).....	50.....	50.....
BP-1 (Pagr. Service).....	50.....	75.....
BP-3.....	50.....	75.....
FP-3.....	50.....	75.....
EP-3.....	50.....	75.....
EF-4.....	40.....	50.....
FF-3.....	40.....	65.....
AF-4.....	40.....	50.....
BF-4.....	40.....	50.....
Yard		
A-6.....	20.....	20.....
A-6B.....	20.....	20.....
AS-6.....	40.....	40.....
AS-10.....	40.....	40.....
BS-6.....	40.....	40.....
BS-10.....	40.....	40.....
ES-6.....	40.....	40.....
ES-10.....	40.....	40.....

NOTE —

Road Diesel Engines.

The first letter indicates the builder; i.e. "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse and Company.

The second letter indicates the service to which normally assigned; i.e. "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine.

The "BP"-1 is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

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
Marrietta	Shocks	West end of Columbia yard	15
Lebanon	Conewago	9th St. Lebanon	20
Lebanon	Highway Crossing at Cornwall		5
No. 11 and No. 12	Harris	Maclay St.	15
Westward	Maclay St.	Rockville	15
Eastward	Rockville	Maclay St.	15
No. 3 and No. 4	Rockville	Banks	35
A	Banks	111-B	35
B	111-B	Rockville Bridge	15
C	West end Enola	Spring Switch	15
D	West end Enola	Banks	20
O	West end Bridge	PF-2	15
No. 4 East yard, Marysville	PF-2	West end yard	15
Track between yards Marysville	PF-2	West end yard	15
F	Day	Switch at Ramp track	15
G	Day	PF-2	20
H	Day	Switch at Ramp track	15
K	Day	Switch at Ramp track	15
No. 1 and No. 2 in receiving yard	111-B	Brick Office	15
Dillsburg	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-J. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

1157-J1. Movements on running tracks must be made prepared to stop short of trains, obstructions and stored cars.

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movements prohibited.

B—Backward movements restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small number in parenthesis indicates note.

