READING COMPANY

TIMETABLE

EFFECTIVE 2:01 A.M. SATURDAY,
FEBRUARY 1, 1969

REVISED JANUARY 1, 1973

This Timetable is for the Government of Employes only.

This timetable is loaned to:

Name	Occupation
Robert J Wise	Trainman - Rdg

who hereby agrees to return it to the proper officer when called for, or upon leaving the service.

Employes must promptly enter all revisions to the timetable and record such revisions in the space provided at the rear of this book.

Employes must observe and comply with the provisions of all SAFETY and OPERATING rules. Make **YOUR** railroad the safest on which to work and travel.

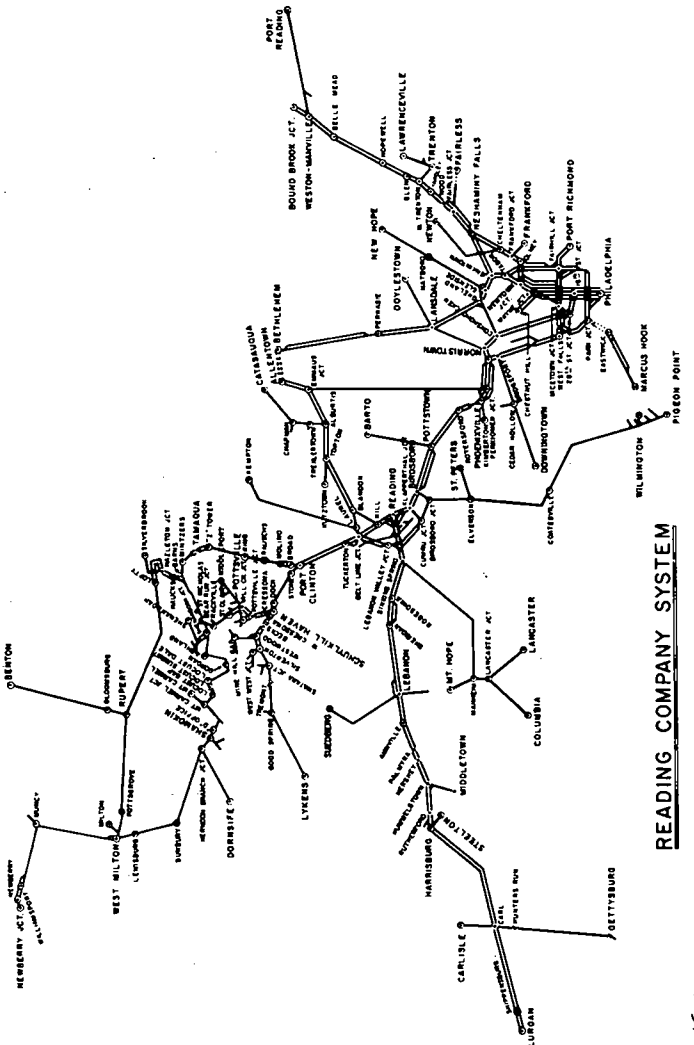
A. J. PORAMBO
Gen. Mgr. Operations

SYSTEM RULES COMMITTEE

Chairman:
R. C. NEAL, JR.

Members:
C. W. EDWARDS

F. R. ELLIS
J. J. FOSTER
R. E. HENNE
R. B. HOFFMAN
C. J. KEMP
C. R. SABOLD
E. S. WATTERS
L. H. WIEBEL



Revised 1/1/73

SYSTEM OPERATIONS STAFF

GEN. SUPT. TRANSP.
R. C. NEAL, JR.

MGR. OPERATION CONTROL CENTER
H. B. GAUNTT

MANAGER OPERATIONS
R. B. HOFFMAN

ASST. MGR. OPNS.—READING DIST.
H. G. REICHERT

ASST. MGR. OPNS.—PHILA. DIST.
J. F. X. McCLAIN

SUPT. YARDS & TERMINALS
D. E. SCHAFFER

SUPERINTENDENT Passenger Operations
J. E. HEILMAN

OPERATIONS SUPT. Labor Relations
W. A. BAUER

MANAGER PORT FACILITIES
D. F. STEIMLING

TRAINMASTERS

E. B. BOWERMAN
R. F. CHILDS
E. R. DITZLER
E. L. FERGUSON (Frt.)
R. E. HENNE (Psgr.)
D. N. KIMMEL
C. A. NEWNAM
J. D. SHERMER
R. E. SLOTTER

ASSISTANT TRAINMASTERS

H. J. BECKER
J. J. DELVECCHIO
J. J. DONNELLY
F. E. KLINGER
D. E. MARTIN
J. W. MONTAGUE
D. R. MOYER
D. W. NAGLE
W. J. NYLAND
F. E. OREHEK
H. A. ZETTLEMOYER

GENERAL ROAD FOREMAN OF ENGINES
E. S. WATTERS

ROAD FOREMEN OF ENGINES

W. C. STOWELL
R. B. ANDERS
C. R. WYNN

SYSTEM SUPERINTENDENT AGENT & OPERATOR
L. H. WIEBEL

SYSTEM AGENT & OPERATOR
E. E. LEISEY

ASSISTANT SYSTEM AGENT & OPERATOR
P. A. TRY

GENERAL RULES EXAMINER
C. W. EDWARDS

SYSTEM RULES EXAMINER
C. R. SABOLD

ASSISTANT MANAGERS—OPERATION CONTROL CENTER

R. J. BENVENUTO
H. E. CROW, JR.
R. N. McNABB
W. R. BAUMER

POWER SUPERVISOR
D. S. MARTIN

CHIEF TRAIN DISPATCHERS

H. HECKENBERGER
O. F. STEWARD
J. P. OATES
L. F. PIERCE

Revised 1/1/73

TRAIN DISPATCHERS

I. J. ASKIN
C. B. BARBER
R. J. BARKER
R. P. BILGER
G. J. COSENZA
U. U. FRAIN
L. H. GRIM
R. M. GRUBER
W. H. HAYES
C. R. HURLEY
M. G. LAUDERMILCH
R. M. MANDEVILLE
E. R. McCAULEY
W. P. OWENS
P. U. RIEGEL
W. S. ROSCHINSKY
B. H. RUSSELL
R. G. SHOEMAKER
P. W. SHIFFLET
R. U. SHORT
R. W. TRUAX
D. J. VITALO
L. J. VOGT
L. D. WEAVER
G. J. WETZELL
D. H. WILLIAMS
W. A. YAMBOR

TABLE OF CONTENTS FOR TRAIN SCHEDULES

TABLE OF CONTENTS FOR GENERAL AND SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS Page

1. MEDICAL EXAMINERS.

Location	Name and Address	Telephone Number
Allentown	Dr. Richard D. Bausch Mickley R.D. 1 Allentown, Pa.	433-0111 434-3781
Ashland	Dr. R. R. Scicchitano Ashland State Hospital Ashland, Pa.	875-2000
Birdsboro	Dr. Charles V. Dolan 128 N. Mill St. Birdsboro, Pa.	582-3696
Bridgeport	Dr. E. V. Ocelus 470 Ford Street Bridgeport, Pa.	275-2973 279-6453
Conshohocken	Dr. Sherod M. Cooper 115 E. Fifth Ave. Conshohocken, Pa.	828-0775 828-1896
Danville	Dr. L. F. Bush Geisinger Medical Center Danville (Off.) Washingtonville, Pa. (Res.)	 275-1000 437-2012
Doylestown	Dr. I. Clifford Laudenslager 106 E. State St. (Off.) 272 W. Court St. (Res.) Doylestown, Pa.	 348-4478 348-4838
Harrisburg	Dr. George A. Berkheimer 325 N. Front Street Harrisburg, Pa.	238-4759
Harrisburg	Dr. Robert P. Dutlinger 128 Locust St. Harrisburg, Pa.	233-4439 737-9663
Lancaster	Dr. John G. Pontius 320 N. Lime St. Lancaster, Pa.	394-6867 392-8042
Lansdale	Dr. J. B. Jacobs 202 S. Broad St. Lansdale, Pa.	855-9501
Lebanon	Dr. Patrick J. Frank 925 Cumberland St. Lebanon, Pa.	273-5261
Mahanoy City	Dr. Kenneth L. Donnelly 321 E. Centre St. (Res.) 323 E. Centre St. (Off.) Mahanoy City, Pa.	 773-1511 773-0720
Norristown	Dr. W. G. Frick 19-21 W. Fornance St. Norristown, Pa.	279-3300
Philadelphia	Dr. L. F. Lanoce 5817 Henry Ave. Philadelphia, Pa.	483-5370
Philadelphia	Dr. F. Sutliff 3701 N. Broad St. Philadelphia, Pa.	226-2722
Pottstown	Dr. George M. Longaker, Jr. 566 High St. Pottstown, Pa.	326-1422
Pottsville	Dr. John J. Canfield 259 Pike Street Port Carbon, Pa.	622-7081

1. MEDICAL EXAMINERS (Continued).

Location	Name and Address	Telephone Number
Reading	Dr. Merrill B. DeWire 225 N. 6th St. (Off.) Reading, Pa. 405 Wheatland Ave. (Res.) Shillington, Pa.	 372-5426 777-4774
Schuylkill Haven	Dr. Theo N. Tihansky Medical Arts Building (Off.) 48 St. Peter St. (Res.) Schuylkill Haven, Pa. If no answer call— Pine Grove, Pa.	 385-1522 385-2038 345-5061
Sunbury	Dr. George A. Deitrick, Jr. 38 N. 4th St. (Off.) 1154 N. 4th St. (Res.) Sunbury, Pa.	 286-6201 286-6802
Tamaqua	Dr. H. W. Baily 131 W. Broad St. Tamaqua, Pa.	668-2011

2. FIRST AID.

Employes whose duties are in any way affected by the Timetable must have a copy of the American Medical Association First Aid Manual with them while on duty.

3. INSTRUCTIONS GOVERNING USE OF FIRE FIGHTING EQUIPMENT.

A. Fire Discovery, Rolling Equipment.

Bring equipment to stop to reduce draft and shut off all engines.

Actuate emergency fuel cutout equipment on unit affected, if so equipped.

Snap off fuel pump switches on unit, if so equipped.

For electrical equipment fires—shut off current to unit affected.

If at All Possible Summon Local Fire Department Immediately

B. Fire Extinguishers.

Dry chemical is the preferred extinguisher for use on oil, flammable liquid and electrical equipment fires. Diesel locomotives are equipped with 10, 20 and 30 pound sizes.

Rail Diesel Cars are equipped with 10 pound size. Multiple Unit electric cars (except Silverliners) are equipped with Ansul 2½ pound "Merrimac" extinguishers. Silverliners are equipped with Ansul 2½ pound "Monitor" extinguishers. Maintenance of Way, Signal and Electrical and other Mechanical Department units are equipped with dry chemical extinguishers.

CO^2 (Carbon Dioxide) can be used on oil, flammable liquid and electrical equipment fires. These extinguishers can be identified by fan shaped horn.

C. Use of Extinguishers.

Dry Chemical—10, 20 and 30 pound sizes are placed in operation by either pulling pin and breaking seal or pulling hose from under puncture lever and breaking seal. Puncture lever must then be depressed and flow of dry chemical, directed at base of fire, is controlled by handle nozzle at end of hose and applied with slow side to side motions. The 10 pound size has 14' range, 20 pound size 17' range and 30 pound size 18' range.

The Ansul Monitor and Merrimac extinguishers are placed in operation by squeezing handle and directing flow from nozzle.

Five pound extinguishers with pressure gauges are placed in operation by pulling pin, breaking seal and squeezing handle which operates discharge valve at nozzle. Five pound extinguishers without pressure gauges are activated by pulling pin, breaking seal, depressing puncture lever and controlling flow by operating valve at nozzle of hose.

CO^2 (Carbon Dioxide)—Small size—Grip handle of horn, pull pin and activate extinguisher by opening valve on top of cylinder or by squeezing handle together. Use close to base of fire in slow side to side motions. Large size—Uncoil hose, pull out pin and open valve at top of cylinder. Control discharge from horn by valve provided on horn handle. Discharge valve should be triggered intermittently to prevent possibility of valve freezing shut. Extinguisher should be operated close to base of fire and gas distributed with slow side to side motions. After fire is extinguished, close valve on cylinder and open horn valve to release gas from hose.

Fires in traction motors of diesel engines and multiple unit electric cars may be extinguished by placing nozzle of dry chemical or horn of CO^2 extinguishers against opening in traction motor blower and discharging contents therein.

D. After Fire is Extinguished.

Replace fire extinguisher on locomotive at normal location after it has been used. Report on Form 722A to "recharge fire extinguisher." No matter how small an amount of extinguishing material has been used, extinguisher **MUST** be recharged and same must reach person responsible for having same recharged as soon as possible.

If contents of 5, 10, 20 and 30 pound dry chemical extinguishers have not been completely discharged, extinguisher should be turned upside down and nozzle valve operated until all pressure is released.

After use, and regardless of the amount of dry chemical used, the 2½ pound dry chemical extinguishers must be equipped with fully charged cylinder.

Furnish proper report, showing cause and action taken.

E. Maintenance of Extinguishers.

Extinguisher must be kept accessible and clean.

Foreign material must not be hung or stored on extinguishers.

Seals must be intact on extinguishers requiring same.

Any exceptions noted to extinguishers must be reported.

F. Warning Guides.

Gases from fires are toxic; therefore after fire is extinguished in a confined place, area should be ventilated.

Never point an extinguisher at anyone unless he is on fire.

Avoid unnecessary handling of carbon dioxide snow.

Time is important in event of fire so know in advance locations and uses of fire extinguishers.

Diesel engines, rail diesel cars, multiple unit electric cars and other equipment operated on rails must not be stopped over burning fusees or other open flames, lights or fires, if it can be avoided. If forced to stop over any open flame, equipment must be immediately moved from the area or fire extinguished or removed, particularly burning switch heaters.

Rail equipment must not be moved through or close to coal thawers or thawing fires, except equipment being placed for thawing.

It is of the utmost importance that you be fully familiar with the use of the respective fire extinguishers and procedure to follow in case of fire on any rail equipment. See pages 133 through 145—Safety Rules for the Guidance of All Employees. If you are in doubt as to procedure contact proper authority for instructions.

G. Use of Hot Journal Fire Extinguisher.

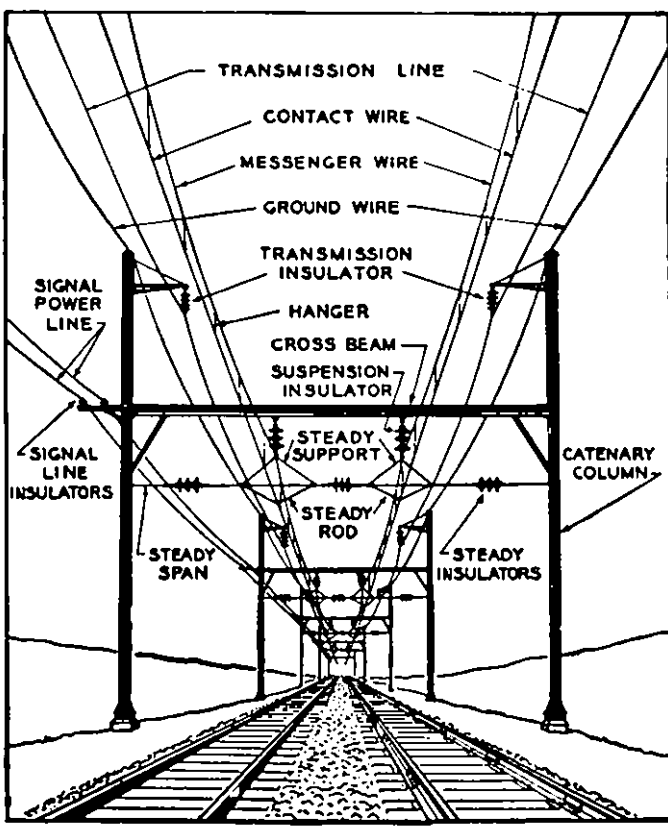
Throw half of the powder in this container directly in journal box and close box lid. Wait 30 seconds, then open box lid, distribute remainder of powder over hot journal and close lid. This prevents journal packing from taking fire again after car is set out. Car must be set out after powder has been used. **Important**—Journal box lid must be closed tight after powder is applied.

4. ELECTRICAL OPERATION.

A. Conditions affecting the Traction Power System are to be reported to the Power Dispatcher located at Wayne Jct. Sub-station.

When emergency requires that power be shut off in the overhead catenary system, immediately telephone the Power Dispatcher or Train Dispatcher. Power will not be restored until the Power Dispatcher has been notified by a responsible person that it is safe to do so.

