

9475-54  
Reprint

PANAMA  
CANAL  
COMPANY

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Panama Railroad  
Time Table No.

**54**

FOR THE  
INFORMATION AND GOVERNMENT OF  
PANAMA RAILROAD EMPLOYEES ONLY

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Effective 12:01 A. M.

**Sunday, March 1, 1953**

Eastern Standard Time  
(Reprinted December 10, 1953)

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J. S. SEYBOLD  
President

B. I. EVERSON  
Deputy Transportation and Terminals Director

E. N. STOKES  
Superintendent

BE SAFE

THINK SAFELY

SPEED TABLE

NOTE: This table is for information only and does not constitute operating rules. Observe all special instructions or signals shown.

Table with columns: Time (Mins), Miles per Hour, Time (Mins), Miles per Hour. It lists various speed limits and corresponding times for different distances.

TONNAGE RATING OF LOCOMOTIVES

Table with columns: Type, Tr, Coal, Water, Weight. It lists different locomotive types and their respective tonnage ratings for various components.

Engineers will see that the locomotive is properly equipped and that the water and coal tanks are filled.

EMERGENCY TELEPHONE NUMBERS

Table with columns: Location, Telephone Number. It lists emergency contact numbers for various locations and departments.

REMARKS ON RECEIPT

Limited as follows:
Inspector's Office, Panama Canal Zone, Panama, Canal Zone, Panama, Canal Zone.

19...
(Master of Transportation, Railroad Division, Cristobal, Canal Zone.)

MASTER OF TRANSPORTATION,
Railroad Division,
Cristobal, Canal Zone.

I HEREBY ACKNOWLEDGE receipt and understanding of Panama Railroad
Time Table No. 54, effective 12:01 a. m. Sunday, March 1, 1953

(Signature)

(Occupation)

## BE SAFE

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### SPEED TABLE

NOTE.—This Table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time One Mile		Miles per Hour	Time One Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	32	39.13
4	00	15.00	1	30	40.00
3	00	20.00	1	28	40.91
2	50	21.18	1	26	41.86
2	40	22.50	1	24	42.86
2	30	24.00	1	22	43.90
2	24	25.00	1	20	45.00
2	20	25.72	1	18	46.15
2	15	26.67	1	16	47.37
2	10	27.69	1	15	48.00
2	05	28.80	1	14	48.65
2	00	30.00	1	13	49.31
1	55	31.30	1	12	50.00
1	50	32.73	1	05	55.38
1	45	34.29	1	04	56.25
1	42	35.29	1	03	57.14
1	40	36.00	1	02	58.06
1	38	36.73	1	01	59.02
1	36	37.50	1	00	60.00
1	34	38.29			

### TONNAGE RATING OF LOCOMOTIVES

From—	To	Class	Over 30 Cars	Under 31 Cars
Mt. Hope.....	Gatun...	900	1,250 tons	1,450 tons
Gamboa.....	Summit..	900	1,150 tons	1,250 tons
Pedro Miguel...	Summit..	900	1,100 tons	1,200 tons
			Over	Under
			24 cars	25 cars
Mt. Hope.....	Gatun...	800	1,000 tons	1,200 tons
Mt. Hope.....	Gatun...	400	500 tons	600 tons
Gamboa.....	Summit..	800	900 tons	1,000 tons
Gamboa.....	Summit..	400	500 tons	600 tons
Pedro Miguel...	Summit..	800	900 tons	1,000 tons
Pedro Miguel...	Summit..	400	500 tons	600 tons

Engineers will use their judgment as to the necessity of doubling to prevent abuse of power.

Passenger trains when handled by 400-Class engines, limited to 6 cars or 300 tons.