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks		
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-9-10, AF-4, BF-4, EF-4, FF-4	I	J	K, BP-1	L	M	N	O, S	T		HH-1	P-5, GG-1, PP-1
OVER ENTIRE DIVISION							X									
OVER ENTIRE DIVISION, EXCEPT:																
Rockville, east end of bridge to west end of Interlocking.																
Reading Co. bridge east of Lemo to PF-2.																
Gard to Lemo														X		
MAIN LINE																
MALVERN:																
Atlantic Refining Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J. V. Nolan track	(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WHITFORD:																
Station track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Coal Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DOWNTOWN:																
Downtown Migr. Co.	(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eastward over West leg of "Y"							A	X	A	A	A	A	A	X	X	X
THORNDALE:																
Bridge 34.38 east of Thorndale							40	X					40	X	X	X
Public delivery track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 35.27 west of Thorndale							40	X					40	X	X	X
COATESVILLE:																
Richard Scully track	(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yard tracks 4, 5, 6, 7		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
M. Rambo track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Chester Valley Electric Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
West end of siding west of Sta.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
W & N Junction	(6)		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pomeroy "Y" track	(7)						X	X	X	X	X	X	X	X	X	X
PARKESBURG:																
Coal track off electric light trk.	X						X	X	X	X	X	X	X	X	X	X
Bridge 44.18							40	X					40	X	X	X
ATGLEN:																
Coal Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks			
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	J	K, BP-1	L	M	N		O, S	HH-1	P-6, GG-1, R-1
CHRISTIANA:															
Mullen & Faddis track..... (1)						X	X	X	X	X	X	X	X	X	X
GAP:															
Coal & Lumber track.....						X	X	X	X	X	X	X	X	X	X
Feed Mill track.....						X	X	X	X	X	X	X	X	X	X
VINTAGE: John Hess track.....						X	X	X	X	X	X	X	X	X	X
LEAMAN PLACE:															
Paradise track.....						X	X	X	X	X	X	X	X	X	X
Dealing track..... (1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BIRD IN HAND:															
Warehouse track.....						X	X	X	X	X	X	X	X	X	X
WITMER: Stauffer track.....						X	X	X	X	X	X	X	X	X	X
LANCASTER:															
Bridge 67.64.....						40	X					40	X		X
Industrial track.....															X
R. C. A. track.....															X
Armstrong Cork track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Dyaco Laundry Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Bearings Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Penn Gas Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Malleable Casting.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Hay Siding.....			X	X	X	X	X	X	X	X	X	X	X	X	X
D. Knight Coal Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Root Tobacco Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Hubley Mfg. Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Bogar Lumber Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Peoples Coal Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
L. C. Smith Coal Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Burnham Boiler Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Kimmel Sons track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 1 & 2 tracks, No. 1 yard.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Champion Blower and Forge Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
General Cigar Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
B. B. Martin Lumber Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Old Engine house yard.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Raub Supply track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Reading Term. Con.....			X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks No. 2 yard.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Ready Mixed Concrete Co. trk.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Consumers Coal Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks Freight Station.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All tracks Ebelmanns Feed Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Paint Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Herr Co. No. 2 track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lancaster Co. Tobacco Growers.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Herr Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Stauffer Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hallers Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Betts Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cotton Mill track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Gas Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Miller Junk Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fleck Marshall track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lancaster Iron Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Winstead Tobacco.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Livingston track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Penna. Power & Light Co. trk.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ice Plant track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WEST OF LANCASTER:															
H. J. Lamparter track.....						X	X	X	X	X	X	X	X	X	X
LANDISVILLE:															
Interchange 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
Nimsley track.....				X	X	X	X	X	X	X	X	X	X	X	X
Long & Taylor track.....				X	X	X	X	X	X	X	X	X	X	X	X
Helstaad Co. track.....				X	X	X	X	X	X	X	X	X	X	X	X
MOUNT JOY:															
S. R. Snyder track.....				X	X	X	X	X	X	X	X	X	X	X	X
Grey Iron Casting.....				X	X	X	X	X	X	X	X	X	X	X	X
C. Shook track.....				X	X	X	X	X	X	X	X	X	X	X	X
Geberlek Payne Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Leedom Coal Co..... (1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks			
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-8-9-10, AF-4, BF-4, EF-4, FF-3	I	J	K, BP-1	L	M	N		O, S	HH-1	P-6, GG-1, R-1
FLORIN:															
Bushman Chocolate Co. track.....						X	X	X	X	X	X	X	X	X	X
Foundry track.....						X	X	X	X	X	X	X	X	X	X
Shook track.....						X	X	X	X	X	X	X	X	X	X
Farm Bureau Assn.....						X	X	X	X	X	X	X	X	X	X
RHEEMS:															
Wolgemuth Coal Co. track.....						X	X	X	X	X	X	X	X	X	X
ELIZABETHTOWN:															
Superior Sign Co. track.....						X	X	X	X	X	X	X	X	X	X
A. Bush Sons Co. both trks..... (8)						X	X	X	X	X	X	X	X	X	X
Klein Chocolate Co. track.....						X	X	X	X	X	X	X	X	X	X
Warehouse track.....						X	X	X	X	X	X	X	X	X	X
Grubb and Brannemans track.....						X	X	X	X	X	X	X	X	X	X
Hoffer Bros. track.....						X	X	X	X	X	X	X	X	X	X
Stoek & Snelair track.....						X	X	X	X	X	X	X	X	X	X
Muth Bros. track..... (1)						X	X	X	X	X	X	X	X	X	X
Farmers Fertil. Works.....						X	X	X	X	X	X	X	X	X	X
Masonie Home track.....						X	X	X	X	X	X	X	X	X	X
MIDDLETOWN:															
Briek Yard track.....						X	X	X	X	X	X	X	X	X	X
New Siding.....						X	X	X	X	X	X	X	X	X	X