Do not touch any overhead wires even though the Power Dispatcher reports that he has cut off the power, unless a qualified electrical employe is present and has placed a visible ground connection on that wire. Any wire of the overhead system without a visible ground connection must be considered alive at all times and coming in contact with such a wire may cause serious injury.



Employes must not touch dangling wires nor attempt to move them by any means, but must report their location immediately to the Power Dispatcher and should, if possible, leave someone to watch such wires until their removal. Other persons in danger should be warned of their location.

Employes must report to the Power Dispatcher any attachments of the overhead wire system which are out of place and state whether or not they are in such a position that they can foul the pantograph of an electric car or the top of a locomotive.

Loose connections to traction and impedance bonds must be regarded as alive and report must be made promptly to the Power Dispatcher.

Employes observing excessive flashes or arcs at overhead bridges, trolley wires shaking violently, flashes on or about the car or overhead equipment indicating some irregularity in the electrical operation should immediately arrange for all pantographs to be lowered, if practicable, and notify the Train Dispatcher or Power Dispatcher. Delay in reporting such cases may result in damage to equipment or train delays.

In reporting troubles to the overhead system it will assist maintenance forces if proper terms for the various parts are used. These terms are shown in the view of line construction on page 10.

B. Qualified Employes.

Whenever the term Qualified Employes is used in the following instructions it refers to those employes in the electric service who by examination and approval of their superior officers are qualified to perform certain duties and are classed as follows:

Class 1—Employes competent to erect, maintain and repair electrical apparatus or supervise and protect other employes performing such work.

Class 2—Employes such as engineers operating electric equipment, electricians on electric rolling equipment and other employes in electric service permitted to go on high equipment for the purposes and under conditions hereinafter authorized.

C. Handling Work Near Overhead Wires.

All overhead wires including catenary, transmission and signal lines in electrified zones are to be considered alive at all times. Insulating covering of wire should not be depended upon for protection against shock.

No employe except Class 1 employes shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within 3 feet of such wires, unless a Class 1 employe is assigned to protect him against personal injury. When persons other than Class 1 or Class 2 employes are required to do work near overhead wires and apparatus they must be protected by a Class 1 employe who will take necessary precautions for their safety before starting and during progress of the work.

D. Keep Off Top of High Equipment.

Employes (excepting Class 1 and Class 2 electric service employes and others under their supervision in the discharge of their duties) are prohibited from going on top of box cars, locomotives or other high equipment while on tracks electrified with high voltage overhead wires or while movements are being made to such tracks from sidings, yards or other tracks which are not electrified.

KEEP AT LEAST 3 FEET FROM OVERHEAD WIRES.

Employes assigned to duty as pilots with foreign crews or crews of other divisions using tracks electrified with

high voltage overhead wires must arrange to have each member of such crews notified that he must not get on top of high equipment within the electrified zone.

Yardmasters and conductors will notify caretakers of equipment or shipments, that they must not go on top of equipment within the electrified zone.

E. Locomotive Operation.

It will be the specific duty of the engineer to know, before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction.

F. Multiple Unit Operation.

Employes whose duty it is to operate multiple unit cars must familiarize themselves with such equipment.

The master controller handle or safety devices must in no case be blocked, fastened or otherwise tampered with to nullify their intended functions.

When necessary for engineer to leave his compartment due to trouble while on the road the brake valve and controller handles must be removed and kept in his possession.

When 2 or more electric trains have been stopped on the same track, a short distance apart, each engineer should not attempt to start his train until 30 seconds after the train ahead has started and then should accelerate slowly by notching up the controller.

In event of loss of power from the trolley wire, engineer must immediately place controller handle in "off" position and keep it there until power is restored.

Multiple unit electric trains must not assist in starting other trains unless there are at least 2 operative power cars for each unpowered car to be moved.

When there is a possibility that the contact between the multiple unit car and the electric return circuit, as represented by the running rail, may be broken due to derailment or any other cause, pantographs must be immediately lowered. No pantographs shall be raised until it has been definitely known that the multiple unit car is again making proper contact with the rail return circuit.

In the event of a pantograph being fouled or damaged, the engineer assisted by the train crew must make prompt efforts to clear the trouble so that the train may proceed if possible. In the event a Class 1 employe is not present, Class 2 employes and others under their supervision may clear the trouble by the following procedure:

1. Pull pantograph down to the lock position either by means of pantograph "Down" button or by use of hook stick. In the event the pantograph is damaged, pantograph or pantograph parts should be removed from contact with the energized wires only by means of the hook stick. Sections must be removed to a point at least 3 feet below the level of the contact wire and clear any other energized portion of the overhead wire or fittings by this distance.

2. When possible, close grounding switch on damaged car after bus connectors have been opened.

3. Class 2 employe must assure himself that in going to the car roof he will not place any part of his body, tools or equipment with which he is working within 3 feet of the overhead wire or fittings.

UNDER NO CONSIDERATION, UNLESS THE FOREGOING INSTRUCTIONS 1, 2, and 3 ARE COMPLIED WITH, MAY CLASS 2 EMPLOYES OR OTHERS UNDER THEIR SUPERVISION GO ON THE CAR ROOF.

In the event it is impossible to clear the pantograph from the wire or fittings by at least 3 feet by means of the hook stick, engineer or train crews must communicate with Train Dispatcher requesting services of a Class 1 employe who will ground overhead wires and clear pantograph to permit movement of train.

In securing the damaged pantograph, the train must not be moved until the pantograph has been removed or properly secured so that no parts may come in contact with overhead wires or trains running on adjacent tracks. Bus connectors, on the particular car, should be separated and grounding switch closed.

When observing a pantograph drop order, in effect over a certain section of track, the pantograph down button or switch should be placed in the down position and left in that position until train has passed under the section in trouble.

Pantographs on cars laying over must be kept down except when required to be against wire to make necessary tests, heat cars or to prepare them for movement.

Unless otherwise provided, engineers operating "MU" trains will be governed by following instructions regarding use of pantographs:

Cars in Train	No. of Pantographs Raised	Location of Pantographs in Train
2 to 7	2	First and last
8 to 12	4	First 2 and last 2

During high winds "MU" trains must drop pantographs passing over Delaware River Bridge.

Pantographs must not be raised or lowered against contact wire when standing beneath overhead bridge unless it would be impossible to move train otherwise.

In event of a failure on any of the air springs on Multiple Unit Electric Cars so equipped, train must not exceed speed of 15 miles per hour to destination.

G. Fires within Electrified Territory.

When fires occur near overhead wires or when fire apparatus is tested near live wires, the power should be cut off and the wires grounded.

Water must not be used to extinguish an electrical equipment fire. Dry chemical and sand may be used on electrical equipment fires, on arcs, or other exposed energized parts.

Any employe noticing fires or other trouble on electric cars, wires, poles or in manholes must immediately notify the Power Dispatcher.

H. Power Dispatcher Emergency Telephones.

Telephones connected with Power Dispatcher's Office, Wayne Junction Sub-station, are located in all Interlocking Towers in electrified territory, and adjacent to Catenary structures as shown below:

Reading Terminal to Wayne Junction.

0	1	3	4
2	4	9	17

16th St. Junction to Norristown.

4	5	6	8
12	12	10	3

On face of Shawmont station.
On face of Miquon station.
Conshohocken station office.

13	14	15	17
18	12	24	29

Adjacent to relay house at Kalb.

Wayne Junction to Chestnut Hill.

6	6	9	10
12	23	1	23

Wayne Junction to Lansdale.

6	7	8	9	11	13	20	22
7	4	9	4	12	20	6	6

Jenkintown to West Trenton.

On face of Somerton station.

23	26	28	32
19	19	11	18

Glenside to Hatboro.

0	1	6
2	24	13

On face of Willow Grove station.

Lansdale to Doylestown.

1	2	5	7	8
15	13	11	4	10

Adjacent to sub-station fence Doylestown

I. Location of Sidings and Crossovers Equipped with Overhead Wires for MU Operation.

Sidings.

Chelten Hills Siding
Jenkintown Sidings Eastward and Westward
Glenside Siding Eastward
Glenside Side Track Westward
Lansdale Siding
Wood Siding
Forest Park Siding
Doylestown Siding
Willow Grove Siding
Hatboro Siding

Crossovers.

Norristown Branch

28th St. Jct.
E. of Wissahickon
W. of Manayunk
E. of Miquon
W. of Conshohocken
E. of Ivy Rock
E. of Mogees
E. of DeKalb St.
Kalb

Chestnut Hill Branch

E. of Wayne Jct.
W. of Fishers
E. of Wister
W. of Washington Lane
W. of Sedgwick
W. of Chestnut Hill

Wayne Junction to Lansdale

E. of Wayne Jct.
Newtown Jct.
Tabor Jct.
W. of Elkins Park
Jenkintown
Glenside
E. of Oreland
W. of Oreland
E. of Ambler
W. of Gwynedd Valley
Lansdale

Jenkintown to West Trenton

W. of Noble
E. of Bethayres
Neshaminy
Wood

5. MAIN TRACK NUMBER (No.) DESIGNATIONS.

Where 2 or more main tracks are in service they will be designated by numbers as follows:

Two Tracks
- Eastward ..... No. 2
- Westward ..... No. 1

Three or more tracks

Eastward
- Inside main track ..... No. 2
- Next main track ..... No. 4

Westward
- Inside main track ..... No. 1
- Next main track ..... No. 3

6. DIRECTION OF SUPERIORITY.

On single track westward trains are superior by direction as between opposing trains of the same class, unless otherwise provided.

7. SPEED TABLE.

This table is for information only and does not authorize exceeding speed limitations of special or other instructions.

Time per Mile	Miles per Hour
0 minutes 40 seconds	90.0
0 " 41 "	87.8
0 " 42 "	85.7
0 " 43 "	83.7
0 " 44 "	81.8
0 " 45 "	80.0
0 " 46 "	78.3
0 " 47 "	76.6
0 " 48 "	75.0
0 " 49 "	73.5
0 " 50 "	72.0
0 " 51 "	70.6
0 " 52 "	69.2
0 " 53 "	67.9
0 " 54 "	66.7
0 " 55 "	65.5
0 " 56 "	64.3
0 " 57 "	63.2
0 " 58 "	62.1
0 " 59 "	61.0
1 " 0 "	60.0
1 " 5 "	55.4
1 " 10 "	51.4
1 " 15 "	48.0
1 " 20 "	45.0
1 " 25 "	42.4
1 " 30 "	40.0
1 " 35 "	37.9
1 " 40 "	36.0
1 " 45 "	34.3
1 " 50 "	32.7
1 " 55 "	31.3
2 " 0 "	30.0
2 " 5 "	28.8
2 " 10 "	27.7
2 " 15 "	26.7
2 " 20 "	25.7
2 " 25 "	24.8
2 " 30 "	24.0
2 " 35 "	23.2
2 " 40 "	22.5
2 " 45 "	21.8

Time per Mile				Miles per Hour
2	"	50	"	21.2
2	"	55	"	20.6
3	"	0	"	20.0
3	"	5	"	19.5
3	"	10	"	18.9
3	"	15	"	18.5
3	"	20	"	18.0
3	"	25	"	17.6
3	"	30	"	17.1
3	"	35	"	16.7
3	"	40	"	16.4
3	"	45	"	16.0
3	"	50	"	15.7
3	"	55	"	15.3
4	"	0	"	15.0
4	"	17	"	14.0
4	"	36	"	13.0
5	"	0	"	12.0
5	"	27	"	11.0
6	"	0	"	10.0
6	"	40	"	9.0
7	"	30	"	8.0
8	"	34	"	7.0
10	"	0	"	6.0
12	"	0	"	5.0

8. MAXIMUM SPEED OF TRAINS WITH SPECIAL EQUIPMENT.

Trains handling Continuous Welded Rail equipment must not exceed a speed of 25 miles per hour.

Trains hauling Scale Test Car must move car on rear of train, ahead of caboose, and must not exceed a speed of 25 miles per hour.

Trains handling air dump cars or Jordan Spreader equipment, must not exceed a speed of 25 miles per hour.

Trains handling Jenny type ore cars, loaded or empty, must not exceed a speed of 25 miles per hour.

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

Work trains with crane or with pivoted machinery must not exceed speed for relief trains.

When wire train equipment includes Tool Car RDG 90870 a speed of 40 miles per hour must not be exceeded.

9. DIESEL LOCOMOTIVE SPEED AND CURVATURE TABLE.

Except as otherwise restricted by timetable or special instructions, locomotives shall not be operated at speeds or degree of curvature in excess of those shown in the following table:

Road Engine Number	Class	Horse Power	Maximum Speed	Maximum Degree of Curvature
444 to 524	RS-1	1600	65	38
600 to 666	RS-3	1500	65	21°
901 to 903	DP-1	1500	89	23
3600 to 3619	GP-30	2250	69	19°
3620 to 3656	GP-35	2500	69	19°
5201 to 5210	CEN. 424	2400	69	30°
5211-5217	CEN. 430	3000	72	30°
5300 to 5311	CEN. 630	3000	72	21°
6300 to 6304	U-30-C	3000	72	21°
7600 to 7604	SD-45	3600	71	30°

Switching Engine Number	Class	Horse Power	Max. Speed	Coupler Ext.	Coupler Std.
10-11	OE-13	650	40		76
12	OE-13	660	40		57
13 to 15	OE-13	660	40		76
16 to 24	OE-5	600	40	96	57
90 to 104	OE-9	1000	40	76	57
703 to 721	OE-12	1000	40	76	44
1501 to 1506	SWE-4	900	40		76
1507 to 1510	SWE-14	900	40		38*
1511 to 1515	SWE-4	900	40		76
2701 to 2713	SWE-1	1200	40		38*
2714 to 2719	SWE-14	1200	40		38*
2750 to 2760	SWE-14	1500	60		38*

MU Electric Cars	Max. Speed
9001 to 9017	70
300 to 364	60
800 to 896	60
9101 to 9138	60
RDC Cars	
9151 to 9166	70

* Multiple unit with cars

Note: Maximum speed of light locomotives, unless otherwise restricted, must not exceed speed permitted for symbol freight train operation on branches involved.

10. OPERATION OF MOTIVE POWER EQUIPMENT.

A. Diesel Locomotive Consist Restrictions.

1. When it becomes necessary to push a train for any reason and it is necessary to couple to caboose, not more than 2 RS-1, 2 or 3 units will be on the line at any one time.

When operating multiple unit diesels in excess of above and it becomes necessary to push a train by coupling to caboose for any reason, all units in excess of 3500 Horsepower must be isolated.

2. When operating freight trains and locomotive consist includes one or more R. S. Units, Alco 400-500 Series and EMD 600 Series, not equipped with operative dynamic brakes, or when one or more R. S. Units, Alco 400-500 Series and EMD 600 Series, in the consist are isolated, dynamic brake must not be used.

Locomotive consist must not exceed six (6) Units.

B. Use of No. 24 RL or No. 26 L Brake Equipment.

When diesel units equipped with No. 24 RL or No. 26 L brake equipment are operated in any multiple unit combination, and it is desired to release the locomotive brake during an automatic brake application, independent brake valve handle must be fully depressed in release position for not less than 2 seconds for each unit of consist (four unit locomotive would take 8 seconds). Failure to do so will result in brakes remaining applied on rear units and may result in wheel damage.

Should it be desired to reduce locomotive brake cylinder pressure during an automatic brake application, the independent brake valve handle should be moved into the application zone to the position which will maintain the desired pressure and handle should then be fully depressed not less than 2 seconds for each unit of multiple unit consist.

Following to apply when locomotives equipped with 26L brake are used in helper service.

All units, other than lead unit, will have automatic brake valve handle in "handle-off" position.

With helper locomotive coupled in train, engineer on helper locomotive will make full service reduction with automatic brake valve, place cut-off valve (located on the brake valve) in "out" position, and place handle of automatic brake valve in "handle-off" position before angle cocks are opened to couple air through from train.

C. Unattended Diesel Locomotives.

Before leaving a diesel locomotive unattended with diesel engine idling, the following instructions must be complied with.

1. "Close" throttle.
2. Place transition lever on locomotive so equipped in "Off" position.
3. Remove reverse lever from control stand.
4. Open generator or excitor field switch.
5. Apply independent air brake fully.
6. Apply hand brake.
7. Block wheels when necessary.
8. Place reverse lever at designated location.