### EMERGENCY TELEPHONE NUMBERS

Ambulance or Physician .....	Dial 2-1211
Civil Intelligence.....	Dial 2-4400
Emergency Operator.....	Dial 0
Fire.....	Dial 119
Police.....	Dial 110

## THINK SAFELY

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### DISPATCHERS' TELEPHONES

Located as follows:

Dispatcher's Office, Cristobal (Magneto—one long) or Dial 3-1854  
(For Train Orders or emergency when other phones busy, Dial 3-2809)

Colon Station, Baggage Room, North end (Dial Extension from 3-1711)

Dock 9, Yard Cabin, opposite Tenth Street, Colon (Dia 13-1576)

Cristobal Yard Office (Dial 3-2522 or 3-1235)

Mount Hope Station (Magneto)

Mindi, South of Span 4-2, concrete booth, East of track (Dial)

North of Span 4-16, concrete booth, West of track (Dial 5-494)

Gatun Station Platform, wooden box near ticket window (Dial extension from 5-321)

Span 9-1, cast iron box, West of track (Dial)

North of Span 10-15, wooden box, West of track (Dial)

South of Span 11-15, concrete booth, East of track (Magneto)

North of Span 13-3, cast iron box, West of track (Dial)

Monte Lirio Station Shed (Dial 5-309)

Span, 15-11, cast iron box, West of track (Dial)

South of Span 16-17, cast iron box, West of track (Dial)

North of Span 17-18, concrete booth, West of track (Magneto)

South of Span 19-4, cast iron box, West of track (Dial)

Frijoles, in Station (Dial 5-243)

South of Span 23-9, cast iron box, West of track (Dial)

Darien Station, South of Span 25-6, concrete booth, East of track (Magneto)

North of Span 26-7, cast iron box, East of track (Dial)

Caimito, North of Span 27-4, concrete booth, West of track (Magneto)

North of Span 28-7, cast iron box, West of track (Dial)

North Wye Switch Gamboa, Span 29-13, concrete booth (Dial)

Gamboa Station, wooden box north side of Station (Dial extension from 6-123)

South of Gamboa Bridge, North of Span 30-12, concrete booth, East of track (Dial)

North of Span 32-3, cast iron box, West of track (Dial)

South Switch Summit, concrete booth, West of track (Dial 4-661)

North Switch Madden, concrete booth, West of track (Dial 4-662)

North of Span 38-3, concrete booth, East of track (Magneto)

Pedro Miguel Station, wooden box North side Station (Dial extension from 4-384)

North of Span 42-2, concrete booth, East of track (Magneto)

South of Span 42-17, concrete booth, East of track (Dial 2-1593)

Corozal Station, platform, ticket window (Dial 2-2367)

Diablo Cabin (Magneto)

Balboa Yard Office (Dial extension from 2-2410)

Balboa Heights Station Platform, wooden box near ticket window (Dial extension from 2-1587)

Panama Station, wooden box, Conductor's Room (Dial extension from 2-2492)

Panama Yard Office (Dial 2-1886)

**SPECIAL INSTRUCTIONS**

**SAFETY FIRST**

Safe operation and conduct are more important than making schedule time.

**3. STANDARD CLOCK**

Dispatcher's Office Cristobal.  
Standard time will be received by the Train Dispatcher 11:00 a. m. and 9:00 p. m. daily via Radio from the National Bureau of Standards, Washington, D. C.

Watches that have been examined and certified to by a designated inspector as arranged for by the Master of Transportation must be used by conductors, enginemen, yardmasters, and such other employees as may be designated by special instructions. Watch certificates and renewal cards will be issued by the Master of Transportation when required. Watches so certified must be presented semi-monthly to either the Agent-Operator, Colon or the Agent-Operator, Panama for comparison.

Before commencing the day's work, each employee who is required to carry a certified watch, must compare it with the Standard Clock in the Train Dispatcher's office, or receive standard time from the Train Dispatcher. If a Train Dispatcher is not on duty when the day's work begins, standard time must be obtained as soon thereafter as practicable. In addition, conductors and enginemen must compare time with each other before starting each trip, or before commencing each day's work.

12. Signals to move forward or backward must be given in accordance with the predetermined direction of the train, regardless of the direction in which the engine is headed.