Bridge 64.74.....						40	X	X	X	X	X	X	X	X	X
Deatrick Coal Co. track..... (1)						X	X	X	X	X	X	X	X	X	X
Metropolitan Edison Co.....						X	X	X	X	X	X	X	X	X	X
Winstroff Stove Co. track.....						X	X	X	X	X	X	X	X	X	X
Boller Works track.....						X	X	X	X	X	X	X	X	X	X
Fuelene Co. track.....						X	X	X	X	X	X	X	X	X	X
Aviation track..... (1)						X	X	X	X	X	X	X	X	X	X
HIGHSPIRE:															
Bridge 67.04 east of Highspire.....						40	X	X	X	X	X	X	X	X	X
Beth. Steel Co. Boiler Works.....						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
Wheatens Corp. track.....						X	X	X	X	X	X	X	X	X	X
Hosley Mill track.....						X	X	X	X	X	X	X	X	X	X
HARRISBURG:															
Passenger Station..... (2)							X				X		X		
ROCKVILLE:															
East end of bridge to west end of Interlocking including curve track B and west leg of "Y".....							B	X		B	B	B	B		
Rockville yard all tracks except No. 3 track.....							X	X	X	X	X	X	X	X	X
No. 3 track (most southerly track).....							X	X		X	X	X	X	X	X
TRENTON BRANCH:															
DRESHER															
Fleming & Bates track.....						X	X	X	X	X	X	X	X	X	X
PLYMOUTH MEETING:															
Lavino's track.....						X	X	X	X	X	X	X	X	X	X
HENDERSON track.....						X	X	X	X	X	X	X	X	X	X
SWEDLAND track.....						X	X	X	X	X	X	X	X	X	X
PHILA. & THORNDALE BRCH.:															
Bridge 24.74 west of Dale.....						30	X				30		X		
ATGLEN AND SUSQUEHANNA BRANCH:															
Bridge 13.64 2nd bridge west of Block signal L-125.....						35	35	35	35	35	35	35	35	X	35
YORK HAVEN LINE:															
York Haven Paper Mill track.....						X	X	X	X	X	X	X	X	X	X
Bridge 68.63 west of York Haven Nos. 1 & 2 tracks.....						30	X			40		30		X	
City "Y".....						X	X	X	X	X	X	X	X	X	X
Bridge 72.58 east of Goldsboro Nos. 1 & 2 tracks.....						30	X			60		30	50	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks		
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-9-10, AF-4, BF-4, EF-4, FF-3	I	J	K, BP-1	L	M	N	O, S	T		HH-1	P-5, GG-1, R-1
MARSH RUN: U. S. Depot track		X				X	X	X	X	X	X	X	X	X	X	X
Bridge 82.72 east of Lemo No. 1 track					60	X						60		X		
LEMO: Curve to C. V. Bridge					X	X	X					X	X	X	X	X
West leg of "Y"					X	X	X	B	6	X	X	X	X	6	X	X
COLUMBIA BRANCH: Bridge 70.00 west of Lancaster. Sico Oil Co.					25	X	X					25		X		X
ROHERSTOWN: Miller and Bashong Station track					X	X	X			X	X	X	X	X		X
WEAVERS: Newcomers Mill track					X	X				X	X	X	X	X		X
MOUNTVILLE: Station track					X	X	X			X	X	X	X	X		X
Paper Mill					X	X	X			X	X	X	X	X		X
New Holland Machine Co. Briek Co. track. (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
COLUMBIA: Bridge 79.86 east of Columbia. EY yard track 1 to 5 inc. Gas Company			X													X
Curve to Frederik Broh. Crossover to Reading Co. Kelley Stove Co. (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 2 track to west end					X	X	X	X	X	X	X	X	X	X		X
MARIETTA: Station track					X	X	X			X	X	X	X	X		X
Barbill track		X	X		X	X	X			X	X	X	X	X		X
Zelger Coal Co. track. (1)		X	X	X	X	X	X			X	X	X	X	X		X
O'Connor Coal track		X	X	X	X	X	X			X	X	X	X	X		X
Baker Tobacco Co. track		X	X	X	X	X	X			X	X	X	X	X		X
BILLMYER: All tracks except track adjacent to main track. No. 8 track to Rotary Mill.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FRAZER track	(3)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NEW HOLLAND track					X	X	X	X	X	X	X	X	X	X	X	X
COATESVILLE (Strode Ave.) track					X	X	X	X	X	X	X	X	X	X	X	X
POMEROY track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BUCK RUN: General Paper Co. (1)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
QUARRYVILLE track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEBANON track	(9)				X	X	X	X	X	X	X	X	X	X	X	X
Conewago "Y"					X	X	X	X	X	X	X	X	X	X	X	X
HARRISBURG-STEELTON: Freight Station track					X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-wheel trucks		
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-9-10, AF-4, BF-4, EF-4, FF-3	I	J	K, BP-1	L	M	N	O, S	T		HH-1	K-1st, 1-10e, 1-9e
CUMBERLAND VALLEY BRCH. CAMP: General Foods Corp. (4)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MECHANICSBURG: Beltzack track	X	X	X	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	X	X	X
CARLISLE: Ewinger & Sons tracks			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Beetlem side track			X	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	X	X	X
SHIPPENSBURG: Bridge 37.86 north of Shippens- burg						25	X				40		25	40	25	25
Elevator track						X	X				X		X	X	X	X
PENNSYLVANIA: Sand track	(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SCOTLAND: Orphans School track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 48.66 north of Wood						X				45		45				
CHAMBERSBURG: Rots Lumber Co. track	(1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Trk. Inside T.B. Wood Sons gate Wolf side track north of bridge at College		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wolf Side track	(5)	X	X	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	X	X
Connection with W. M. at Eng- ineering Co.	X	X	X	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	X	X	X
Slyder track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Second St. Crossing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Electric Light & Speer Co. track 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	X	X	X
Hollinger track	X	X	X	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	X	X	X
Speer low track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 51.87 South of Cham- bersburg						30	X			40		30		30	30	
GREENCASTLE: Milk track	X	X	X	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	X	X	X
Bridge 63.81 south of Greencastle						35	X			40	40	30	40	35	35	
HAGERSTOWN: North ladder No. 1 yard	X	X	X	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	X	X	X
No. 1 west, No. 1, 2 east trans- fer tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other transfer tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Merchant Wholesale Grocery Co. J. W. Myers Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Oil track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Beak Stockyard track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 82.13 Potomac River						25	X			20	25	25	25	25	25	25
WINCHESTER TRACK BERKELEY: Security Cement & Lime Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MARTINSBURG: Bridge 92.56 No. of Martinsburg. North leg of "Y"	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
South leg of "Y"	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thorn Lumber Co. south trk. (1) Berkeley Grocery Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
City Water Works track. (1)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other yard & Industrial tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 16,000 Gallons with 8-wheel trucks		
	B	C	E, H-6	G, AP-3, BP-3, EP-3, FP-3	H-8-10, AF-4, BF-4, EF-4, FF-3	I	J	K, BP-1	L	M	N	Q, S	T		HH-1	K-1a, I-10a, I-9a
WINCHESTER TRACK, Cont. Bridge 108.56 south of Ridgeway		X				X	X	X	X	X	X	X	X	X	X	X
Tracks south of Martinsburg...	X	X				X	X	X	X	X	X	X	X	X	X	X
DILLSBURG track. Bridge 15.15 north of Dillsburg	X	X	15	15		X	X	X	X	X	X	X	X	X	X	X
WAYNESBORO track	X					X	X	X	X	X	X	X	X	X	X	X
MERCERSBURG track (9)	X					X	X	X	X	X	X	X	X	X	X	X
RICHMOND track	X					X	X	X	X	X	X	X	X	X	X	X