Listed below are locations where diesel locomotives are tied down and locations where engineer will place reverser handle:

LOCATION	PLACE HANDLE
S. Chester	Yardmaster's office
Marcus Hook	Locked box, freight house
Darby Creek Enginehouse	In cab, in holder
Richmond	Nearest yardmaster's office
Nicetown	Yardmaster's office
Wayne Jct. Yard	Yardmaster's office
Subway	Yardmaster's office
West Falls	Yardmaster's office
Montgomery Ave.	Yardmaster's office
Woodbourne	Yardmaster's office
Lansdale	In cab holder with cab locked
West Trenton	Locked box, Trent.
Manville	Locked box, yardmaster's office
Pt. Reading	Yardmaster's office
Saucon Enginehouse	Enginehouse office
Phoenixville	Agent's office
Newtown	In cab holder with cab locked
Birdsboro	W&N freight house, crew quarters
Pottstown	General Agent's office, 2nd floor station building
Coatesville	Yardmaster's office
Wilmington	Locked box, enginehouse
Lancaster	Freight House office
Lancaster Junction	Telephone booth
Manheim	Outside station in locked box
Lititz	Box 700 ft. west of Main Street
Coatesville	In box at engine inspection pit
Wilmington Engine House	Locked box, engine house
Lebanon	Yard office
Hershey	In box outside of freight office
Rutherford—East Hump	In yard office
Rutherford—East End	In yard office
Rutherford—West Hump	In yard office
Rutherford—West End	In yard office
Reading—Water Station	Yardmaster's office
Reading—Inspection Pit	In cab, in holder
Reading—Spring Street	In crew clerk's office

LOCATION	PLACE HANDLE
Pottsville	In box, outside wall of freight house
West Cressona	Locked in box on outside wall of yardmaster's office
Tamaqua	In box in vestibule outside of clerk's office
St. Nicholas	In yardmaster's office
Shamokin	In crew quarters
Catawissa	In box on east end of station building.
West Milton	In box on front of station building.
Newberry Jct. Engine House	In cab, in holder
Newberry Jct. Yard— East End	Yardmaster's office

It will be the direct responsibility of the engineer to place reverse lever at the above locations. However, yardmaster or other officer instructing crew to tie engine down will also check to see that engineer removes reverse lever and places same at designated location.

Between May 1st and September 30th weather conditions permitting, diesel locomotives must be shut down and all switches necessary for the operation of the diesel engine, including the main battery switch, must be opened. Covers will be applied to exhaust stack. All cab windows, cab doors and engine doors must be closed and locked when locomotive is left unattended.

Locomotives equipped with Prime collapsible bay windows must be stopped and bay window collapsed before moving in locations where close clearance may be encountered to prevent damage to this equipment. Instructions covering operation of this device are posted in operating cab.

When moving diesel locomotive "A" or "B" unit backwards, a trainman, hostler helper or fireman (helper) will ride the leading end and protect movement, and in case of emergency, locomotive must be stopped by opening emergency valve which is conveniently located alongside of door on rear end of all units, and/or on left side of cab in units.

On locomotives consisting of 2 or more Class RS (road switcher) units, the engineer and fireman (helper) will, when making light movements, remain in cab of unit from which locomotive is being operated, communicating to each other by name the indication of each signal affecting the movement being made.

These instructions include movements between engine houses and passenger terminals.

When operating light diesel locomotives it will be the responsibility of the engineer to see that the Rotair valve is placed in "passenger" position on unit from which movement is controlled and "passenger lap" on all other units.

D. Operation of Rail Diesel Cars.

Except when equipped with excitation system in operation and/or wheel cleaning shunt blocks attached, a car equipped with disc or off tread brakes must never be the rear car in a train.

During terminal tests it should be noted that wheel shunting devices are attached to all cars and pressing on surface of each wheel.

Single unit Rail Diesel Cars not equipped with excitation system, or with excitation equipment inoperative, must be operated as follows:

In Automatic Block Signal and Interlocking territory, or where Rules 261-264, inclusive, are in effect, speed is not to

exceed 30 miles per hour. Positive block must be established to the next Interlocking or train order office for following movements.

Movements must approach all crossings equipped with automatic protection prepared to stop, unless crossing protective devices are known to be operating properly. Should protective devices not operate as intended, Operating Rule T will apply.

When through movements are being made in an Interlocking and/or control location, operating levers affecting the movement must not be moved until assured the car is clear of switches involved.

All switching movements are to be made in an Interlocking and/or control location under positive block. Operating levers affecting the movement must not be moved until assured the car is clear of switches involved.

The front truck and the rear truck of a train consisting of 2 or more cars must not have 2 wheel shunting devices missing on the same side. In the event that 2 wheel shunting devices are missing on the same side of the front truck or the rear truck of the train and repairs cannot be made, train dispatcher must be notified after which train may proceed with positive block established.

When operating Rail Diesel Cars, or light diesel locomotives, manual sanding must not be used except in emergency. If for any reason stop is made on sand in Automatic Block Signal system territory, or where automatic highway protection is installed, action must be taken to move forward or backward far enough to get at least one truck off the sanded rail.

E. Single Car Operation, M.U. Trains.

Where practicable, when movements are being made within an interlocking and/or control location, operating levers affecting the movement must not be moved until assured the car is clear of switches involved.

The following M.U. Electric Cars are equipped with a Supplementary Emergency Brake system: 9001 to 9017, 9101 to 9138, 801, 825, 826, 829, 830, 831, 832, 834, 837, 863, 877.

This equipment provides a means of stopping a single car electric train in the event of air brake damage or failure.

Should the air brake fail to function for any reason, move Supplementary Emergency Brake valve or switch to the "ON" position. Switch or valve must remain in the "ON" position until the train comes to rest. Apply hand brake and do not move train under any circumstances until inspection is made by qualified supervision and inspecting officer has issued instructions.

When valve or switch is placed in the "ON" position, Supplementary Emergency Brake will apply. This switch or valve must be used only in the event of air brake failure and not in conjunction with conventional braking to control speed of train for speed restrictions or station stops.

To stop a train when all brakes have failed, place brake valve in emergency position and leave in that position. Then move controller handle to reverse switching position, the second position to the right or left, depending on direction of movement. This should only be done in case of extreme emergency to prevent accident.

Electric cars will not be dispatched as single car passenger train, unless equipped with operative Supplementary Emergency Brake.

F. MU Trains.

When terminal air brake test is required, a crew member must first apply sufficient hand brakes to prevent train from drifting at times air brakes are released. After terminal test is completed, Engineer will apply automatic brake by making a full service brake pipe reduction and hold brakes applied until departure. Before departing, a crew member must release hand brakes.

11. DIESEL LOCOMOTIVE ADJUSTED TONNAGE RATINGS PER UNIT.

Factor Tons Per Car	East Bound	Diesel Classes RS-1-2-3 GP-30 GP-35 Gen-424 Gen-430	SD-45 U-30-C GEN-630	$ y m b o l s
7	Alburtis to Chapman	2800	4600	
5	Allentown to West Falls via Perkiomen Branch	2000	3300	
2	Grade to Frackville	900	1400	
7	Belmont to Darby Creek	2750	4500	
5	Bethlehem to Hill Top	1800	3000	
5	Bethlehem to Saucon Creek	2200	3600	
4	Birdsboro to Coatesville	1550	2650	
6	Coatesville to Wilmington	2150	3600	
3	Columbia to Lancaster Junction	1100	1850	
7	Cumbo to Rutherford	4000	6600	A-B
10	Downingtown to Bridgeport	3500	5800	
3	Gettysburg to Starners	1200	2000	
5	Gordon to Buck	1850	3000	
7	Hagerstown to Rutherford	4000	6600	A-C
5	Hill Top to Philadelphia	2200	3650	
4	Lancaster to Reading	1600	2650	
10	Manville to Port Reading	5000	8300	A
5	Newberry Junction to Tamaqua via C. & W. Branch	2500	4100	A
15	Newberry Junction to West Milton	5000	8200	A
4	Plymouth Junction to Orefand	1800	3000	
7	Port Richmond to Tabor Junction or Olney	1900	3100	
10	Reading to Allentown via Hill	2500	4100	
10	Yardley to Wing	3500	5800	A
10	Rutherford to Allentown via Low Grade	4500	7800	A
10	Rutherford to West Falls	5000	8200	A
10	St. Clair or Tamaqua to West Falls	6000	9900	A
4	Shamokin to Locust	1200	2100	
7	West Falls to Newtown Junction	2800	4600	
7	West Falls to Port Richmond	2800	4600	
5	West Falls to Yardley via Jenkintown	1800	2400	
10	West Falls to Yardley via Short Line	5000	8200	A-E
7	West Milton to Rupert	2850	4600	
2	West Milton to Shamokin	2500	4100	

Factor Tons Per Car	West Bound	Diesel Classes RS-1-2-3 GP-30 GP-35 Gen-424 Gen-430	SD-45 U-30-C GEN-630	$ y m b o l s
5	Allentown to Rutherford	2500	4200	
4	Bridgeport to Downingtown	1600	2600	
3	Carlisle Junction to Starners	1200	1400	
5	Catasauqua to Chapman	1500	2500	
5	Chapman to Alburtis	2200	3600	
5	Darby Creek to Belmont	2100	3500	
7	Glen to West Falls via Jenkintown	3000	5000	
10	Glen to West Falls via Short Line	3800	6300	A
2	Gordon to Locust	700	1350	
5	Green Lane to Dillinger	2000	3300	
3	Lancaster Junction to Columbia	1100	1800	
6	Lebanon Valley Junction to Wyomissing Junction	2800	4600	
4	Norristown to Lansdale via Stony Creek Branch	1800	3000	
4	Philadelphia to Bethlehem	1700	2900	
7	Clinton to St. Clair	3000	4950	
7	Clinton to Tamaqua	2800	4600	

Revised 1/1/73

Factor Tons Per Car	West Bound	Diesel Classes RS-1-2-3 GP-30 GP-35 Cen-424 Cen-430	SD-45 U-30-C CEN-630	Symbols
7	Port Richmond to West Falls	3000	4950	
7	Port Reading-Bound Brook Jct. to Glen	3000	4950	
4	Reading to Lancaster	1600	2650	
10	Reading to Rutherford	3500	5800	A
5	Rupert to West Milton	2000	3300	
7	Rutherford to Cumbo	2300	3800	A
0	Rutherford to Hagerstown	1700	2800	A-D
15	Shamokin to Newberry Junction	5000	8250	A
2	St. Clair to Frackville	500	825	
4	Tamaqua to Buck	1250	2050	
4	Tamaqua to Lofty	1350	2250	
2	Tremont to Keffers	700	1150	
5	West Falls to Allentown via Reading	3000	4900	
10	West Falls to Clinton	3500	6600	
6	West Falls to Rutherford	2800	4500	A
7	West Falls to St. Clair via Walnut	3000	4900	A
7	West Falls to Tamaqua via Belt Line	2800	4600	A
4	Wilmington to Birdsboro	1600	2700	

FAST FREIGHT ADJUSTED TONNAGE RATINGS PER UNIT

Factor Tons Per Car	West Bound	Diesel Classes RS-1-2-3	GP-30 GP-35 CEN-424 CEN-430	SD-45 U-30-C CEN-630	Service
5	Allentown to Rutherford	1600	1700	2100	New England T.S.-W.
7	Rutherford to Lurgan	1400	1500	2100	New England T.S.-W.
6	Pt. Richmond to Rutherford	1600	1700	2000	Phila. AJ-1.
7	Rutherford to Lurgan	1200	1300	1800	Phila. AJ-1.
6	Phila. to Rutherford	1600	1700	2000	Advance AJ-1.
7	Rutherford to Lurgan	1100	1300	1800	Advance AJ-1.
7	Bound Brook Jct. to Park Jct. via. S.L.	1500	1600	1800	Potomac.
7	Bound Brook Jct. to Park Jct. via. S.L.	1500	1600	1800	Chicagoan.
7	Bound Brook Jct. to Park Jct. via. S.L.	1500	1600	1800	St. Louis Trailer Jet.
	East Bound				
7	Lurgan to Rutherford	2200	2300	2500	Rutherford-NE 94
10	Rutherford to Allentown via Low Grade.	2400	2500	3000	Rutherford-NE 94
7	Lurgan to Rutherford	2200	2300	2500	AJ-12.
10	Rutherford to West Falls	2400	2500	3000	Phila. AJ-12.
7	Lurgan to Rutherford	2200	2300	2500	New England-96.
10	Rutherford to Allentown via Low Grade.	2400	2500	3000	New England-96.
10	Park Jct. to Bound Brook Jct. via S.L.	1500	1600	1800	Manhattan Jet.
10	Park Jct. to Bound Brook Jct. via S.L.	1700	1800	2000	Hudson.
10	Park Jct. to Bound Brook Jct. via S.L.	1500	1600	1800	New York Jet.
10	Park Jct. to Bound Brook Jct. via S.L.	1500	1600	1800	New Yorker.
10	Park Jct. to Bound Brook Jct. via S.L.	1700	1800	2000	New York 88.

TEMPERATURE RATING

Above 10 degrees—
A Rating established factor.
10 degrees and below—
B Rating established factor Plus 3.

Note:

P.C. and W.M. Ry. Diesel locomotive units operating over P.H.&P. Branch will be given same adjusted tonnage per unit as Reading Co. units of similar class.

SYMBOLS

A—Adjusted tonnage based on 150-car limit.
B—Helper service on P.C.
C—Helper service on W.M. Ry.
D—Actual tons, per request of W.M. Ry.
F Helper service on Nicetown grade.

12. GRADE OPERATION AND INSTRUCTIONS.

A. The air brake equipment on trains dispatched over the following grades:

Frackville
Bear Run
Locust
Keffers
Gettysburg Branch
Cornwall Branch
Rohrersville
Williams Valley

must be inspected, tested, repaired, and operated in accordance with instructions contained in Rule 501 Form 1118-Rev. A.

B. The maximum adjusted tonnage, and the maximum tonnage per effective retaining valve, of trains operated on various grades with locomotive not equipped with operative dynamic brake will be as follows:

Grade	Maximum Adjusted Tonnage	Maximum Tonnage Per Effective Retaining Valve
Frackville to St. Clair	2800 tons	85 tons
Frackville to Grade	5500 tons	85 tons
Keffers to Tremont	3500 tons	85 tons
Locust to Gordon	5500 tons	85 tons
Locust to Shamokin	6500 tons	125 tons
Buck to Tamaqua	6500 tons	125 tons
Lofty to Tamaqua	6500 tons	125 tons
Williams Valley Jct. to Tower City	2800 tons	85 tons
Starners to Bendersville	7000 tons	150 tons
Starners to Hunters Run	7000 tons	150 tons

To determine the tons per effective retaining valve, divide the total number of effective retaining valves into the adjusted tonnage of the train.

C. The maximum adjusted tonnage permitted to be moved by locomotives with operative dynamic brake and without the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Frackville to Grade	650	1300	1900	2500
Keffers to Tremont	650	1300	1900	2500
Locust to Gordon	650	1300	1900	2500
Locust to Shamokin	1750	3500	5000	7000
Buck to Tamaqua	2500	5000	7200	8000
Lofty to Tamaqua	2500	5000	7200	8000
Starners to Bendersville	1500	3000	4500	5000
Starners to Hunters Run	1500	3000	4500	5000

If the tonnage is in excess of the above, 15 effective retaining valves will be used for the first additional 500 tons or fraction thereof, and thereafter 3 effective retaining valves will be used for each additional 500 tons or fraction thereof.

D. The maximum adjusted tonnage permitted to be moved by locomotives with operative dynamic brake and with the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or More Units
Frackville to St. Clair	2000	4000	5000	5000
Frackville to Grade	4000	6000	7500	7500
Keffers to Tremont	3000	5000	6500	6500
Locust to Gordon	4000	6000	7500	7500
Locust to Shamokin	5000	9000	12000	12000
Buck to Tamaqua	5000	9000	12000	12000
Lofty to Tamaqua	5000	9000	12000	12000
Wil'ms Val. Jct. to T'w'r City	2000	4000	5000	5000
Starners to Bendersville	5500	9500	12000	12000
Starners to Hunters Run	5500	9500	12000	12000

E. All trains, including passenger trains, moving from Frackville to St. Clair will have an effective retaining valve in use on each car in train.