14. All second class and extra trains, as well as sections of regular trains, when and if run, will sound whistle signal as prescribed by Rule 14 "L" of the Book of Rules, when approaching obscure curves located outside of urban areas between the hours of 6:00 a. m. and 4:30 p. m., as a warning to employees working on or about the right of way, particularly at the following curves:

Southbound Trains Whistle Approaching	Location of Curve	Northbound Trains Whistle Approaching
TRACK SPAN	TRACK SPANS	TRACK SPAN
2-2	2-2 to 2-5	2-5
3-7	3-7 to 3-11	3-11
4-4	4-4 to 4-11	4-11
7-15	7-15 to 7-17	7-17
	8-7 to 8-18	8-18
9-1	9-1 to 9-5	9-19
	9-10 to 9-19	
10-4	10-4 to 10-14	10-14
12-2	12-2 to 12-10	12-10
13-4	13-4 to 13-9	13-9

Southbound Trains Whistle Approaching	Location of Curve	Northbound trains Whistle Approaching
TRACK SPAN	TRACK SPANS	TRACK SPAN
14-14	14-14 to 14-18	14-18
15-15	15-15 to 16-3	16-3
16-10	16-10 to 16-18	16-18
17-5	17-5 to 17-13	17-13
17-19	17-19 to 18-16	18-16
19-16	19-16 to 20-4	20-4
20-15	20-15 to 21-1	21-1
21-5	21-5 to 21-14	Whistle Post
22-1	22-1 to 22-9	22-18
	22-11 to 22-18	23-15
23-11	23-11 to 23-15	24-14
24-6	24-6 to 24-14	
25-1	25-1 to 25-5	25-14
	25-6 to 25-14	26-14
26-3	26-3 to 26-14	27-14
27-11	27-11 to 27-14	28-14
28-10	28-10 to 28-14	29-5
28-18	28-18 to 29-5	31-9
31-3	31-3 to 31-9	32-2
31-11	31-11 to 32-2	33-12
32-14	32-14 to 33-12	34-5
33-15	33-15 to 34-5	36-12
35-15	35-15 to 36-12	37-12
37-6	37-6 to 37-12	38-11
38-3	38-3 to 38-11	
41-13	41-13 to 41-17	42-1
	(Tunnel) 41-17 to 42-1	

**72. SUPERIORITY OF TRAINS**

SOUTHWARD trains are superior to trains of the same class in the opposite direction.

**83. TRAIN REGISTERS**

Colon	Passenger Station
Cristobal	Yard Office
Balboa	Yard Office
Panama	Passenger Station

Train register at Cristobal and Balboa Yard Offices for trains originating and terminating at Mount Hope and Diablo only.

A train must not leave its initial station until it has been ascertained that all trains due, which are superior or of the same class, have arrived or left, except that on receiving Register Card 83 authorized by the Train Dispatcher, they may omit examining the train register at the point designated.

Register Card 83 may also be used at other points when authorized by the Train Dispatcher, to inform inferior trains that all superior trains have arrived and left.

90. A train taking a siding must not be stopped for a trainman to close switch, nor may the switch be relined for main track until the train is entirely clear of main track. Employees, after lining switches, must stand clear of switch and, when practicable, at least 20 feet from switch stand until movement over the switch is completed. Employees relining switches

must remain clear of switch and when practicable, at least 20 feet from switch stand until movement is clear of the switch. Employees alighting from a moving train to restore main track switch to normal position must, when practicable, get off the rear end of rear car, on opposite side of train from the operating switch stand, and must not cross over to switch stand until train is in the clear. Proper protection must be given a train pulling out of a siding.

Employees of trains standing in clear on sidings to meet opposing trains will not unlock or stand within 20 feet of switch until the expected train has passed.

Conductors and engineers are responsible for instructing their crews in the safe performance of their duties and requested to report violations of their instructions to Master of Transportation's office.

**93. YARDS**

No Southward movements beyond Block Signal No. 46-75 are to be made on Track 2 between Tower J and Curundu Spur except in case of emergency; in such cases full protection must be provided against Northward traffic.

Northward movements, except scheduled first class trains, Panama to Tower J, must be made on track No. 2, unless otherwise provided.

Diablo siding extends from north end of Balboa Yard to Balboa Heights station; switches must be lined for normal position. No part of Diablo siding may be used for the storing of cars.

101. When necessary for Trains Nos. 31 and 32 to switch inside Pedro Miguel or Gatun Locks area, crew will leave their train in the clear of the main track.

**201. DISPATCHER'S OFFICE**

Dispatcher's office in Cristobal is open as designated below:

DAILY: 6:30 a. m. to 2:30 p. m. and 4:00 p. m. to 12:00 midnight

**211. TRAIN ORDERS**

When conductors or engineers copy trains orders direct from the dispatcher, they will write them in manifold during transmission, and repeat from the manifold copy. After the order is completed, a copy must be left in the train order box provided for that purpose or mailed direct to the Chief Dispatcher.