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.
Class S-2 engines restricted, due to overhead clearance, in passenger station area.
Tracks No. 1 to No. 9 inclusive.
Tracks No. 1 and No. 2 Harrisburg Gas Company overhead pipe crossing west of Paxton Street, Paxton Street overhead bridge, and Dock Street overhead bridge.
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 G, AP-3, BP-3, EP-3, E-6, K, BP-1 and L engines may use main track only; Class I, M, N, Q, S, and T engines may use track only between Frazer and Morstein.
 - Yard Diesel Engines, Class A-6, A-6B, AS-6, AS-10, BS-6, BS-10, ES-6, ES-10 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 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.

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	
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 locomotive 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:

New Holland track.
Pomeroy track.
Dillsburg track.
Waynesboro track.
Mercersburg track.
Richmond 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	Main Line	
	Curve East End Rockville Bridge	No. 2 & No. 3 No. 1, No. 2 & No. 3
T BP-1, AP-3, BP-3 EP-3, FP-3, AF-3 BF-3, EF-4, FF-3	York Haven Line	
	Curve at York Haven	No. 4 No. 4 No. 4 No. 4
Q	Main Line	
	Curve at Malvern	No. 2, No. 3 & No. 4

Class of Engine	Location	Tracks	
Q	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	
	Curve 4130 feet West of Block Signal 595	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	
	York Haven Line		
		1st Curve West of York Haven	No. 1, No. 2, & No. 4
		2nd Curve West of York Haven	No. 1, No. 2, No. 3 & No. 4
	Columbia Branch		
		1st & 2nd Curve 8254 feet West of Block Signal C-697	No. 1 & No. 2
		Curve 338 feet East of Block Signal C-750	No. 1
	Curve 3372 feet East of Block Signal C-776	No. 1 & No. 2	