F. All freight and coal trains operating on following descending grades must use retaining valves in high pressure position on loaded cars, and low pressure position on empty cars, as per following table:

Grade	Between Points	Per Cent Retaining Valves
Girard Mammoth	Raven Run Colly and Switch Back	100%
Shenandoah	Shenandoah and Preston Jct.	100%
Carbon Run	Entire Grade	100%
Bear Valley	Entire Grade	100%
Burnside	Entire Grade	100%
Herndon	Kulps and Hern	40%
Alliance	Entire Grade	100%
Silver Creek	Entire Grade	100%
Pine Forest	Cleaner Plant and State Highway Crossing	100%
Crystal Run	Entire Grade	100%
East Norwegian	Entire Grade	50%
Good Spring	Entire Grade	80%
T.H. & N.	Lofty Jct. to Hazleton Jct.	50%

G. All freight and coal trains handled by locomotives not equipped with operative dynamic brake, including light movements, must not exceed speed on descending grades as shown below:

Location	Maximum Miles Per Hour
Locust to Gordon	15
Frackville to St. Clair	8
Keffers to West End	15
West End to Tremont	10

H. On the following grades:

Frackville to Grade
Keffers to Tremont
Locust to Gordon
Locust to Shamokin
Buck to Tamaqua
Lofty to Tamaqua
Starners to Bendersville
Starners to Hunters Run

trains may be operated without the use of retaining valves provided all the following conditions are complied with:

1. Locomotive must be equipped with brake valve with operative pressure maintaining feature and have same cut in.

2. Locomotive must have operative dynamic brake on all units.

3. Engineer handling train must have been qualified in the use of the pressure maintaining valve by the Road Foreman of Engines or Assistant Road Foreman of Engines.

Unless otherwise restricted, the maximum speed for a train with tonnage in excess of that shown in General Instructions, 12(C) with average weight per car exceeding 80 tons, will be 25 M.P.H.

The maximum adjusted tonnage permitted to be moved by locomotives with operative dynamic brake and operative pressure maintaining feature cut in, and without the use of retaining valves will be as follows:

Grade	1 Unit	2 Units	3 Units	4 or more Units
Frackville to Grade	2000	4000	6000	7500
Keffers to Tremont	2000	4000	6000	6500
Locust to Gordon	2000	4000	6000	7500
Locust to Shamokin	3000	6000	9000	12000
Buck to Tamaqua	2700	5400	8100	10800
Lofty to Tamaqua	2700	5400	8100	10800
Starners to Bendersville	2700	5400	8100	10800
Starners to Hunters Run	2700	5400	8100	10800

Trains must not exceed 150 cars.

Para. (C) is modified accordingly.

I. Empty equipment in trains of 4500 adjusted tons or over, operated with 2 or more diesel units, must not be hauled nearer than the 16th car from the engine on the following grades:

Lofty to Tamaqua
Buck to Tamaqua
Locust to Gordon
Locust to Shamokin
Starners to Bendersville
Starners to Hunters Run
Joanna to Birdsboro

J. Empty equipment in trains operated with 2 or more diesel units must be hauled on rear end.

Frackville to St. Clair.

K. Empty equipment in trains of 2000 adjusted tons or over, operated with 3 or more diesel units, must be hauled on rear end on following grades:

Frackville to St. Nicholas.
Keffers to Tremont.

L. Empty equipment must be hauled on rear end.

Silverbrook to Hazleton Jct.

13. HANDLING PASSENGER EQUIPMENT.

PREPARING A TRAIN OF MULTIPLE UNIT ELECTRIC CAR EQUIPMENT [other than SILVERLINERS] FOR A SCHEDULED RUN

After Long Layover (train without air)

Checking Train

After cars have been in storage, or after a long layover during which the air has leaked off, the train should be made up as follows:

(a) See that switches and air cocks are in position as follows:

Pantograph gounding switches open. If pantograph grounding switches are closed, do not open. Immediately report the fact to Train Dispatcher.

Front and rear end angle cocks closed.

Trainline jumpers on front and rear ends in the dummy receptacles.

Battery switch and governor switch closed.

Control cut-out closed.

The proper trolley unlock cut-out switches closed.

Door latch cut-out switch in proper position (closed in winter and open in summer).

Heater disconnecting switches closed as desired.

Train heat switch closed.

Proper marker light switches closed.

All reservoir cocks closed.

(b) Unlatch the pantograph manually, using the hook stick.

Pneumatic Test From Rear End

Go to the rear car of the train, move controller handle to the coasting position, insert control cut-out plug in master controller, and press trolley unlock button, raising desired pantographs. When the main reservoir pressure reaches 105 pounds, place handle on air brake valve and move to release position.

Leakage Test

Open cut-out cock in brake pipe under brake valve. When a pressure of 90 pounds is obtained in brake pipe, the engineer will apply the brakes by making a 15 pound brake pipe reduction. After the brake pipe exhaust has ceased blowing, he will time, by his watch, the amount of brake pipe leakage for one minute as indicated by the black hand of the duplex air gauge. Brake pipe leakage must not exceed 5 pounds per minute.

Service Test

After the amount of leakage has been determined the engineer will increase the amount of reduction to 25 pounds. Close cut-out cock in brake pipe, pull out master control plug, remove master control handle and brake valve handle, go to the ground and walk to the lead car cab. While walking to the front end, note that all blower motors are running; check that hose and electrical jumper couplings are made; the proper pantographs raised; and that all brakes have applied.

After Short Layover (train with air)

After a short layover or turn around, train will usually be found to be already made up; but precaution should be taken that the train is made up correctly as described under long layover—(a).

Terminal Test

Place brake valve and master controller handles in place in the operating cab. Move master controller handle to coasting position, insert master control plug. Open brake valve cut-out cock and move brake valve handle to release position. When brake system is charged, the engineer will apply the brakes by making a 20 pound brake pipe reduction. After the brake pipe exhaust is closed, he will time, by his watch, the amount of brake pipe leakage as indicated by the black hand of the duplex air gauge, for one-minute. Brake pipe leakage must not exceed 5 pounds per minute. After the amount of leakage has been determined, the engineer will increase the amount of reduction to 25 pounds. The crew or inspector should observe that brakes have properly applied on each car. Engineer will then release brakes and crew or inspector will observe that brakes have released on each car. Engineer will then insert electric brake 3-point plug, close brake pipe cut-out cock and apply brakes by making a 25 pound brake cylinder pressure electric application. The crew or inspector should observe that brakes have properly applied on each car. Engineer will open cut-out cock in brake pipe under brake valve. He then removes foot from safety control pedal, allowing master controller handle to move to emergency position, and observes that brakes have

applied in emergency as desired. Engineer will then release brakes. The crew or inspector will observe that brakes have properly released on each car, and will inform engineer that brakes functioned properly on each car.

If train consists of a single unit electric car, the following additional test must be made after completion of above. Engineer will apply supplementary emergency brake by placing switch in ON position. Crew member or inspector will examine piston of supplementary brake cylinder mounted on bolster of truck on B end of car, and observe that brake has applied. He will signal engineer to release supplementary emergency brake. Engineer will place switch in OFF position. Crew member or inspector will observe that supplementary emergency brake has released and will inform engineer that supplementary emergency brake has applied and released properly.

PREPARING A TRAIN OF SILVERLINER MULTIPLE UNIT ELECTRIC CAR EQUIPMENT.

After a Long Layover (train without air)

Checking Train

After cars have been in storage, or after a long layover during which the air has leaked off, the train should be made up as follows:

(a) See that switches, breakers and air cocks are in position as follows:

Pantograph grounding switch open. If pantograph grounding switches are closed, do not open. Immediately report the fact to Train Dispatcher.

All drum switches properly positioned.

All supplementary emergency brake valves in CLOSED position.

All brake valve cut-off valves in OUT position.

All reservoir cocks are closed.

In electrical panel, A end of car: Air conditioning, heat and lights positioned as desired; pan up and down switch in UP position; 110 volt supply and battery switches CLOSED; motor cut-out switch NORMAL; control cut-out and compressor governor cut-out switches CLOSED.

At operating control stand: Buzzer and headlight switches CLOSED; pantograph switch in UP position.

(b) Unlatch the pantograph manually, by use of hook stick or auxiliary pump.

Terminal Test

Place brake valve and master controller handles in place in the operating cab. Move controller handle to coasting position, insert master control plug. Place brake valve cut-off valve in the *IN* position. Move brake valve handle to release position.

When brake system is charged, the engineer will apply the brakes by making a 20 pound brake pipe reduction. After brake pipe exhaust closes, move brake valve cut-off valve to OUT position. Then time, by the watch, the amount of brake pipe leakage as indicated by the brake pipe gauge for one minute. Brake pipe leakage must not exceed 5 pounds per minute. After the amount of leakage has been determined, the engineer will place brake valve cut-off valve in the IN position. The crew or inspector should observe that brakes have properly applied on each car. Engineer will then release brakes and crew or inspector will observe that brakes have released on each car and that air springs are inflated sufficiently to have clearance beneath vertical bumper. The engineer will then, with automatic brake valve in release position, remove foot from safety control pedal and allow master controller handle to move to emergency position (vertical) and observe that brakes have applied in emer-

gency as desired. Engineer will then release brakes. Crew or inspector will observe that brakes have properly applied and released on each car and will inform engineer that brakes functioned properly on each car.

If train consists of a single unit Silverliner car, the following additional test must be made after completion of above. Engineer will, with automatic brake in release position, apply supplementary brake by moving supplementary emergency brake valve to OPEN position, and observe brake cylinder gauge to insure supplementary brake functioned. He will then close supplementary emergency brake valve and observe brake cylinder gauge to indicate brakes have released.

When passenger equipment is handled in mixed or local freight trains, such equipment must be handled on rear of trains.

When coupling passenger cars, the steam, air, communicating signal or other appliances must not be connected until cars have been stretched to be sure that coupling has been made. Cars must be coupled and brakes functioning properly when making movements with passenger equipment.

Passenger equipment must not be detached while cars are in motion.

Trains making back-up movements with passenger equipment must have back-up hose, platform valve or communicating signal in operation before movement is commenced. Such movements must then be made with caution, especially when approaching public crossings and moving through yards. The signal whistle must be sounded when required.

When picking up cars at outlying terminal points, employes must see that all hand brakes are released before movement is commenced.

The conductor or engineer must report all known defects on cars in their trains upon arrival at terminal points, in accordance with Operating Rule 1463.

Except under adverse weather conditions, lights in coaches should be extinguished during daylight hours except between Reading Terminal, Tioga and 22nd Street and when passing through tunnels.

When moving MU cars in drag service, not more than 15 cars shall be moved in any one drag, and when moving 15 cars in a drag, three such cars must be trailer cars, except that not more than 8 Silverliners may be moved in any one drag.

14. OPERATION OF CONSTRUCTION AND MAINTENANCE EQUIPMENT.

A. When this type equipment is used in electrified territory or in the vicinity of any overhead wires, the employe in charge must exercise special care to safeguard all persons in the area. The equipment may only be operated under the personal supervision of the employe in charge. Special attention must be given to the vicinity of overhead bridges and other structures where the wires may be depressed below the normal height of 22 feet. If, in the opinion of either the employe in charge or the operator of the equipment, the required clearances cannot be maintained or any hazards are involved, protection of a Class 1 employe must be requested.

B. Clearance restrictions:

1. Equipment operated by qualified Reading Company personnel—

It is the responsibility of the operator to know that the boom is properly protected with insulated ring for use around electrical circuits. Such equipment must be operated so that the following clearance restrictions are observed:

(a) All overhead wires not owned by Reading Company:
—not closer than 6 feet to wire.

(b) Live overhead wires owned by Reading Company:
(1) without supervision of Class 1 employe.
—not closer than 6 feet to transmission wires
—not closer than 3 feet to catenary system
—not closer than 3 feet to signal power wires
(2) under supervision of Class 1 employe
—not closer than 3 feet to transmission wires
—not closer than 14 inches to catenary system
—not closer than 14 inches to signal power wires

(c) De-energized and grounded wires owned by Reading Company

(1) under supervision of Class 1 employee:
—light contact with wires permitted if necessary, avoiding damage.

2. Equipment operated by operator other than Reading Company personnel qualified in electrical characteristics:

(a) without supervision of Reading Company Class 1 employe.
—not closer than 6 feet to any line

(b) under supervision of Reading Company Class 1 employe
—same restrictions as for operation by qualified Reading Company personnel

Note—All distances in part B above refer to any object being handled as well as any part of the equipment.

15. MAXIMUM SPEEDS—MAINTENANCE OF WAY EQUIPMENT

Maintenance of Way equipment will be governed by all existing speed restrictions not to exceed the following:

Hi-rail trucks and related equipment	—25 MPH
Hi-rail passenger vehicles and Sperry car	—40 MPH
All other equipment	—20 MPH

The following additional restrictions apply to all equipment except Sperry car:

Moving over frogs, switches and rail crossings	10 MPH
On curves and open floor bridges	—Caution
Equipment pulling personnel trailers	—15 MPH
Equipment pushing trailers (short distance only)	—10 MPH

16. MOVEMENT OF TRAINS AND ENGINES ADJACENT TO ROADWAY MAINTENANCE OPERATIONS.

General Orders and train orders issued to crew members of trains and engines being operated adjacent to general roadway maintenance operations will specify that such work is being performed. In addition, when the Speno Ballast Cleaner is working, it will be specifically designated in such orders.

Unless otherwise provided by General Order or train order, train and engine movements on adjacent tracks within working limits are governed as follows:

A. General Operations.

Trains and engines will proceed at reduced speed and must approach all maintenance equipment prepared to

stop, and must not pass such equipment until proceed signal is received from man on ground.

Working limits will be designated by wayside signs reading "Begin Work Limit" and "End Work Limit," which signs will be fastened to inside rail of out-of-service track.

After entire train or engine has passed sign reading "End Work Limit," it may proceed at normal speed, unless otherwise restricted.

B. Speno Ballast Cleaner.

While Cleaner Train is working, employes equipped with red and yellow flags and lights will be located on main track adjacent to that occupied by Cleaner Train and will be stationed one mile (5,280 feet) in each direction from Cleaner Train. Conductor with red and green flags and lights will be located at Cleaner Train.

Trains and engines must not exceed medium speed and will proceed not to exceed 15 miles per hour when employe displaying yellow flag or light is observed. Movement must then approach Cleaner Train prepared to stop, and must not pass it until proceed signal with green flag or light is received from conductor located at Cleaner Train. After entire train has passed Cleaner Train, it may proceed at normal speed, unless otherwise restricted.

Yellow flag or light will be displayed as prescribed by Operating Rule 12(b), and must be acknowledged by engineer as prescribed by Operating Rule 14(g).