**221-B. CLEARANCE CARD**

A train must not leave its initial station without receiving Clearance Card (Form A).

Where the initial station is a nontelegraph office, conductor, or engineer in the absence of the conductor, will receive clearance direct from the dispatcher.

**221-H. TRAIN ORDER STATIONS**

Train order stations designated by "D" are open as follows:

COLON: 6:30 a. m. to 12:45 p. m. and 3:15 p. m. to 5:00 p. m. daily

PANAMA: 6:30 a. m. to 12:45 p. m. and 3:15 p. m. to 5:00 p. m. daily

**509-A. AUTOMATIC BLOCK SYSTEM RULES**

"Permissive Card" form 509-A will be used when a train is authorized by the train dispatcher to proceed against the "Stop" indication of an "Absolute" Block Signal.

These cards, when issued, will in no way relieve a train from complying with the provisions of the rules, particularly Rules Nos. 509-A and 509-C.

**767. SWITCHING**

Rules 767 and 821 are revised as follows:

The dropping of cars will be restricted to a minimum. When practicable, and conditions permit, cars will be run around instead of dropped.

When necessary to make running switches, ENGINE must use straight or main route; cars only may be dropped through the turn-out.

793. At meeting points where there is no open train order office, but where there are other means of communication available, conductors will immediately communicate with the train dispatcher if train to be met is not in sight and be prepared to receive train orders. Conductors and enginemen must have a supply of train orders, Form No. 9144-C in their possession at all times when on duty.

The conductor of a train unusually delayed for any cause will communicate with the train dispatcher from the nearest point of communication without delay.

**BULLETIN BOARDS AND BOOKS**

COLON	Passenger Station
CRISTOBAL YARD	Yard Office
BALBOA YARD	Yard Office
BALBOA YARD	Round House
PANAMA	Passenger Station

**LOCAL FREIGHT STOPS**

No. 31 will stop on flag at track spans 15-18, 18-10, 19-6, and 23-9 for passengers or freight Mondays through Fridays.

No. 32 will stop at the following track spans on days shown to receive and discharge freight and passengers:

# PANAMA RAILROAD TIME TABLE No. 54, EFFECTIVE 12:01 A. M. SUNDAY, MARCH 1, 1953

9478-55  
Reprinted 12-10-53

MR 61560—Panama Canal—12-14-53—150

SOUTHWARD						Telegraph Calls	STATIONS	Station Numbers	Distance from Colon	Car Capacity of Sidings	NORTHWARD					
SECOND CLASS		FIRST CLASS									FIRST CLASS				SECOND CLASS	
41	31	7	5	3	1						2	4	6	8	32	42
DAILY EXCEPT SATURDAY	DAILY EXCEPT SATURDAY SUNDAY and HOLIDAYS	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SATURDAY SUNDAY and HOLIDAYS	DAILY EXCEPT SATURDAY
PM	AM	PM	PM	PM	AM	AM	AM	PM	PM	AM	PM					
7.15	9.15	s 10.05	s 4.45	s 12.25	s 7.05	J	COLON	0	0.00	Yard	8.35	1.55	6.15	11.35		
		10.00	4.40	12.20	7.00		Tower B		1.12		8.33	1.53	6.13	11.33		
		10.02	4.42	12.22	7.02		Mount Hope	2	1.58	Yard	s 8.30	s 1.50	s 6.10	s 11.30	11.00	8.50
	s 9.25	s 10.14	s 4.55	s 12.35	s 7.15		Gatun Station	7	6.82		s 8.18	s 1.39	s 5.58	s 11.18	s 10.50	
7.25	9.26	10.15	4.56	12.36	7.16		Gatun			29	8.16	1.37	5.56	11.16	10.40	8.40
7.35	f 9.37	10.25	5.06	12.46	7.26		Monte Lirio	15	14.52	68	8.06	1.27	5.46	11.06	f 10.29	8.30
7.45	s 9.49	10.32	f 5.14	12.54	f 7.34		Frijoles	21	20.96	55	f 7.59	1.19	f 5.39	10.59	s 10.17	8.20
	f 9.55						Darien	25	25.36						f 10.11	
8 05 <sup>42</sup>	10.03 <sup>32</sup>	10.46 <sup>4</sup>	5.27 <sup>6</sup>	1.07 <sup>4</sup>	7.47 <sup>2</sup>		Gamboa			56	7.47 <sup>1</sup>	1.07 <sup>2</sup>	5.27 <sup>3</sup>	10.46 <sup>7</sup>	10.03 <sup>32</sup>	8.05 <sup>41</sup>
	s 10.10	s 10.48	s 5.28	s 1.08	s 7.48		Gamboa Station	30	30.21		s 7.44	s 1.04	s 5.24	s 10.43	s 9.45	
8.16	f 10.19	10.56	5.36	1.16	7.56		Summit	35	35.22	55	7.34	12.55	5.14	10.33	f 9.35	7.45
8.18	10.20	10.57	5.37	1.17	7.57		Madden	36	36.29	11	7.33	12.54	5.13	10.32	9.32	7.44
	s 10.34	s 11.04	s 5.44	s 1.24	s 8.04		Pedro Miguel Sta.	40	40.28		s 7.27	s 12.47	s 5.07	s 10.25	s 9.25	
8.27	10.35	11.05	5.45	1.25	8.05		Pedro Miguel			79	7.25	12.45	5.05	10.24	9.23	7.35
8.35	f 10.43	f 11.11	f 5.51	1.31	f 8.11		Corozal	44	44.26	30	f 7.19	12.39	f 5.00	f 10.19	f 9.16	7.28
8.40	10.45	11.13	5.53	1.33	8.13		Diablo	45	45.04	Yard	7.17	12.37	4.58	10.17	9.15	7.25
	10.50	s 11.20	s 6.00	s 1.40	s 8.20		Balboa Heights	46	46.30	Yard	s 7.15	s 12.35	s 4.55	s 10.15		
							Tower J	47	46.47	Yard						
	11.00	11.25	6.05	1.45	8.25	D	PANAMA	48	47.64	Yard	7.10	12.30	4.50	10.10		
PM	AM	PM	PM	PM	AM		Arrive				AM	PM	PM	PM	AM	PM
DAILY EXCEPT SATURDAY	DAILY EXCEPT SATURDAY SUNDAY and HOLIDAYS	DAILY	DAILY	DAILY	DAILY		Leave				DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SATURDAY SUNDAY and HOLIDAYS	DAILY EXCEPT SATURDAY
41	31	7	5	3	1						2	4	6	8	32	42

Note.—Schedule time of trains at Gatun, Gamboa, and Pedro Miguel apply at sidings.  
Schedule time of trains at Gatun Station, Gamboa Station, and Pedro Miguel Station apply at Station where traffic is received and discharged.

**START SAFELY**

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Track Span 23-9 Tuesday-Thursday  
 Track Span 22-17 Tuesday-Thursday  
 Track Span 19-6 Monday-Wednesday-Friday  
 Track Span 18-6 Monday-Wednesday-Friday  
 Track Span 16-7 Friday  
 Track Span 15-18 Monday-Wednesday-Friday

**SPUR TRACKS AND AUXILIARY SIDINGS**

Name of track	Switch connections
Tower B Randolph Road Spur	North
Track spans	
2-2 Monkey Hill Spur	South
4-3 Mindi Dairy Spur	South
4-9 Mindi Dock Spur	South
5-12 Atlantic Depot	South
6-11 Gatun Old Siding	North
6-16 Gatun Old Siding	South
7-13 Gatun Salvage Depot	South
21-2 Frijoles Team Track	South
30-4 Gamboa House Track	North
30-4 Gamboa Run Around	North
30-7 Gamboa Run Around	South
34-6 Summit Spur No. 1	South
34-15 Summit Magazine Spur	South
35-2 Summit House Track	North
35-5 Summit House Track	South
35-8 Navy Spur (Off Summit Siding)	North
40-5 Paraiso Lead	South
42-12 CQM Spur	South
42-13 Miraflores	South
43-6 Fort Clayton	South
44-7 QM Warehouse and Sales Store	North
44-15 Albrook Field	North

NOTE—Gatun Old Siding has a capacity of 40 cars and Gamboa Run Around of 7 cars.