Class of Engine	Location	Tracks
S	Main Line	
	1st Curve West of Malvern	No. 2 & No. 3
	2nd Curve West of Malvern	No. 1 & No. 2
	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
	2nd Curve West of Caln	No. 1
	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
	Curve 4130 feet West of Block Signal 595	No. 3 & No. 4
	Curve East End Rockville Bridge	No. 1, No. 2, No. 3 & No. 4
	York Haven Line	
	1st Curve West of York Haven	No. 1, No. 2, No. 3 & No. 4
	2nd Curve West of York Haven	No. 1, No. 2, No. 3 & No. 4
	Columbia Branch	
	1st & 2nd Curves 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.)
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 and connection to east leg of Wye.

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 SUSQUEHANNA 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 opposite yard office Westbound hump.

Ramp track, Track F 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 deenergize 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"
No. 2 and 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. 33.78	360 Ft. Eastward
	No. 3 and No. 4	Cat. Br. 33.71	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. 33.39	4190 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-32.34	3235 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.

Employes—High Equipment.

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

Employes Working on or Near Energized Wires, Permission—Protection.

1167-A14. Employes 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 employes are required to work in electrified territory, experienced employes must call their attention to the danger.

Operation of One Multiple 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:
Cork.
Park.

Operation of Steam Heat Boilers.

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

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

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Harrisburg

Train Dispatchers in charge as follows:

Main Line Paoli to Banks.

Branches:	Secondary Tracks:
Trenton (See Note b)	Winchester
Philadelphia and Thorndale	
Atglen and Susquehanna	
York Haven Line	
Columbia	
Cumberland Valley	

(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 when "MA" is closed.

No. 1 track, Division Post (N.Y. Div.) and "MB".

No. 2 track, Division Post (N.Y. Div.) and "MW".

When "MA" is open, 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.

Rule 204.

1204-A1. Referring to Rule 204—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 Sus- quehanna Branch	No. 1	Cola	Lake
	No. 2	Cola	Shocks

1280-A1 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.

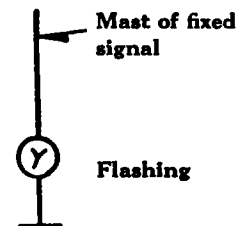
—No. 1 track Atglen and Susquehanna Branch.

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.

CAB SIGNALS

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

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P.T. Div.)	Cork
	No. 5 and No. 6	Thorn	Caln
	No. 1 and No. 2	Cork	State
	No. 1 and No. 2	Harris	Division Post (Mid. Div.)
	No. 3 and Tk. A	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 Sus- quehanna Br.	No. 1 and No. 2	Park	Wago Junction
	Lake Siding	Cola	Lake
Columbia and Port Deposit Branch	No. 1 and No. 2	Cres	Port

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

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 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

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:

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.

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 24, 1951.

GENERAL ORDER NO. 1801

Effective 2.01 A. M., Sunday, April 29, 1951

Applies In All Zones

- (a) Time-Table No. 18 in effect. It contains the necessary instructions issued in general orders up to and including No. 1709, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 18 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 17 to bulletin board attendant, after Time-Table No. 18 takes effect.

- (b) Unauthorized persons are prohibited from riding on the rear of passenger trains. Trainmen are required to ride in the rear of trains, except trains operating business cars or blind cars on the rear, over all critical structures, bridges, viaducts, etc., as indicated below:

Main Line—Bridge 38.79 Coatesville High Bridge.

Main Line—Bridge 66.35 Conestoga Creek, east end Cork Interlocking.

Main Line—Bridge 110.36 Susquehanna River, Rockville.

Trenton Branch—Bridge 14.87 Schuylkill River.

P. & T. Branch—Bridge 27.76 Whitford.

P. & T. Branch—Bridge 31.31 Brandywine Viaduct.

A. & S. Branch—Bridge 23.75 Martie Forge.

A. & S. Branch—Bridge 27.36 Safe Harbor.

A. & S. Branch—Bridge 46.43 Susquehanna River, Shocks.

C. V. Branch —Bridge 0.91 Susquehanna River, Harrisburg.

While passing through tunnel just east of Thorn.

Applies In Zone B

- (c) COLUMBIA BRANCH
MARIETTA—WEST OF

Present secondary track extending from west end United States Government Supply Depot to west end Shocks Yard leased to Cargill, Inc., for industrial use, and hand operated switch point derail, for eastward movements, located 1679 feet west of Mile Post 86, in service.