17. ASSIGNED RADIO CALLS.

MOTIVE POWER AND EQUIPMENT DEPARTMENT

Assigned To	Service Type	Location	Call Name	Call Letter	Call Number
Chief Mech. Officer	Sedan	Reading	Reading Mobile	B	1
Asst. to Chief Mech. Off.	Sedan	Reading	Reading Mobile	B	6
Inspector	Truck	St. Clair	Reading Mobile	B	143
Wreckmaster	Sedan	Phila.	Reading Mobile	B	12
Gen. For. Car Shop	Sedan	Phila.	Reading Mobile	B	11
Allen St.—Repair	Truck	Phila.	Reading Mobile	B	134
Allen St.—Repair	Truck	Phila.	Reading Mobile	B	135
Allen St.—Refuel	Truck	Phila	Reading Mobile	B	126
Allen St.—Refuel	Truck	Phila.	Reading Mobile	B	127
Gen. For. Eng. House	Sedan	Rutherford	Reading Mobile	B	15
Wreckmaster	Truck	Phila.	Reading Mobile	B	247
Refueling	Truck	Cressona	Reading Mobile	B	102
Refueling	Truck	Cressona	Reading Mobile	B	103
Inspector	Truck	Woodbourne	Reading Mobile	B	241
Inspector	Truck	Abrams	Reading Mobile	B	151
Inspector	Truck	Reading	Reading Mobile	B	210
Inspector	Truck	Coatesville	Reading Mobile	B	107
Gen. R. F. Engine	Sedan	Reading	Reading Mobile	B	2
Rd. For. Engine	Sedan	Phila.	Reading Mobile	B	9
Rd. For. Engine	Sedan	Reading	Reading Mobile	B	10
Div. Gen. For. Cars	Sedan	Reading	Reading Mobile	B	16
Reading—Pit	Truck	Reading	Reading Mobile	B	246
Rd. For. Engs.	Sedan	Rutherford	Reading Mobile	B	17

POLICE

Superintendent	Sedan	Phila.	Reading Mobile	P	1
Captain	Sedan	Phila.	Reading Mobile	P	3
Patrolman	Sedan	Phila.	Reading Mobile	P	21
Patrolman	Sedan	Phila.	Reading Mobile	P	22
Patrolman	Sedan	Phila.	Reading Mobile	P	23
Patrolman	Sedan	Reading	Reading Mobile	P	31
Patrolman	Sedan	Reading	Reading Mobile	P	32

COMMUNICATION DEPARTMENT

Assigned To	Service Type	Location	Call Name	Call Letter	Call Number
Chief S.E.C. Eng.	Sedan	Phila.	Reading Mobile	C	1
Communication Eng.	Secan	Reading	Reading Mobile	C	5
Supervisor	Hy-Rail Truck	Reading	Reading Mobile	C	N106
Supervisor	Truck	Reading	Reading Mobile	C	50
Supervisor	Truck	Reading	Reading Mobile	C	51

SIGNAL DEPARTMENT

Asst. Sig. Eng. Maint. and Constr.	Sedan	Phila.	Reading Mobile	S	153
Supervisor	Sedan	Reading	Reading Mobile	S	4
Supervisor	Sedan	Phila.	Reading Mobile	S	126
Supervisor	Hy-Rail Truck	Reading	Reading Mobile	S	N110
Gen. Sig. For.	Sedan	Reading	Reading Mobile	S	154
Maintenance	Truck	Pottsville	Reading Mobile	S	196

ELECTRICAL DEPARTMENT

Electrical Eng.	Sedan	Phila.	Reading Mobile	E	10
Supervisor	Hy-Rail Truck	Phila.	Reading Mobile	E	142
Supervisor	Truck	Phila.	Reading Mobile	E	172

MAINTENANCE OF WAY DEPARTMENT

Asst. Chief Eng. Maint.	Sedan	Phila.	Reading Mobile	M	1
Eng. Track & Struct.	Wagon	Phila.	Reading Mobile	M	10
Eng. Track & Struct.	Wagon	Reading	Reading Mobile	M	24
Eng. Track & Struct.	Sedan	Reading	Reading Mobile	M	11
Asst. Eng. Track & Struct.	Sedan	Phila.	Reading Mobile	M	12
Asst. Eng. Track & Struct.	Sedan	Reading	Reading Mobile	M	23
Asst. Eng. Track & Struct.	Wagon	Reading	Reading Mobile	M	14
Track Supr. "A"	Sedan	Jenkintown	Reading Mobile	M	15
Track Supr. "B"	Sedan	Phila.	Reading Mobile	M	16
Track Supr. "E"	Sedan	Rutherford	Reading Mobile	M	19
Track Supr. "F"	Sedan	Rupert	Reading Mobile	M	20
Track Supr. "D"	Sedan	Reading	Reading Mobile	M	21
Track Supr. "C"	Sedan	Norristown	Reading Mobile	M	22
Master Carpenter	Sedan	Phila.	Reading Mobile	M	17
Master Carpenter	Sedan	Reading	Reading Mobile	M	18
Mine and Tunnel Insp.	Sedan	Reading	Reading Mobile	M	25
Supr. Maint. Equipment	Sedan	Reading	Reading Mobile	M	26
Track Supr. "A"	Truck	Manville	Reading Mobile	M	149
Track Supr. "A"	Hy-Rail Truck	West Trenton	Reading Mobile	M	205
Supervisors	Hy-Rail Wagon	Phila.	Reading Mobile	N	129

ENGINEERING DEPARTMENT

Chief Engineer	Secan	Phila.	Reading Mobile	K	121
Chief Engineer	Hy-Rail Wagon	Phila.	Reading Mobile	K	N105
Chief Engineer	Hy-Rail Wagon	Phila.	Reading Mobile	K	HR2
Chief Engineer	Hy-Rail Wagon	Reading	Reading Mobile	K	N113

PASSENGER AND PHILADELPHIA TERMINAL OPERATIONS DEPARTMENT

Manager	Secan	Phila.	Reading Mobile	T	1
Supt. Psgr. Operations	Sedan	Phila.	Reading Mobile	T	4
Psgr. Tr. Master	Sedan	Phila.	Reading Mobile	T	5
Asst. Psgr. Tr. Master	Sedan	Phila.	Reading Mobile	T	7
Asst. Psgr. Tr. Master	Sedan	Phila.	Reading Mobile	T	6
Terminal Tr. Master	Sedan	Phila.	Reading Mobile	T	10
Train Master	Sedan	Pt. Richmond	Reading Mobile	T	11
Asst. Tr. Master (Day)	Sedan	Pt. Richmond	Reading Mobile	T	12
Asst. Tr. Master (Night)	Secan	Pt. Richmond	Reading Mobile	T	14
Asst. Tr. Master (Night)	Sedan	Pt. Richmond	Reading Mobile	T	15
Asst. Tr. Master	Sedan	West Falls	Reading Mobile	T	32

Revised 1/1/73

Assigned To	Service Type	Location	Call Name	Call Letter	Call Number
Asst. Tr. Master	Sedan	Montgt. Ave.	Reading Mobile	T	33
Asst. Tr. Master	Sedan	Wayne Jct.	Reading Mobile	T	34
Supt. Pt. Richmond	Sedan	Pt. Richmond	Reading Mobile	T	36
Gen. Yd. Master	Sedan	Pt. Richmond	Reading Mobile	T	40
Train Master (Rd. Frt.)	Sedan	Phila.	Reading Mobile	T	42
Asst. Tr. Master	Sedan	N. Y. Br.	Reading Mobile	T	43
Gen. Yd. Master	Sedan	Pt. Reading	Reading Mobile	T	45
Supt. Pt. Reading	Sedan	Pt. Reading	Reading Mobile	T	46

FREIGHT OPERATIONS DEPARTMENT

Manager Frt. Opr.	Sedan	Phila.	Reading Mobile	F	1
Train Master	Sedan	Rutherford	Reading Mobile	F	10
A.T.M. (Night)	Sedan	Rutherford	Reading Mobile	F	11
Gen. Yd. Master	Sedan	Rutherford	Reading Mobile	F	12
Train Master	Sedan	Coatesville	Reading Mobile	F	14
Gen. Yd. Master	Sedan	Coatesville	Reading Mobile	F	15
Asst. Train Master	Sedan	Allentown	Reading Mobile	F	16
Asst. Train Master	Sedan	Newberry	Reading Mobile	F	17
Gen. Yd. Master	Sedan	Newberry	Reading Mobile	F	18
Asst. Train Master	Sedan	Lebanon	Reading Mobile	F	19
Frt. Train Master	Sedan	Erie Ave.	Reading Mobile	F	20
Train Master	Sedan	Bethlehem	Reading Mobile	F	21
Train Master	Sedan	Reading	Reading Mobile	F	24
Asst. Tr. Master (Day)	Sedan	Reading	Reading Mobile	F	25
Asst. Tr. Master (Night)	Sedan	Reading	Reading Mobile	F	26
Tr. Master and Rd. For.	Sedan	Cressona	Reading Mobile	F	27
Tr. Master and Rd. For.	Sedan	St. Nicholas	Reading Mobile	F	28
Gen. Yd. Master	Sedan	New York Br.	Reading Mobile	F	31
Train Master	Sedan	Abrams	Reading Mobile	F	32
Asst. Tr. Master (Night)	Sedan	Bethlehem	Reading Mobile	F	34
Gen. Yd. Master	Sedan	Wilmington	Reading Mobile	F	35
Asst. Tr. Master (Night)	Sedan	Abrams	Reading Mobile	F	35
Train Master	Sedan	Chester	Reading Mobile	F	37

RADIO BASE STATIONS AND CONTROL POINTS

Base	Location	Control Points
Mt. Penn	Reading	Oley Tower Dispatcher Police
Spring St.	Reading	Spring St. Yd. Office Water Station Yd. Office
Sharp Mt. Keffers	Pottsville	West Cressona Yd. Office Schuylkill Haven Agent Dispatcher
Holly	Mt. Holly Springs	Lurgan Tower Dispatcher
Annville	Annville	Lebanon Valley Jct. Lebanon Yd. Office Dispatcher Police
Emmaus	Emmaus	Oley Tower Dispatcher Police
East Hump	Rutherford	East Hump Yd. Office West Hump Yd. Office West End Yd. Office
Molltown	Molltown	Oley Tower Dispatcher Police
Coatesville	Coatesville	"CV" Yd. Office Lukens Steel Yd. Office
Saucon Ck. Abrams	Bethlehem Abrams	Lehigh Yd. Master Office Abrams Yd. Office Norris Tower
Piscataway	Piscataway	Weston Tower Manville Yd. Office Dispatcher

Pt. Reading	Pt. Reading	"RH" Carteret Tower Dispatcher
		Pt. Rdg. Y. M. Office
		Pt. Rdg. Wharfmaster's Office
Penndel	Langhorne	Woodbourne Yd. Office
		Fairless Yd. Office
		Wayne
Gravers	Gravers Station	M/W Control Center
		Mech. Ofc. Allen St.
Chestnut Hill	Philadelphia	Police Wayne Jct.
Frankford	Philadelphia	Frankford Yd. Ofc.
		Trenton Yd. Ofc.
		Somerset Switch Ofc.
Pottstown	Pottstown	Pottstown Yd. Ofc.
Lofty	Lofty	Sch. Haven Agent
		St. Nicholas Yd. Ofc.
		Dispatcher
Wayne	Philadelphia	Wayne Yd. Ofc.
		Nicetown Yd. Ofc.
Darby Creek	Essington	Darby Creek Yd. Ofc.
Clearfield	Philadelphia	Clearfield Yd. Ofc.
Hilltop	Hilltop	Wind
		Dispatcher
Lansdale	Lansdale	Agents Ofc.
		Wind
		Dispatcher
Evergreen	Chestnut Hill	Wind
		Wayne
		Wayne Tr'mstr.
		Nice
		Dispatcher
Pennington	Pennington	Agents Ofc. W. Trenton
		Trenton
		Dispatcher
Montgomery Ave.	Philadelphia	Montgomery Ave. Yd. Ofc.
Wilmington	Wilmington	Wilmington Yd. Ofc.
Pigeon Point	Wilmington	Wharfmaster's Ofc.
West Falls	Philadelphia	West Falls Yd. Ofc.
		Subway Yd. Ofc.
Richmond	Philadelphia	Richmond Yd. Ofc.

18. QUALIFYING AND REQUALIFYING TRAIN SERVICE EMPLOYES

A. Road Engineers and Conductors.

Road engineers and conductors who have successfully passed examination in Operating Book of Rules and physical examination within a required period, will acquaint themselves with the basic characteristics of the railroad over which they are to operate, and will familiarize themselves with all General, Special, and Bulletined instructions pertaining thereto, and as required by the Rules Examiner.

Crew callers must not call an engineer for his first trip without first ascertaining whether the road foreman or his assistant will be available to accompany him on his first trip.

B. All Train Service Employes.

Absent from duty 30 days or more: Will not be permitted to return to duty unless they have qualified before their immediate employing officer on any circulars or notices affecting train movement, or changes in timetable or Book of Rules which may have occurred during their absence. In the event the Rules Examiner is located at the home terminal or at the point serving as the headquarters for the employe, such employe will review his examination with the Rules Examiner.

Absent from duty 180 days or more: Will not be permitted to return to duty until they have qualified under paragraph

(1) of Item B, and in addition must ride on engine or trains over the territory in which they hold permanent seniority to acquaint themselves with any changes in the physical characteristics of the railroad and the signals which may have occurred during their absence.

In service but who for 180 days or more: Have not operated over portions of the territory where their service may be required, shall not accept calls for such service until qualified as outlined under Item A andB (para. 1).

Refamiliarizing or keeping qualified: In order for road engineers and conductors to keep qualified within the period of 180 days, they will be required to ride over the territory presenting the proper form for signature of the assigned conductor or engineer of the trains on which the trips are made, after which the prescribed form will be presented to the employing officer.

C. Rules Governing Train and Engine Service Employes Operating in the State of New Jersey.

Engineers and firemen (helpers) in road service must undergo a physical examination at least every 12 months, and more often at the discretion of the medical examiners when any significant abnormality is in an employe. Medical Examiner will issue a card form indicating date and result of examination. Form must be carried by employe while on duty and presented when requested.

Conductors, engineers, firemen (helpers) and trainmen in road service prior to resuming duty after an absence from duty of 30 days or more, to be examined to ascertain their knowledge and understanding of any changes in Operating Rules or General, Special or Bulletined instructions which may have occurred in their absence.

This examination to be conducted by the Rules Examiner if stationed at employe's terminal. If Rules Examiner is not available the employing officer or his representative may supervise same.

Engineers in road service, on resuming duties after an absence of 6 months or more from the portion of the railroad over which they are to operate must be examined to ascertain whether they are qualified on the physical characteristics of the road over which they will operate. Employes must ride a train over this territory to acquaint themselves with any changes in the physical characteristics and signals which may have occurred in their absence.

Examination must be conducted by the Rules Examiner and includes the provisions of Item B.

When the rules of a carrier permit firemen (helpers) to operate locomotives under the supervision and responsibility of an engineer or otherwise, a fireman (helper), before being permitted to operate a locomotive in road service, shall be qualified on the physical characteristics of the road over which he will operate and shall be subject to requalification after an absence of 6 months or more from the portion of the railroad over which he may be expected to operate a locomotive.

Train and engine road service employes, when off duty for more than 30 days because of sickness or injuries, must be subjected to physical re-examination before resuming work.

Before entering this service all employes involved must be examined, instructed and provided with a copy of Reading Company Rules of the Operating Department.

Rules Examiners will issue card Form 223-4E to employes instructed, which must be carried by employe when on duty and presented upon request. Where information regarding employe's qualifications as to physical characteristics is required, same will be entered on back of form.

19. HIGHWAY GRADE CROSSING INSTRUCTIONS.

A. Operation of Automatic Highway Protection Equipment.

At highway grade crossings protected by flasher signals and/or automatic gates with white lamp on outside of relay

case, lamps are lighted on approach of train. Lamp not lighted must be reported to train dispatcher.

Movements over highway crossings protected by automatic highway protection equipment which operates with, or with and against the current of traffic, are governed as follows:

Automatic highway protection equipment will operate when engine, train or cars occupy track circuits within the limits on various tracks.

An engine or train, having crossed a crossing and having stopped within the limits of control points, shall not recross the crossing, if automatic highway protection equipment has stopped operating, without providing flag protection in accordance with Operating Rule T.

Cars, engines or trains must not be left standing between clearance points specified. Track occupancy between clearance points will cause automatic highway protection equipment to operate continuously while track is occupied between clearance points.

Engines or trains having stopped within the limits of control points for automatic highway protection equipment must approach the crossing prepared to stop if crossing is not properly protected. Engines or trains operating within the limits of control points at less than authorized speed must not increase speed until reaching the crossing.

Movements on side tracks must stop clear of crossing and crew must observe that automatic highway protection equipment is operating properly and that crossing is clear of highway traffic before proceeding onto the crossing. If automatic highway protection equipment does not function as intended, a member of the train or engine crew must protect movements over the crossing in accordance with Operating Rule T.

B. Blocking Highway Crossings.

Train and engine movements over public highway crossings must not unnecessarily interfere with the movement of highway traffic.

When it is known that a highway crossing will be blocked by a train for an excessive length of time a cut must be made for at least the width of the crossing to allow for the passage of highway traffic.

20. MISCELLANEOUS INSTRUCTIONS.

Cars 85 Feet or More in Length.

When cars 85 feet and over are moved on the rear end of freight trains which require assistance of helper engines, assisting engine must not be coupled in on rear end of train. In event cars of this type are moved on or near head end of train, dynamic brake is not to be used.

Hot Journal Detector Systems.

Hot journal detector systems consisting of hot journal detectors and central or wayside readout equipment are in service at locations designated by timetable special instructions.

Where wayside readout equipment (hot journal indicators) is utilized, train and engine crews will be governed by the following instructions:

A steady white light at the above locations, indicates that the Hot Journal Detector has properly scanned the passing train. Rear trainman must observe this light, and if it is not displayed he must notify the Train Dispatcher as soon as practicable.

A rotating amber light at the above locations, will indicate that one or more hot journals have been detected in the passing train.

When rotating amber light is displayed, rear trainman will communicate such information to the engine crew by radio if possible. If unable to communicate with engine crew and train is not properly controlled when approaching and passing indicator board (wayside readout unit) located beyond the detector, train will be brought to rest by use of the conductor's valve.

After train has been inspected, crew will communicate with train dispatcher for instructions.

When rotating white light at top of indicator board is flashing, speed of train must be reduced to permit crew member to read numerals on indicator board to determine location of hot journal. Train will then proceed at restricted speed to the location designated by special instructions, from which point the train dispatcher will be promptly notified and arrangements made to remove car or cars from train.

When steady white light at bottom of indicator board is lighted, in addition to flashing white light at top of indicator board, train must be stopped in the vicinity of indicator board to permit crew member to read both indicator boards to determine location of hot journals. Train will then proceed at restricted speed to the location designated by special instructions, from which point the train dispatcher will be promptly notified and arrangements made to remove car or cars from train.