**DERAILS**

Location	Type
Mindi Dairy Spur	Pipe connected
Gatun, North end Gatun Old Siding	Pipe connected
Gatun, Lead to Lower Level Locks	Hand throw
Gamboa Dredging Division Lead	Hand throw
Summit House Track	Pipe connected
Madden, South end Siding	Pipe connected
CQM Spur, Span 42-12	Pipe connected
Miraflores Sub-Station	Hand throw
Balboa Commissary Spur	Hand throw
Balboa, Sosa Hill, Quarry track	Hand throw

NOTE—All turnouts having details have been identified by painting base of switch stand with aluminum paint.

**PROTECTION OF MOVEMENTS OVER HIGHWAY CROSSINGS**

Automatic devices for protection at highway crossings do not operate for movements in either direction on tracks other than Main Track, such as sidings, industrial tracks, etc.; nor do they operate on Main

**FLAG SAFELY**

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Track if a movement is reversed before running over and clearing the entire length of the approach circuit. Therefore, the following instructions govern except when otherwise provided by special instructions: When a reverse movement is made on Main Track at a highway crossing in such a manner that the crossing devices do not operate, or on sidings or other tracks so protected, a member of the train crew must protect the crossing while the movement is being made.

Train and engine service employees must familiarize themselves with the location of crossings protected with automatic devices.

Switching moves within approach sections of crossings protected by automatic devices shall be made with caution. Reversing of normal position of Main Line switches will clear automatic crossing devices. Cars or parts of trains shall not be left on that part of an approach section between crossing and Main Line switch being used unless "Stop" and "Start" push buttons are provided for manual operation of crossing devices. Train crews must familiarize themselves with the location and operation of "Stop" and "Start" buttons.

When passing over any highway crossing protected by automatic devices, motormen or enginemen will observe if devices are operating. If not operating properly, notify the Train Dispatcher promptly so that proper protection may be given the crossing.

All movements within yard limits and other inside points, when passing over street crossings or other thoroughfares not protected by flagman or electrical warning signal, a member of the crew will station himself on crossing, stopping highway traffic with a red flag in daylight and a white light at night. Engines must not move out on crossing until highway traffic is stopped. Signal for highway traffic to proceed must not be given with red flag; hand and/or oral signals will be used during daylight hours, white lamp and/or oral signals at night. The presence of a police officer or military police does not relieve train crew from flagging crossings as outlined above.

Yard movements between Cristobal-Colon pier area and Mount Hope Yard and the blocking of public crossings in this area must be held to a minimum. When the blocking of any crossing in this area exceeds three (3) minutes and any emergency arises which requires the urgent use of a crossing by pedestrian or vehicular traffic, such as Police, Fire Department, or ambulance, a cut will be made and crossing cleared without delay.

Northward trains holding the main track and meeting opposing trains at Pedro Miguel siding must not pass Track Span 40-10 until the opposing train is in clear and the north switch relined for main track movement to provide proper operation of automatic warning devices at Pedro Miguel crossing.

**STEP SAFELY**

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All Northward movements of trains, motor cars, yard engines and light engines on No. 2 Main between Panama and Tower J, must stop south of insulated joints at fouling point Tower J until switch is properly lined, to prevent unnecessary operation of crossing warning devices at Corozo Street crossing, and conductors and engineers must instruct brakemen or switchmen who lines switches, not to signal any highway traffic to cross over, but must take a position on the crossing to prevent any from crossing over after the crossing warning devices start operating.

All Southward train movements stopping at Balboa Heights station, must stop north of insulated joint located two and one half rail lengths north of terminal box located on the east side of track, between Balboa Heights station and Corozo Street.

**YARD LIMITS**

Yard limit board located at track span 2-10 governs all tracks north of that point.

Yard limit boards located at track span 29-6 and at telephone booth 700 feet south of Chagres River bridge govern Gamboa area.

Yard limit board located at block signal 44-41 governs all tracks south of that point.

**OPERATION OF GATES AT RESTRICTED AREAS**

Conductors must see that gates at restricted areas are closed and locked after their trains pass through regardless of how soon they expect to return unless their work is within 100 feet of the gate when a member of the train crew must be left at the gate with instructions to permit no person to pass through gate.