Present Plug Track made secondary track between above points.

- (d) COLUMBIA BRANCH
COLA

Automatic highway crossing gates and flashing light signals at Front Street, in service.

Applies In Zone C

- (e) TRENTON BRANCH
KING—WEST OF

Maximum speed on Nos. 1 and 2 tracks, between Mile

Post 10, located 8000 feet west of King, and King, 30 miles per hour, account bridge construction west of King.

- (f) NEW HOLLAND TRACK
NEW HOLLAND

Trailing hand-operated switch for eastward movements in secondary track, with hand-operated derail, 2155 feet east of New Holland Station, leading to David H. Weaver track, capacity 3 cars, in service.

This General Order is printed in Time-Table No. 18 and will not be issued in sticker form.

M. S. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION**

Harrisburg, Pa., May 10, 1951.

GENERAL ORDER NO. 1803

Effective 2.01 A.M., Tuesday, May 15, 1951.

Applies in All Zones

- (a) **OPERATING SIGNAL AND INTERLOCKING RULES
EFFECTIVE SEPTEMBER 28, 1941
EDITION OF SEPTEMBER 25, 1949**

Rule 19c annulled.

- (b) **TIME-TABLE AUTHORITY**

Train No. 19 will make E stop at Thorndale, 11.03 A.M.,
except Holidays, instead of CD as now shown.

Employees must correct U. S. Mail Work, page 42, in ink.

Applies in Zone C

- (c) **TRENTON BRANCH
KING-WEST OF**

Freight trains having in consist one or more flat cars,
well-bottom type, must not exceed a speed of 10 miles
per hour on No. 1 and No. 2 track, while moving over
temporary bridge located 2000 feet west of King, ac-
count clearance.

Paragraph (e) of General Order No. 1801, changed.

M. S. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION**

Harrisburg, Pa., April 23, 1951.

GENERAL ORDER NO. 1802

Effective 2.02 A. M., Sunday, April 29, 1951.

Applies in Zone A

- (a) **MAIN LINE
ROY BLOCK STATION**

Roy Block Station closed Daily Except Sundays, 2.00
P. M. to 6.00 A. M.

Sundays closed continuously.

May 30, July 4, and September 3 closed continuously.

Trains will be governed by signal indications displayed.

Pages 3 and 6 changed.

- (b) **MAIN LINE—COLUMBIA BRANCH
ROY**

Phone box at westward home signals and phone box
at eastward home signal, No. 1 track, Columbia Branch,
equipped with small light and push-button in sealed
case, to be used in connection with dragging equip-
ment detector device during hours Roy is closed. One
of the small lights and push-button in sealed case
located in phone box at eastward home signal south
of No. 1 track, Columbia Branch, to be used in con-
nection with dragging equipment detector device No. 1
track, Main Line, the other to be used in connection
with dragging equipment detector device No. 1 track,
Columbia Branch. When detector device has been
actuated, home signal will display stop indication and
small light will not be illuminated.

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

Special Instruction 1076-A1 changed.

Applies in Zone B

- (c) **LEBANON SECONDARY TRACK**

Lebanon Secondary Track between Conewago and Ninth
Street, Lebanon, controlled by State, Daily Except Sun-
days, between the hours of 2.00 P. M. and 6.00 A. M.
Sundays, May 30, July 4 and September 3 continuously.
Special Instruction 1151-D1 changed.

M. S. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION**

Harrisburg, Pa., May 22, 1951.

GENERAL ORDER NO. 1804

Effective 6.01 A. M., Sunday, May 27, 1951

Applies In All Zones

(a) TIME-TABLE AUTHORITY

Schedules of trains No. 635 and No. 86 added.

Schedules of Trains No. 61, No. 35, No. 16, No. 60 and No. 36 changed.

Sticker coupons and page attached to sticker form of this General Order must be detached and pasted in Time-Table as follows:

Nos. 61, 35, 16, and 36 over corresponding schedules pages 13, 25, 26 and 28.

No. 635 over column 6, page 25.

Page 27 over corresponding page.

Applies In Zone C

**(b) NEW HOLLAND TRACK
NEW HOLLAND**

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 at Custer, Railroad and Brimmer Avenues.

Special Instruction 1103a-C1 changed.

M. S. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION**

Harrisburg, Pa., May 23, 1951.