Numerals on both indicator boards will indicate the AXLE NUMBER of hot journal as counted from the rear of train.

If calculated car does not have a hot journal, journals on 5 adjacent cars ahead and behind must be inspected.

If there are no hot journals indicated in train, the white lights at top and bottom of indicator board will not be illuminated and indicator board will display lighted zero numerals.

Flashing and steady lights will go out and indicator board numerals will be reset automatically after rear of train passes the indicator board location.

Trains and engines encountering a dark indicator board must promptly report same to the train dispatcher.

The presence of hot journal detector systems does not in any manner relieve train and engine crews from carefully observing their train enroute, in accordance with the provisions of Operating Rule S.

Interlocking:

A car or cars must not be detached and left standing within Interlocking Limits at any rail crossing at grade.

Miscellaneous Flag Protection.

Employes assigned to provide flag protection for outside contractors engaged in construction and similar activities on or adjacent to Reading Company property are responsible for maintaining safety of operations of the railroad and will comply with instructions of the train dispatcher in this regard.

No activities by contractors will be permitted which will foul tracks or otherwise endanger train and engine movements until the train dispatcher has been fully informed of the situation and has given permission for the contractor to work.

Employes performing flagging duties for contractors must keep themselves fully informed as to train and engine movements expected in the work area and notify contractor sufficiently in advance to minimize train delays and to avoid accident.

Telephone Enclosures.

All telephone enclosures must be closed and locked when not in use.

Track Scales:

Except as otherwise provided for weighing operations, maximum speed for trains and engines operating over the live rails of all track scales is 5 m.p.h. and not to exceed 10 m.p.h. over the dead rails. Dead rails over track scales must be used for all movements not involved in weighing operations.

Unattended Equipment.

State of New Jersey.

The following Diesel Locomotives are equipped with two wheel blocks: Nos. 10 to 15, 90 to 92, 100 to 104, 461 to 469, 500 to 524, 600 to 636, 1510 and 2701 to 2719. These blocks will be stored in an appropriate place stencilled "Wheel Blocks".

All Rail Diesel cars and Multiple Unit Electric cars are also equipped with two wheel blocks which will be stored under the long seat of Rail Diesel Cars and in toilet room of Multiple Unit Electric Cars.

When tying down or leaving any of the above equipment unattended on tracks not equipped with derails in derailing position within the State of New Jersey, in addition to hand brakes, wheel blocks must also be used. Wheel blocks must be returned to designated storage location when not in use.

SPECIAL PRECAUTIONS FOR WINTER OPERATION EFFECTIVE BETWEEN OCTOBER 1 AND APRIL 30:

Movement of Equipment.

Crews switching over road crossings should make certain that flangeways are clear of snow and ice before attempting to move.

Care should be exercised by all crews in the handling of switches that are not clear of ice and snow. Closed switch points should be examined to make certain that they fit securely against the stock rails before movement is made through the switches.

Motive Power-Diesel.

Diesel engines in locomotives and RDB cars must not be shut down, except in emergency, to prevent damage to engines.

When necessary to shut diesel engine down or engine fails due to mechanical or electrical trouble and cannot be restarted, Train Dispatcher must be notified immediately so that proper action can be taken to prevent damage.

Employes whose duties require them to leave an unattended diesel locomotive with diesel engine idling, will be governed by Timetable General Instructions 10-C, pages 20 and 21.

Tags, plainly marked, will be attached to water tank filling pipe and control switch, to inform all concerned that system is drained and steam generator is not to be operated.

When operating steam generator on diesel locomotive, light or coupled to train, in freezing weather, the steam admission valve No. 10 (round handle) to heat exchanger and radiation equipment and valve 15 (cross handle) must be opened.

If for any reason a multiple unit locomotive (two or more units) does not have all steam generators in operation, the following procedure must be carried out:

Open layover valve No. 6 (round handle) on the unit with steam generator shut down.

Open inlet valve No. 10 (round handle) on the unit with steam generator shut down.

Check that stand-by steam admission valve No. 28 (round handle) and coil blow-down valve No. 2 (lever type) are closed.

Caution: When uncoupling the steam train line, the steam valve No. 15 (cross handle) to radiation feeding steam admission valve No. 10 (round handle) and layover valve No. 6 (round handle) must be closed account stand-by steam admission valve No. 28 (round handle) being open; thereby preventing steam by-passing to the steam train line.

During freezing weather on arrival at terminal point and locomotive is uncoupled from train, if remote control push button (located in cab) has been operated to shut off steam to train line, the stop and check valve No. 15 (cross handle) must be closed and the remote control valve in steam generator compartment must be reset. Sufficient steam can then be admitted through the stop and check valve No. 15 (cross handle) to the train line to prevent freezing. This can be determined by the amount of steam blowing to atmosphere through the free end of each steam coupling at front and rear of locomotive. Both steam train line end valves must be fully open at all times when not coupled to and heating trains.

Electric Train Operation.

When sufficient ice forms on pantographs they will sag away from the contact wire. Trouble may be experienced due to pantographs failing to raise after train passes under an overhead bridge where wire is depressed.

Engineer or crew member noticing a continuous arcing at the pantographs when train is not in motion must immediately drop the pantographs. Such arcing is caused by pantographs coming away from the wires a short distance due to ice weight or due to ice on the pantograph shoe acting as an insulation. If such arcing is permitted to continue, the contact wire may be burned.

When the ice load on the pantograph becomes so heavy as to cause it to lower, the master controller must be shut off and an attempt made to remove the ice by raising and lowering pantograph several times. If it cannot be removed in this manner, the train must be stopped, if possible, under a contact wire which is five (5) feet or more above the car roof and pantographs raised and lowered by use of pantograph hook stick.

In the event it is impossible to drop pantographs from the wire or fittings at least three (3) feet by means of the hook stick, engineer or train crew must communicate with Train Dispatcher, requesting services of a Class 1 employee who will ground overhead wires and clean pantographs to permit movement of train.

When ice begins to form on the overhead wires engineer will, without awaiting further orders, immediately raise all pantographs in his train and arrange to notify Train Dispatcher of condition.

MU Electric Car Heating.

Reports of car heating defects must be made at the end of the trip so that check can be made to see if thermostats are properly functioning.

The following detailed instructions must be observed:

Engineers

Except on cars equipped with Air Conditioning, Train Heat Switch should be turned Off as follows:

All Inbound Norristown trains at 28th Street Jct.
All Inbound Chestnut Hill trains at Fishers.
All other Inbound trains at Logan.
All Outbound trains whose cars go into storage as follows:
West Trenton trains off at Langhorne.
Doylestown trains off at New Britain.
Lansdale trains off at Ambler.
Hatboro trains off at Roslyn.
Chestnut Hill trains off at Stenton.
Norristown trains off at Conshohocken.

Conductors and Trainmen

The Car Heat Switch is located in the lighting panel and when off, cuts off all heat in the car regardless of the position of all other heat control devices. When Car Heat Switch is on, all heat is controlled by the thermostats if the train heat switch in the engineer's cab is on and the engineer's plug is either in the half-way or full position. In the latter case, 65 degrees will be maintained by the thermostat.

This car heat switch should be turned off as follows:

Between 7:00 A.M. and 9:00 A.M. and between 4:00 P.M. and 6:00 P.M. unless absolutely required.

In all Deadhead Cars in revenue trains.

At North Broad Street on all inbound trains (can be done when lights are turned on).

At same points as train heat switch on cars to be dropped for storage.

Doors should be closed as much as possible to conserve heat. The forward door of each car should be kept closed while loading at terminals and the rear doors should also be kept closed as much as possible. During the heating season, the practice of latching the car doors open when announcing stations and leaving them open will be discontinued.

Continuous Welded Rail (CWR) Cars.

1. CWR cars must move as a unit, loaded or empty. Couplers between these cars are blocked and wired.
In the event a car must be shopped during movement, the entire unit must be set off, and the Train Dispatcher notified immediately.

2. Loaded CWR cars must move as a special train which must not exceed a speed of 25 M.P.H.

3. Train and engine crew handling loaded CWR trains will comply with instructions issued by Maintenance of Way Representative accompanying train, consistent with Operating Rules and Special Instructions.

4. When loaded CWR trains are being unloaded, train will be operated with a locomotive equipped with hump control, and directed by Maintenance of Way Representative accompanying train.

5. Empty CWR cars must be moved on rear end of train. Train must not exceed a speed of 25 M.P.H.

Intentionally
Blank

BETHLEHEM BRANCH
Willow Street – Bethlehem

Willow Street to Jenkin is Eastward
Jenkin to Bethlehem is Westward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.6				Yard	WILLOW STREET		
+0.8				Rules	BERKS STREET		
+0.1		X		Rules	ERIE		
+0.7	7.0	X		261-264	TABOR JUNCTION	1	
+1.2	7.4				FERN ROCK		
+0.7	8.4				MELROSE PARK		
−0.3	9.2				ELKINS PARK		
+0.4	10.8				JENKINTOWN		W16
+0.8	10.9	X			JENKIN		
+0.9	11.9				GLENSIDE		E35
+1.0	12.1	X			CARMEL		
+0.3	13.0				NORTH HILLS		
−0.8	13.8		X		ORELAND		
−0.8	14.8				FELLWICK		
−0.2	15.9				FT. WASHINGTON		
+0.6	17.3		X	Automatic Block Signals	AMBLER	2	W70; E44
+0.7	18.8			Rules 251-254	PENLLYN		
+0.7	20.0				GWYNEDD VALLEY		
+1.1	22.4		X		NORTH WALES		
+0.2	23.5				PENNBROCK		
−0.5	24.2	X			DALE		
−0.7	24.4				LANSDALE		Yard
−0.3	27.1				HATFIELD		
+1.2	29.6				SOUDERTON		
+0.2	30.9				TELFORD		M80
−0.9	33.6				SELLERSVILLE		
+1.1	35.0				PERKASIE		
+1.1	35.5	X			KASIE	1	
+1.2	37.2				ROCKHILL		
+0.1	40.2		X		QUAKERTOWN		W35; E42
+0.7	44.8				HILLTOP		W36
−1.0	47.6				CENTRE VALLEY	2	
−0.5	52.6	X			HELLERTOWN		
−0.2	54.3	X	X		LEHIGH		Yard
−1.0	55.7	X		A.B.S.	EAST THIRD ST.		
+0.2	56.5	X		*	WEST THIRD ST.	1	
−0.7	56.6	X			BETHLEHEM		

* NOTE:

Rules 251-254 are in effect on—
Tracks 1 and 2, between Lehigh and East Third Street
Rules 261-264 are in effect on—
Single main track between Erie and Tabor Jct.
Single main track, between East Third Street and Bethlehem

NOTE: The following locations are controlled from WIND:
Ambler Eastward and Westward Home signals east of Ambler station.

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extra	Relief Trains	All Trains
Between Willow Street and Tabor Jct.				15
Between Tabor Jct. and Jenkin	60	45	25	
Between Melrose Park Station and Jenkin, No. 2 Track	70			
Jenkin: Within interlocking limits	35	35		
Between Jenkin and Lehigh	50	40	25	
Carmel: To and From New Hope Branch				20
Lansdale:				
Within Borough limits	40	40		
To and From Doylestown and Stony Creek Branches				15
Kasie: Within interlocking limits				25
Hellertown: Diverging routes				20
Lehigh: Diverging routes				10
Between Lehigh and East Third Street	40	40	25	
Between East Third Street and Adams Street	30	30	25	
Between Adams Street and C.N.J. Railroad				15
From Coach Yard to West Third Street				5
All trains handling one or more loaded open top hopper cars.		35		
THE FOLLOWING ADDITIONAL RESTRICTIONS APPLY TO TRAINS RUNNING AGAINST THE CURRENT OF TRAFFIC:				
Ambler—Butler Avenue:				
760 feet from crossing to the crossing				15
Souderton—Central Ave. No. 2 Track:				
1720 feet from crossing to the crossing				25
Quakertown—Hellertown Avenue:				
850 feet from crossing to the crossing				10
Quakertown—East Broad Street:				
660 feet from crossing to the crossing				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Between Willow Street and Tabor Jct.

Lansdale—1974 feet east of and 4133 feet west of Lansdale station.

Bethlehem—235 feet east of Hellertown and Bethlehem station.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Lehigh-Operator:

Lehigh—East Third Street.

4. Engines Not Permitted to Operate.

Between Willow Street and Berks Street:

900–903	5300–5311
3600–3656	6300–6304
5201–5212	7600–7604

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Willow Street and Erie:

444–524	3600–3656
600–636	5201–5212
660–666	5300–5311
1501–1520	6300–6304
2701–2719	7600–7604
2751–2760	9151–9166

Between Erie and Tabor Jct.:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

Between Tabor Jct. and Jenkin:

5211–5212
5300–5311
6300–6304
7600–7604

Between Jenkin and Bethlehem:

444–524	3600–3656
600–666	5201–5212
900–903	5300–5311
1501–1520	6300–6304
2701–2719	7600–7604
2751–2760	

6. Maximum Gross Weight of Car and Lading.

Between Willow Street and Bethlehem:
263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Between Willow Street and Berks Street:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Willow Street and Berks Street:
90901

Between Berks and Erie:
90901, 90906

Between Erie and Tabor Jct:
90906

Between Tabor Jct. and Bethlehem:
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
Mt. Pleasant Avenue	2786' W. Ambler
Church Rd.	83' E. Pennbrook
Hancock Ave.	1218' W. Pennbrook
Eighth St.	4170' W. Lansdale
Hawkins Rd.	8221' W. Lansdale
Orvilla Rd.	8571' W. Lansdale
Meetinghouse Rd.	5780' W. Telford
Clymers Ave.	2394' E. Sellersville
Park Ave.	1964' E. Perkasie
Foulks Rd.	7948' E. Quakertown
Fairview Rd.	1929' E. Quakertown
Mill Street	1912' E. Quakertown
California Rd.	11400' W. Quakertown
Shelly Road	18325' W. Quakertown
Landis Station	8300' W. Centre Valley
Coopersburg Road	2840' E. Centre Valley
Hellertown Road	1970' E. Centre Valley
Country Club Road	10750' W. Centre Valley
Ehrhardts Road	8550' E. Hellertown
Myers Road	6050' E. Hellertown
Water Street	1168' E. Hellertown
Walnut Street	3631' E. Hellertown

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Master Street	at American Street, Phila.
Jefferson Street	at American Street, Phila.
Oxford Street	at American Street, Phila.
Columbia Avenue	at American Street, Phila.
Berks Street	at American Street, Phila.
Norris Street	at American Street, Phila.
Diamond Street	at American Street, Phila.
Susquehanna Avenue	at American Street, Phila.
Dauphin Street	at American Street, Phila.
York Street	at American Street, Phila.
Cumberland Street	at American Street, Phila.
Huntingdon Street	at American Street, Phila.
Lehigh Avenue	at American Street, Phila.
Somerset Street	at American Street, Phila.
Cambria Street	at American Street, Phila.
Indiana Avenue	at American Street, Phila.
Philadelphia Electric Co.	W. Jenkintown
Rice's Mill Road	2500' W. Jenkintown
Butler Avenue	97' W. Ambler
Gwynedd Pk.	183' E. Gwynedd Valley
Main Street	1500' E. N. Wales
Second Street	1238' E. N. Wales
Third Street	946' E. N. Wales

Name of Crossing	Location
Walnut Street	346' E. N. Wales
Beaver Street	388' W. N. Wales
Broad Street	904' E. Lansdale
Main Street	300' E. Lansdale
Cannon Ave.	2469' W. Lansdale
Vine Street	2576' E. Hatfield
Main Street	1922' E. Hatfield
Unionville Pk.	1124' W. Hatfield
Bergey Road	4566' W. Hatfield
Township Line Road	4900' E. Souderton
Broad Street	Souderton
Central Avenue	1725' W. Souderton
Reliance Road	3150' E. Telford
Third Street	1347' E. Telford
Main Street	120' W. Telford
Market Street	238' W. Perkasie
Hellertown Ave.	1128' E. Quakertown
East Broad St.	173' W. Quakertown
Station Avenue	9265' W. Centre Valley
Station Avenue	123' E. Centre Valley
Friedensville Rd.	5264' W. Centre Valley
E. Third Street	5173' E. Bethlehem
Hayes Street	4939' E. Bethlehem
Buchanan Street	4060' E. Bethlehem
Pierce Street	3692' E. Bethlehem
Filmore Street	3337' E. Bethlehem
Polk Street	2978' E. Bethlehem
Taylor Street	2619' E. Bethlehem
Webster Street	2250' E. Bethlehem
Adams Street	1889' E. Bethlehem
New Street	1521' E. Bethlehem
W. Third Street	936' E. Bethlehem

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Berks St.—Lehigh Ave:

Talk-back speakers and telephones with connection to watchmen at Berks Street and Lehigh Ave. are located inside telephone enclosures on pipe standards located at York St., Cumberland St., Susquehanna Ave., Diamond St., Norris St., Huntingdon St., Indiana Ave., Cambria St. and Somerset St. To contact watchmen at Berks Street and Lehigh Ave. by talk-back speaker, press push-to-talk button located on mast.