**OPERATIONS OF GATES AT COLON STATION**

Gates at the North and South end of Colon Station will be closed and locked with switch lock preceding train departures to prevent passengers boarding trains without first having presented proper transportation to the Conductor.

Yard Crews when finished making up trains will lock gates on both ends of track, except when insufficient space for unusually long trains, when gate at north end may be left open; road brakemen bringing engine from the roundhouse to the train will open the gate at south end for engine to pass through, then close and lock gate until just before departure time when gate is to be opened and left open for the arrival of next train.

Road brakemen of trains arriving will close and lock gate at north end immediately after engine has uncoupled and passed through.

Agent-Operator, Colon, will be responsible for opening gate at north end of station before the arrival of all inbound trains.

When gates are to be left open, they must be properly secured and locked in open position.

**MOVE SAFELY**

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The clearance through both of these gates is insufficient to properly clear a man on the side of a car.

**AIR BRAKES**

In switching passenger equipment, air brakes must be used unless impracticable, and cars which are occupied must not be uncoupled while in motion.

A running test of air brakes will be made on all passenger trains as soon as practicable after leaving initial station.

Yard crews moving loaded or empty cars between Cristobal Docks and Mount Hope Yard, or between Panama and Balboa Yard and over Fort Amador Branch will have air operating on at least fifty (50) percent of cars in cut.

**GAMBOA GRAVEL PLANT**

Loads from Gamboa Gravel Plant will be placed on lead by Dredging Division forces.

Empties for Gravel Plant will be set out on lead at least five (5) car lengths East of East Wye switch.

Gamboa Wye must not be blocked with loads or empties except when authorized by the train dispatcher.

**LOCOMOTIVE CRANES**

Cranes with booms 30 or more feet in length must be handled with boom forward when in train.

**SPEED RESTRICTIONS**

Speed restrictions are shown in miles per hour and apply to entire train.

(Unless otherwise restricted)	M. P. H.
Colon Station to 14th St.	30
5° 00' curve track span 3-8 to 3-10	40
3° 40' curve track span 4-4 to 4-9	45
Fort Davis Junction to Fort Davis Station	40
5° 00' curve track span 5-15 to 6-2	40
6° 00' curve track span 6-11 to 6-16	35
6° 00' curve track span 7-5 to 7-12	35
3° 30' curve track span 9-11 to 9-18	45
6° 15' curve track span 10-4 to 10-14	35
2° 50' curve track span 11-1 to 11-7	45
3° 30' curve track span 16-11 to 16-17	45
3° 00' curve track span 17-5 to 17-12	45
3° 00' curve track span 24-7 to 24-13	50
6° 00' curve track span 25-6 to 25-14	40
3° 00' curve track span 31-4 to 31-8	45
3° 00' curve track span 34-8 to 34-11	45
7° 00' curve track span 37-7 to 37-12	35
7° 00' curve track span 37-17 to 38-1	35
3° 00' curve track span 38-3 to 38-10	45
3° 00' curve track span 41-13 to 41-16	45
Track span 45-14 to Panama	35
Pedro Miguel Highway Crossing Northward trains	35
Pedro Miguel Highway Crossing Southward trains	25
Corozal Ordnance Crossing	25
Diablo Highway Crossing	25
Trains handling freight equipment passing Balboa Heights Station	20
Corozo St. Crossing (Tower J)	10
Frangipani and Tivoli Highway Crossing	15
Calidonia Crossing Panama	10
Passenger trains	60

## STAND SAFELY

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	M.P.H.
Labor trains consisting of equipment other than first or second class coaches.....	45
Passenger trains handling freight equipment.....	45
800 Class engines, running forward.....	45
800 Class engines, running backwards, straight track.....	30
800 Class engines, running backwards, curves.....	20
400 Class engines, running forward or backwards.....	45
900 Class engines, running forward or backwards.....	60
Freight trains.....	45
Entering or leaving sidings.....	15
Through yard turn-outs.....	10
Motor cars 5 and 6.....	50
Steam cranes 88 and 93, straight track.....	15
Steam cranes 88 and 93, curves.....	10
All other cranes, straight track.....	25
All other cranes, curves.....	15
Road engines, running light or with caboose.....	45
Gamboa Bridge, motorcars 5 and 6.....	35
Gamboa Bridge, steam and Diesel engine trains.....	22

900 and 400 Class engines must not exceed five (5) miles per hour if there is water above top of rail, and must not move engine if water is over four (4) inches above top of rail.