GENERAL ORDER NO. 1805

Effective 2.01 P.M., Tuesday, May 29, 1951

Applies in Zone D

**(a) CUMBERLAND VALLEY BRANCH
MECHANICSBURG**

Automatic flashing light signals and short arm gate combination at Washington Street, York Street, High Street, Frederick Street, Market Street, Arch Street and Walnut Street, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing with or against the current of traffic on main tracks and siding, but do not relieve enginemen from complying with Rules 14 (1) and 30. To avoid unnecessary operation of flashing light signals and short arm gate combination, 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. Clearance points are indicated by yellow marks on rails.

All movements approaching at slow speed, shifting movements, and approaching movements resumed after having stopped, must be prepared to stop before passing over the crossings unless automatic protection is operating. If the automatic highway protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed in Rule 103a.

Special Instruction 1103a-A10, added.

**(b) CUMBERLAND VALLEY BRANCH
MECHANICSBURG
SPEED ORDINANCES**

Mechanicsburg—20 miles per hour.
Special Instruction 1157-F1, changed.

**(c) CUMBERLAND VALLEY BRANCH
MECHANICSBURG—SOUTH OF**

Pipe connected derail, located 149 feet north of trailing point hand operated switch from No. 2 track, to south end of industrial track, located 2329 feet south of Mechanicsburg Passenger Station, moved northward 39 feet.

M. S. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PHILADELPHIA DIVISION**

Harrisburg, Pa., June 7, 1951.

GENERAL ORDER NO. 1806

Effective 12.01 A.M., Monday, June 11, 1951

Applies in All Zones

(a) ELECTRICAL OPERATING INSTRUCTIONS

5000-HP Two-Unit Electric Freight Engines

Class E2B units Nos. 4939, 4940, 4941, and 4942, weight each 120 tons, normally operated two units in multiple, may be operated singly or coupled in multiple by use of control jumpers with P5a electric engines.

TONNAGE RATINGS

The following tonnage ratings apply for each unit. Ratings should be doubled for normal operation of a two-unit 5000-HP electric engine.

ADJUSTED TONS—FACTOR 20

	Direction	Rating	Note
Potomac Yard—	N	3400	
Bay View	S	3900	A
Bay View—	N	5200	
Edge Moor	S	4600	
Edge Moor—	N	5200	
Grays Ferry	S	4600	B
Grays Ferry—	E	5200	C
Jersey City Terminals	W	4600	D
Enola—Jersey City Terminals	E	5000	E
and South Amboy via Low Grade	W	3500	F
Enola—52nd Street	E	5000	G
Via Low Grade	W	3500	H
	W	3800	K
	E	3200	
	W	2200	
Harrisburg—52nd Street	E	3200	
Via Main Line	W	3500	H
	W	3800	K
	W	2200	
Harrisburg—52nd Street	E	2700	
Via Columbia Branch	W	3500	H
	W	3800	K
Enola—Bay View	E	5000	I
	W	4600	
Enola—Edge Moor	E	4800	I
	W	4600	
Frankford Junction—	E	3400	J
Pavonia	E	2700	
	W	2300	J
	W	1900	

NOTE: Helpers required as shown on page 13, Electrical Operating Instructions.

With one motor circuit cut out, Class E2B electric units are limited to 40 per cent of above ratings.

AUTHORIZED CURRENT RATINGS

The authorized current ratings of the E2B electric engine are:
 Maximum accelerating current 3800 amperes, starting
 Maximum braking current 2700 amperes up to 50 MPH
 2000 amperes above 50 MPH

SNOW SCREENS

Class E2B engines are not equipped with snow screens. During snow storms, blower control switch should be locked in "L" position by pin for continuous slow speed blower operation. Pin must be removed when it has stopped snowing.

EXTINGUISHING FIRES

Class E2B engines—Release on fixed extinguisher system should be pulled for fire in compartments containing motor control or transformer control groups. Use portable extinguisher for fires outside compartments.

Applies in Zone B

**(b) YORK HAVEN LINE
DAY—EAST OF**

Trains on No. 1 and No. 2 tracks must not exceed a speed of 20 miles per hour between Conodoguinet Creek Bridge, located 2400 feet east of Day Block and Interlocking Station, and the eastern limits of Day Interlocking, account bridge construction. Crews must exercise care while in above territory, account excavation and materials along both sides of tracks.

**P. W. TRIPLETT,
Superintendent.**