Trains intending to make movements on any track over any of these crossings shall approach the crossing prepared to STOP. If gates are not in lowered position and amber gate down lights, located on track side of gate mast on either side of crossing, are not flashing, trains shall stop clear of crossing and crew will contact watchman at Berks Street by talk-back speaker or telephone.

Westward movement on running track at Master Street must stop with leading end of engine or train clear of crossing and crew must observe that gates are in full lowered position and crossing is clear of highway traffic before proceeding on to the crossing.

Ambler:

All engines or trains switching, picking up or setting out cars in the vicinity of Ambler must approach Butler Ave. crossing prepared to stop and must not move onto the crossing until gates are fully lowered and crossing is clear of highway traffic.

North Wales:

At Main Street (1558' east of).
Second Street (1238' east of).
Third Street (946' east of).
Walnut Street (346' east of).
Beaver Street (388' west of).

Eastward trains on No. 2 track making station stop at North Wales, must not exceed a speed of 25 miles per hour between a point 1900 feet west of North Wales station, as designated by sign located adjacent to No. 2 track and North Wales station. Train must stop with leading end of train west of (c) sign, located west of Walnut Street.

Eastward trains making station stop at North Wales station must not exceed a speed of 30 miles per hour between North Wales station and Main Street crossing located 1558 feet east of North Wales station.

Engines or trains approaching these crossings against the current of traffic on No. 2 track must not exceed a speed of 30 miles per hour between a location 1320 feet east of Main Street and Beaver Street and on No. 1 track between a location 1330 feet west of Beaver Street and Main Street. After lead end of train moving westward on No. 2 track has passed Beaver Street or lead end of train moving eastward on No. 1 track has passed Main Street, speed may be increased.

Quakertown:

At East Broad Street 173 ft. West of station—

Westward trains which will consume less than 2 minutes for station stop at Quakertown shall stop with lead wheels of engine west of (C) sign located east of crossing. Trains which will consume 2 minutes or more shall stop with lead wheels of engine east of (C) sign located east of crossing. When ready to proceed, train shall move west of (C) sign but make a second stop clear of crossing and wait until crossing is fully protected by gates and is clear of highway traffic before proceeding. Conductors will notify engineers if any unusual station work is expected which would result in long station stop.

Hellertown:

Westward freight trains making stop at Hellertown for any reason must stop clear of Water Street crossing 1080 feet east of Hellertown station and call yardmaster Saucon Creek for instructions.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Willow St.—Fairhill Jct:

All crossings not protected by a watchman or automatic protection devices.

Lansdale:

5th St.—yard track
8th St.—track to Huntington Laboratories

Bethlehem:

2nd St.—track leading to Bethlehem Foundry.
Station—private crossing for Bethlehem Steel, #2 Coach Yard track.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
3961 ft. east of Erie	Wayne
1007 ft. west of Glenside	Wind
780 ft. east of Dale	Wind
745 ft. west of Perkasie station	Lehigh
1575 ft. west of Perkasie station	Lehigh
435 ft. west of Hellertown	Lehigh
456 ft. west of Hellertown (Crossover)	Lehigh
2150 ft. west of Hellertown	Lehigh
2660 ft. west of Hellertown	Lehigh
3370 ft. west of Hellertown	Lehigh
837 ft. east of Bethlehem	Lehigh

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

1694 ft. east of Erie
1843 ft. east of Erie
5416 ft. east of Erie
5521 ft. east of Erie
7225 ft. east of Erie
2380 ft. west of Tabor Jct.
1100 ft. west of Tabor Jct.
190 ft. west of Tabor Jct.

14. Location of Dual Controlled Switches. (see Rule 104b).

Hellertown

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

Detector on No. 1 track, 1,145 feet west of Lansdale, with hot journal indicator at Automatic Signal 339 on No. 1 Track, 940 feet east of Hatfield.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions, proceeding to and reporting from Telford Siding.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Noble Street, Yardmaster's Office	x	x	
Montgomery Avenue, Yardmaster's Office	x	x	
Lansdale, Ticket Office	x	x	
Bethlehem, (Saucon Creek):			
Yardmaster's Office	x	x	
Engine House	x	x	

18. Wayside Telephones.

Location	Connects With
Indiana Avenue	Montgomery Avenue yardmaster
American and Dauphin Sts.	Montgomery Avenue yardmaster
Erie	Montgomery Avenue yardmaster and Wayne
East of 5th St. bridge	Montgomery Avenue yardmaster and Wayne
Signal Y50—Pole box	Montgomery Avenue yardmaster and Wayne

Location	Connects With
Fern Rock—Pole box, W.B. side	Dispatcher
Melrose Park—West of station	Dispatcher
Elkins Park—At crossover switch	Dispatcher
Ogontz—936 feet W. Church Rd.	Dispatcher
Chelten Hills Siding—Pole box	Wind
Jenkintown—West end Wye	Dispatcher
Jenkin—East and west Interlocking signals	Wind
Glenside Wye switch	Wind
Glenside—Carmel Interlocking signal	Wind
North Hills—Pole box	Dispatcher
Oreland—West end yard	Dispatcher
Fort Washington—On face of station building	Dispatcher
Ambler:	
Westward signal	Wind
In station shelter E.B. side	Dispatcher
Switchman's cabin, adjacent to crossover	Dispatcher
Penllyn—Pole box	Dispatcher
Gwynedd Valley—West of crossover	Dispatcher
North Wales:	
2nd St. crossing E.B.	Wind
Beaver St. crossing E.B.	Wind
Lansdale:	
West end yard	Dispatcher
West end yard	Wind
Wye	Wind
Hatfield—On face of station building	Dispatcher
Souderton—East of R. T. French siding	Dispatcher
Telford:	
On face of station building	Dispatcher
Middle siding, east and west end	Dispatcher
Telford Siding—East and west end	Lehigh
Sellersville—On face of station building	Dispatcher
Perkasie:	
Opposite westward block signal	Lehigh
Wall of station	Dispatcher
Opposite westward home signal	Dispatcher
Pole box east end of tunnel	Dispatcher
Tunnel, east and west end	Lehigh
West end tunnel	Dispatcher
Rock Hill—Pumping Station	Dispatcher
Rock Hill—Pumping Station	Lehigh
Quakertown—On face of station building	Dispatcher
Quakertown--7600 feet west of	Lehigh
Shelly—Pole box E.B. side	Dispatcher
Hilltop—West end siding	Dispatcher
Pole 45/27 W. of Hilltop	Dispatcher
Centre Valley—Pole box	Dispatcher
Pole 50/28 E. of Hellertown	Dispatcher
Hellertown—Eastward and westward Home signals	Lehigh
Saucon Yard—East end	Dispatcher
Bethlehem:	
1800 feet east of East Third St. crossing	Lehigh
Harrison Street	Lehigh
Adams St. crossing	Lehigh
West Third Street	Lehigh
East end station platform	Lehigh
L.V.R.R. crossing—Box	Easton (L.V.)

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Erie	Wayne
Tabor Jct.	Wayne
Jenkin	Wind
Carmel	Wind
Dale	Wind
Kasie	Lehigh
Hellertown	Lehigh
Lehigh	Lehigh
East Third St.	Lehigh
West Third St.	Lehigh

21. Miscellaneous Instructions.

Berks Street to Willow and Noble Streets:

Trains and engines must not pass equipment on 28° curve west of Master Street.

Trains and engines must not pass equipment between Van Horn Street and Laurel Street.

Fairhill Junction:

The movement of trains and engines through the Richmond Branch Connection Track will be authorized by the operator at Wayne.

Crews using switches on the Richmond Branch Connection Track must contact operator at Wayne for permission and report to Wayne when clear of Richmond Branch Connection.

Color light signal governing approach to Erie Interlocking signal, controlling movements from the Richmond Branch Connection Track to the Bethlehem Branch, is located 1000 feet in advance of Erie Interlocking.

Operating Rules 281, Figure G, and 285A apply.

Tonnage trains encountering a "Caution" (Rule 285A) indication on this signal will stop and a member of the crew must communicate with the operator at Wayne for instructions.

Tabor Junction:

Tonnage trains encountering "Approach" (Rule 285) or "Stop and Proceed" (Rule 291) indication on automatic signal Y50 will stop and immediately contact operator at Wayne for instructions.

Lansdale:

Westward MU trains may operate on main tracks to a Point 325 feet west of Lansdale station as designated by sign "End of Contact Wire" suspended between No. 1 and No. 2 tracks.

Kasie:

When a passenger train is stopped inside Perkasie Tunnel for any reason it may back out to clear the tunnel and then communicate with the operator at Lehigh for instructions.

Quakertown:

When passing through Borough of Quakertown, toilets in all passenger trains will be locked and kept locked to protect public water supply.

Bethlehem:

When a train or engine is stopped by a signal displaying STOP (Rule 292) at the Lehigh Valley Railroad remotely controlled Bethlehem Interlocking a member of the train or engine crew must promptly communicate with the Lehigh Valley Railroad Easton Control Point by wayside telephone for instructions.

When a member of the train or engine crew is fully informed of the situation and permission is received in proper form (Lehigh Valley Railroad Clearance Form C, line 7) train or engine may proceed as authorized at restricted speed.

A supply of Lehigh Valley Railroad Clearance Form C is located in wayside telephone box adjacent to rail crossing at grade.

BLOOMSBURG BRANCH
Rupert – Bloomsburg

Rupert to Bloomsburg is Westward

Grade	Distance from Rupert	Interlocking (Rules 665-672)	Train Order Offices	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0			Yard	RUPERT	1	
--0.7	1.6			Rules	BLOOMSBURG		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Rupert and Bloomsburg				15

Yard speed will govern on all other tracks.

2. Yard Limits.

From 170 feet east of Rupert station to Bloomsburg station.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

Between Rupert and Bloomsburg:

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Rupert and Bloomsburg:

600–636
660–666
900–907
9151–9166

6. Maximum Gross Weight of Car and Lading.

Between Rupert and Bloomsburg:

220,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Between Rupert and Bloomsburg:
90901

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Rupert and Bloomsburg:
90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Rupert station	x	x	

18. Wayside Telephones.

None

19. Bell Telephones.

Location	Exchange	Number
Bloomsburg Freight Station	Bloomsburg	784-4090

20. Interlocking.

None

21. Miscellaneous Instructions.

None

BLUE LINE CONNECTING BRANCH
Nice – Wayne

Nice to Wayne is Eastward

Grade	Distance from Nice	Interlocking (Rules 685-872)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+1.6	0.7	X X	X X	A.B.S. Rules 261-264	NICE WAYNE	1	

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Nice and Wayne				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Nice to Wayne

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

444–524
5201–5210

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Nicetown Jct.:			
Nice	x		
Yardmaster's office	x	x	
Wayne Jct.:			
Wayne	x		
Yardmaster's office	x	x	

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Nice	Nice
Wayne	Wayne

21. Miscellaneous Instructions.

None

CATASAUQUA and FOGELSVILLE BRANCH
Catasauqua – Alburtis

Catasauqua to Alburtis is Westward

Grade	Distance from Catasauqua	Interlocking (Rules 605–672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+1.28	0.0			Yard Rules	CATASAUQUA		
+1.28	1.4			Time Table & Train Orders	MICKLEY'S	1	
−0.56	3.3				SEIPLE		
+1.22	6.3				WALBERT		
−0.62	8.5		X		CHAPMAN		
−0.85	10.1				KRAFT		
−0.86	11.1				TREXLERTOWN		
+1.25	14.1	X			ALBURTIS		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Alburtis and Catasauqua	30	30	20	

Yard speed will govern on all other tracks.

2. Yard Limits.

Catasauqua—Lehigh Valley R.R. crossing to Yard Limit sign at Mickley's.

Alburtis—C. & F. Branch—1393 feet west of Alburtis station, along East Penn Branch, to 4665 feet east of station.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Alburtis and Catasauqua:

444–524	5201–5212
600–636	5300–5311
660–666	6300–6304
900–903	7600–7604
3600–3656	9151–9166

Chapman Industrial Track:

444–524 600–636	660–666

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Scheirers	2270' E. Seiple
Seiple	30' W. Seiple
Walberts	208' E. Walberts
Chapman	87' W. Chapman
Merkel	7270 W. Trexlertown
Macungie	7845' E. Alburtis
Alburtis-Macungie Rd.	630' E. Alburtis
Main Street	85' W. Alburtis

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Chapman:

Lehigh's Economic Advancement Project Inc. Track

At State Highway Route No. 100 Public Grade Crossing, manually operated cantilever mounted highway flashing light railroad crossing warning signals are in service.

Movements across State Highway Route No. 100, except in extreme emergency, shall be made only between the hours of 9:00 A.M. and 3:00 P.M., and/or between the hours of 9:00 P.M. and 6:00 A.M.

Switch key operated controller boxes are located on each highway crossing warning signal mast.

Engines or trains intending to operate over highway crossing in either direction, will stop clear of crossing, and the following procedure will be adhered to:

1. A member of engine or train crew will insert switch key in receptacle in controller box marked START, and turn key in a clockwise direction, and will observe that highway crossing warning signals are operating. Key may then be removed.

2. After observing the highway crossing flashing signals are operating, and after all highway traffic is stopped, engine or train may proceed over crossing, preceded by a member of crew in accordance with Operating Rule T. If highway crossing warning flasher signals fail to operate after start has been initiated, movement over crossing must be in accordance with Operating Rule T, and the condition reported to the Train Dispatcher.

3. After entire movement has cleared highway crossing, member of crew will insert switch key in receptacle in controller box marked STOP, on highway crossing signal mast located on leaving side of crossing. Turn switch key in clockwise direction in order to stop flashing warning signals from operating.

4. White light attached to side of relay case is lighted when flashing highway warning signals are operating, and power conditions are normal. If white light is not lighted when flashing highway warning signals are operating, the condition must be reported to the Train Dispatcher.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Seiple, 4217 ft. west of, Trojan Crossing.

Chapman:

Lehigh's Economic Advancement Project Inc. Track.
Snowdrift Road, 2190 feet west of switch in Main Track.
Route 100, 5822 feet west of switch in Main Track.

Olin Mathieson Side Track.
Private crossings, 1610 feet and 1932 feet west of switch in Main Track.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

None

18. Wayside Telephones.

None

19. Bell Telephones.

Location	Number
Chapman—In box in north wall of station building	395-1092
Catasauqua—Eberhards Crossing in pole box at road crossing	264-9361

20. Interlocking.

Location	Controlled From
Alburtis	Oley

21. Miscellaneous Instructions.

Catasauqua—Engines enroute to or from Hokendauqua engine house must stop not less than 50 feet from Lehigh Valley R.R. crossing at lower end of Biery Yard.

A member of crew with red flag by day—red light and white light by night—must be stationed on crossing and remain on crossing entire period any part of crossing is occupied by engine or cars.

CATAWISSA BRANCH
Barns—Newberry Jct. via Catawissa

Barns to Newberry Jct. is Westward

Grade	Distance from Philadelphia	Interlocking (Rules 685-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+1.5	103.0	X		Time Table and Train Orders	BARNS		
+1.6	103.7				E. MAHANOY JCT.		
+1.6	105.4				HAUCKS		
+1.1	106.7				TAMANEND		
-1.3	107.5				QUAKAKE		
+1.3	109.2				HAZLETON JCT.		
+1.3	110.4				LOFTY		
-0.6	115.0				GIRARD		
0.8	118.5				BRANDONVILLE		
—0.8	123.5				RINGTOWN		74
—1.0	127.7				RARICKS		
-0.9	131.2				BEAVER VALLEY	1	
-0.9	135.1				SHUMANS		
—0.8	139.8				MAINVILLE		
—0.8	145.4				CATAWISSA		
—0.8	146.5	X			NORCA		109
+0.9	147.2				RUPERT		
+1.1	150.5				GROVANIA		
-0.9	155.0				DANVILLE		
+0.8	157.1				MAUSDALE		
+0.8	151.2				MOORESBURG		
1.0	169.8	X	X	Rules 251-264	MILTON TOWER		
-0.9	170.0				MILTON BRANCH JCT.		
+0.4	170.8	X		Rules 251-254	WEST MILTON	2	
+0.2	172.1				NEW COLUMBIA		
—0.3	172.3	X			NEWCO		
0.3	175.0				WHITE DEER		
+0.3	177.4				ALLENWOOD		
-0.2	181.0	X		Rules 261-264	MONTY		
—0.2	182.0				MONTGOMERY	1	
+0.3	186.9		X		MUNCY		211
-0.4	189.5				HALLS		
+0.4	194.0				FAIRFIELD		
-0.2	195.2				MONTOURSVILLE		
-0.2	197.3	X		Rules 251-254	TOURS		
+0.2	198.4	X			WILLS		
—0.3	199.3				WILLIAMSPORT	2	
+0.3	202.0			Rule 93	NEWBERRY		
+0.2	202.8		X		NEWBERRY JCT.		