### UNUSUAL LOADS, ETC.

Existing speed restrictions on cranes apply to all types of cranes or similar machines on own wheels. When physical conditions of track or the machine requires slower speed for safe handling, speed must be reduced accordingly. The boom end of any crane moving on its own wheels with boom detached will face to rear of train, and when more than one such crane is moved in a train, each crane shall be separated by not less than three cars.

Cranes on flat cars with boom attached extending beyond the carrying car will be moved with boom trailing.

On all unusual shipments, whether on own wheels or loaded on flat cars, or loads over 10 feet 6 inches in width and/or unusual in height, Car Foreman Balboa, Leadingman Carman Cristobal, or their specially delegated representative, will give written certification to Yardmaster Balboa or to Yardmaster Cristobal as to security for safe movement including speed restrictions and other pertinent advice and notify the Train Dispatcher before forwarding in train. Such loads, including cranes or similar machines, will be forwarded in daylight trains only in accordance with Car Department's specifications unless otherwise instructed by the Master of Transportation. Loads extending beyond allowable Main Line clearances shall be moved by special arrangement with the Master of Transportation only. Conductors handling unusual loads or machines will make inspections enroute as often as necessary and when physical condition of track or such load requires slower speed for safe handling than recommended by the Car Department, speed must be reduced accordingly and will be governed by Transportation Rule No. 758 advising the Train Dispatcher as to maximum speed train will observe.

## RIDE SAFELY

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### TEMPORARY SPEED BOARDS

Engineers will be governed by indications shown on temporary speed boards as follows:

**REDUCE SPEED BOARD:** A yellow board marked "Reduce Speed" with numerals indicating the restricted speed of the slow order.

**Location:** Upon the right of and adjoining the track to which it refers approximately 3,000 feet from the point to be protected.

**Indication:** Approach slow speed board at not exceeding speed shown on the "Reduce Speed" board.

**SLOW SPEED BOARD:** A yellow board marked "Slow."

**Location:** At the point to be protected, upon the right of and adjoining the track to which it refers.

**Indication:** Speed between "Slow Speed" board and "Resume Speed" board must not exceed speed shown on "Reduce Speed" board.

**RESUME SPEED BOARD:** A green board marked "Resume Speed."

**Location:** Upon the right of and adjoining the track to which it refers, and 50 feet in advance of the point protected.

**Indication:** Resume speed after rear of train has passed this board.

**Note.**—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the "Reduce Speed" board does not designate the speed limit, speed must be reduced to ten (10) miles per hour.

Lights or reflectors of the prescribed color must be used by night in addition to the boards or flags.

### BALBOA SHOP AREA

The Gas Production Plant at Balboa manufactures hydrogen and acetylene gases, both highly inflammable.

On account of the fire hazard, all open flames are prohibited in and around the building.

### ENGINE RESTRICTIONS

Gamboa: Road Engines must not go beyond sign "PRR Engine Limit" located at a point 1,440 feet beyond the inside Wye switch.

Miraflores Bridge: Engines, and all other types of rolling stock are prohibited beyond the east abutment of the approach viaduct of Miraflores Bridge.

Location	Name of Track	Restricted Engines
Mt. Hope.....	Dock 14.....	All Classes
Mt. Hope.....	Spur to Marine Railway No. 2.....	All Classes
Gamboa.....	Track nearest face of dock and beyond point of curve on dock.....	All Classes
Albrook Field.....	Air Force Spur.....	800 Class
Panama.....	Track on Old English Pier.....	All Classes
Fort Amador Br.....	Mine Dock spur tracks.....	All Classes
Fort Amador Br.....	Inside turn-outs at Naos and Culebra.....	All Classes

**S. N. BELANGER**

MASTER OF TRANSPORTATION

**J. W. O'CONNELL**

CHIEF DISPATCHER

DISPATCHERS

E. R. ALBRITTON

H. V. BUTLER

F. MCGUINNESS

O. B. WELCH