NOTE: The following location is controlled from point indicated:
Fairfield - Milton Tower

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Barns and Rupert	30	30	25	
East Mahanoy Jct.:				
Between Pole 103/24 and Pole 103/30				25
Hazleton Jct.:				
Between Pole 109/34 and Pole 110/02				15
Lofty:				
Within tunnel				15
East of Girard:				
Between Pole 114/06 and Pole 114/17				15
East of Ringtown:				
Reverse curves				15
Raricks:				
First curve east of				25
Shumans:				
Curves at tunnel				15
Mainville:				
Between Pole 138/15 and Pole 138/25				15
Catawissa:				
Eastward from Norca siding to main track until engine passes over Main Street crossing				5
Eastward from Norca siding to main track after engine passes over Main Street crossing				15
Norca:				
Over Penn Central crossing				15
Between Rupert and Newberry Jct.	35	35	25	
Rupert:				
First curve west of	30	30		
Danville:				
Over crossings within Borough limits				25
Between Milton and West Milton	30	30	25	
Milton Tower:				
Over Penn Central Crossing				10
Williamsport:				
Between Pole 200/21 and Pole 200/41				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Haucks:

Catawissa Branch—From 350 feet east of Haucks crossing to 7,827 feet west of the crossing.

Rupert—Bloomsburg Branch—From 170 feet east of Rupert to Bloomsburg.

Milton—From Dougal to West Milton, including Milton and Dougal Industrial Tracks.

West Milton—From 1,557 feet east of West Milton to 400 feet west of New Columbia.

Newberry Junction—From 9,280 feet east of Wills to Newberry Junction.

3. Employes Designated to Authorize FORM TD-116 under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Lofty and Catawissa:

900–903

Between Catawissa and West Milton:

444–524
900–903

Between West Milton and Newberry Jct.:

900–903
3600–3656
5201–5212
5300–5311
6300–6304
7600–7604
9155–9166

Milton Industrial Track:

900–903
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Milton Industrial Track:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Barns and Lofty:
90906

Between Catawissa and West Milton:
90901, 90906

Between West Milton and Newberry Jct.:
90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
State Highway	2060' W. East Mahanoy Jct.
Fritz	3310' W. East Mahanoy Jct.
Delano Road	1420' E. Quakake
State Highway	270' W. Lofty
Brandonville	70' W. Brandonville
Krebs	130' W. Krebs
Shenandoah	2960' E. Ringtown
Paper Mill	5340' E. Catawissa

Name of Crossing	Location
Main Street	580' E. Catawissa
River Road	1050' E. Rupert
Railroad Street	80' W. Danville
Bloom Street	1600' W. Danville
Center Street	2020' W. Danville
Spruce Street	2340' W. Danville
Mill Street	4195' W. Danville
Mausdale	350' W. Mausdale
Church Street	2880' W. Mausdale
Simingtons	5690' E. Mooresburg
Mooresburg	100' W. Mooresburg
Cummings	3200' W. Mooresburg
State Highway	5090' W. Pottsgrove
Broad Street	66' E. West Milton
Main Street	940' W. New Columbia
Ranecks	2380' W. New Columbia
Allenwood	540' E. Allenwood
Second Street	80' E. Montgomery
Thomas Avenue	2950' W. Montgomery
Thomas Road	5680' W. Montgomery
Saegers	140' W. Saegers
Port Penn Road	1390' E. Muncy
State Highway	1860' W. Muncy
Loyalsock Avenue	60' W. Montoursville
Millards Lane	8340' E. Williamsport
River Road	6530' E. Williamsport
Chestnut Street	5440' E. Williamsport
Maynard Street	5705' W. Williamsport
Arch Street	55' E. Newberry
Depot Street	430' W. Newberry
Howard Street	1040' W. Newberry

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Catawissa:

Westward trains with set-off or pick-up at Catawissa will arrange to cut train a sufficient distance east of Catawissa station so that when recoupling to train prior to departure, engine will be clear of sign reading "Start of Crossing Protection" located 2150 feet east of Catawissa station.

Main Street. To avoid excessive delays to highway traffic, in event of a train stopped and delayed in the westward approach to the crossing, push buttons, marked "Stop" and "Start" located on mast of Signal C411, 630 feet east of Catawissa, have been provided for purpose of raising gates and stopping operation of crossing signals during time train is delayed in the westward approach to the crossing.

When trains are delayed in the westward approach to the crossing, push button identified as "Stop" must be operated which after an elapsed time of two minutes will cause gates to raise and crossing signals to stop operating.

When train is ready to proceed, push button identified as "Start" must be operated which will cause crossing signals to start operating and gates to lower. After gates have been in full protective position for 15 seconds, train may proceed.

Door of push button housing is secured with switch lock and must be closed at all times, except when push buttons are being operated.

Milton Tower:

Dougal Industrial Tracks.

Penn Central Co. has installed automatic flashing light signals and short arm gates at Mahoning Street crossing, Milton.

In connection with this installation, a control switch has been mounted on a post in the area northeast of Mahoning Street crossing between Penn Central Company's main track and the Reading Company Industrial siding serving the A. and P. Milk Company.

This device, for use of Reading Company crews only, should be actuated to operate the protection for highway traffic approaching Penn Central tracks from the west during the switching operation.

A Reading Company switch lock has been installed to lock the box containing the device to prevent operation of the crossing protection by anyone other than Reading Company crews.

West Milton:

Broad Street Crossing. To avoid continuous operation of automatic crossing gates and flashing light signals, westward trains picking up and/or setting off from Rack Tracks at West Milton will stop and make cut a sufficient distance to hold entire pick-up east of westward Interlocking signal. Eastward trains picking up and/or setting off from New Siding will stop and make cut a sufficient distance to hold entire pick-up west of eastward Interlocking signal.

Eastward trains on No. 2 track having stopped or reduced speed to less than 20 M. P. H. between sign reading "Start of crossing protection" located 2505 feet west of West Milton Interlocking station and eastward Interlocking signal shall not exceed a speed of 10 M. P. H. between eastward Interlocking signal and Broad Street crossing.

Williamsport:

Clearance point sign (Operating Rule 299H) is placed 440 feet west of Maynard Street crossing along south side of No. 2 track.

Trains having switching to perform at Grit Publishing Company side track will stop a sufficient distance west of (C) sign so that when recoupling to train prior to departure entire train will be west of (C) sign.

When proceeding eastward, a speed of 10 miles per hour must not be exceeded between (C) sign and Maynard Street crossing and crew must observe that gates are fully lowered and crossing is clear of highway traffic before proceeding onto crossing.

Maynard Street Connection Track:

At Maynard Street Public Grade Crossing over the Maynard Street Connection Track, manually controlled highway flashing light signals are in service.

Switch key operated manual control boxes are attached to highway crossing signal masts and the following procedure applies:

Before crossing highway, a member of crew must activate manual highway crossing signals by inserting switch key in receptacle of control box marked START and turn key. After signals are flashing and highway is clear of traffic, remove key from control box. Movement may then proceed over crossing.

When movement is clear of crossing, member of crew must stop flashing signals by inserting switch key in control box receptacle marked STOP, on leaving side of crossing, and turn key.

Switch key must not be inserted in STOP receptacle of either control box until entire movement is clear of crossing.

If flashing light signals fail to operate after START has been initiated, movement over crossing must be made in accordance with Operating Rule T, and condition reported to Train Dispatcher.

White lamp attached to outside of relay case at crossing is lighted on approach of train. If lamp is not lighted, condition must be reported to the Train Dispatcher.

Newberry:

Electrically operated crossing gates and flashing light signals located at Arch, Depot and Howard Streets, are operated manually from elevated cabin at Depot Street.

Cars or engines must not be left standing on crossing side of clearance points as this will prevent watchman from raising gates.

Eastward trains must approach Howard Street prepared to stop and must stop clear of crossing until gates are lowered or flag protection is provided.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Ringtown, side track west of:
State Highway

Milton Branch Junction:
Milton and Dougal Industrial Tracks.
Cameron Ave.
Ferry Lane
Mahoning Street
Alley
Race St.
Filbert St.
Center St.
Broadway
Walnut St.
Wall St.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
500 ft. west of Milton Tower	Milton Tower
725 ft. west of Milton Tower	Milton Tower
1190 ft. west of Milton Tower	Milton Tower
1280 ft. west of Milton Tower	Milton Tower
1640 ft. west of Milton Tower	Milton Tower
450 ft. east of White Deer	Milton Tower
120 ft. west of Allenwood	Milton Tower
620 ft. west of Montgomery	Milton Tower
990 ft. west of Montgomery	Milton Tower
2920 ft. west of Montgomery	Milton Tower
3815 ft. west of Montgomery	Milton Tower
12380 ft east of Muncy	Milton Tower
9980 ft. east of Muncy	Milton Tower
300 ft. east of Muncy	Milton Tower
950 ft. west of Muncy	Milton Tower
380 ft. east of Halls	Milton Tower
10020 ft. east of Montoursville	Milton Tower
4050 ft. east of Montoursville	Milton Tower
1440 ft. east of Montoursville	Milton Tower
40 ft. east of Montoursville	Milton Tower
1130 ft. west of Montoursville	Milton Tower
Wills Interlocking	Milton Tower

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (see Rule 104d).

2570 ft. west of Newco Interlocking.
7050 ft. west of Newco Interlocking.

14. Location of Dual Controlled Switches. (see Rule 104b).

Haucks
Newco
Tours

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Rupert, in station	x	x	
Newberry Jct., Assistant Trainmaster's office	x	x	

18. Wayside Telephones.

Location	Connects With
East Mahanoy Jct.:	
Box on post adjacent to signal CO4	Haven
Tamanend—Booth	Milton Tower
Lofty:	Milton Tower
Box on post at east end of tunnel	Milton Tower
Box on post at west end of tunnel	Haven
Brandonville—Box adjacent to station	
Ringtown—Box adj. to road crossing	
Cattawissa—Box adj. to Pine St.	
East of station	
Rupert—Box adjacent to station	
Danville—Booth at Grove Branch switch	
Mausdale—Box adjacent to road crossing	
Milton Tower, Booth at westward Interlocking signal	
Milton Industrial Track:	
Canal Side Track, box on post	
Milton freight station	Milton Tower
West Milton:	
Box on post adjacent to westward Interlocking signal	
In vestibule of yardmaster's office	
Box on post adjacent to eastward Interlocking signal	
Foreman Carpenter's office	
Car Inspector's building	
Engine house	
East end New Siding	
Milton Branch Jct.—Booth	
Newco—Booth at westward Home signal and box on post opposite eastward Home signal	
Newco—Seco siding	
White Deer—Booth at signal C711	
Allenwood—Box on post 340 feet west of	
Monty—Box on post at westward Home signal and booth at eastward Home signal	
Montgomery:	
Box on post at Public Delivery Track switch	
Box on post at Thomas Ave.	Milton Tower and "JN" Office—Newberry Jct.
Box on post, 1190 feet west of Montgomery	Milton Tower and "JN" Office—Newberry Jct.
Box on post, 3615 feet west of Montgomery	Milton Tower and "JN" Office—Newberry Jct.
Muncy:	
Box on Pole, 12,180 feet east of Muncy	
Box on Pole, 10,080 feet east of Muncy	
Box on post at Mode-Craft switch	
Box on post at Muncy side track switch	
Halls—Box on post at public delivery track switch	
Fairfield—Box on post at east end Montoursville siding and box on post at eastward Home signal	

Location	Connects With
Montoursville:	
Box on post at Ecks switch	
Box on post at Carey McFalls switch	
Box on west end of station	
Box on post at west end Montoursville siding	
Tours:	Milton Tower and "JN" Office—Newberry Jct.
Box on post at westward Home signal	
Booth at eastward Home signal	
Box on post at Pole 197/6	
Booth at pole 197/43	
Wills:	
Box on post at Pole 198/9	
Box on post at westward Home signal	
Box on post at relay house	
Box on post at eastward Home signal	
Maynard St.—Box on post	
Maynard St.—1222' west of box	

Ring Code

1 Long: Milton Tower
2 Short: Norca Tower
5 Short: All wayside locations

	Connects With
Newberry:	
Arch Street, box on post west of	
Howard Street, crossover, box on pole	
Howard Street, booth west of	
Depot Street, elevated cabin	Asst. Trainmaster's Office, Newberry Jct.
Trainmen's Building, east end of yard	
Inspector's Building, east end of yard	
East end Belt Line, box on pole	
Trainmen's Building, west end of yard	
Car Shop	
Diesel Shop	
Yard Office	

19. Bell Telephones.

Location	Exchange	Number
Milton Tower	Milton	742-4711
Muncy freight station	Muncy	546-5015
Newberry Junction "JN"	Williamsport	326-4161
Rupert	Bloomsburg	784-4825
West Milton yard office	Lewisburg	568-6512

20. Interlocking.

Location	Controlled From
Norca	Norca
Milton Tower	Milton Tower
West Milton	Milton Tower
Newco	Milton Tower
Tours	Milton Tower
Wills	Automatic

21. Miscellaneous Instructions.

West Milton:

Eastward trains with cars to be set off will make set off on New Siding, west of the Spur. Eastward cars to be picked up will be picked up from New Siding, east of the Spur, unless otherwise instructed.

Wills:

When an engine or train is stopped at a Home signal and there is no engine or train approaching on the Penn Central Co. tracks, and Penn Central Co. signals do not indicate "clear" for an approaching Penn Central Co. engine or train, and no other cause for holding the movement is known, member of crew will notify the operator at Milton Tower. When permission to proceed is obtained member of crew must operate the manual control located in signal housing adjacent to the crossing in accordance with instructions posted therein. When signal indicates a less restrictive indication than "Stop", movement over rail crossing may be made.

If manual control does not operate to cause signal to display aspect less restrictive than "Stop", the conductor MUST, after thorough understanding with the engineer, provide full protection against engines or trains on the Penn Central Co., pass the signal indicating "Stop", and proceed at restricted speed.

Newberry Jct.:

Interchange track at east end of Newberry Junction yard will be used for interchange of cars to the Penn Central Co.

East leg of the wye is used as an interchange track with connection to the Penn Central Co. for interchange of cars from the Penn Central Co.

Movements in either direction on track leading to engine house must stop before passing over east leg of wye and ascertain that route is clear before proceeding. The normal position of switch leading from interchange track will be for a movement to east leg of wye.

Engines moving in either direction on either leg of wye track will be preceded by a trainman.

CHESTER BRANCH
Eastwick – Marcus Hook

Eastwick to Marcus Hook is Eastward

Grade	Distance from Eastwick	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 Ft. Cars
		X			EASTWICK		
—0.8	0.6				GIBSON'S POINT (58th ST.)		
—0.1	1.3			Rule 93	SIXTY-FIFTH STREET		
—0.1	2.9				BELL ROAD	2	
0.0	4.0				NINETIETH STREET JCT.		
+0.2	6.1				LESTER		
—0.3	7.0				ESSINGTON		
—0.1	7.7				DARBY CREEK		
+0.1	9.4			Yard	EDDYSTONE		
—0.2	10.6			Rules	CHESTER		
0.0	14.2				MARCUS HOOK		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Eastwick and Essington				19
Between Essington and Marcus Hook				
Main tracks and yard tracks				10
Eddystone:				
General Steel Casting Co. crossing				10
Ridley Creek bridge				10
Chester:				
Through City limits				10
Morton Avenue				5
Edgemont Avenue				5

Yard speed will govern on all other tracks.

2. Yard Limits.

Eastwick-Essington

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Nice-operator
Eastwick-Essington

4. Engines Not Permitted to Operate.

Between Eastwick and Grays Ferry:

5300–5311	7600–7604
6300–6304	

Between Baldwin and Marcus Hook:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Eastwick and Grays Ferry:

900–903	3600–3656
1501–1520	5201–5212
2701–2719	9151–9166
2750–2760	

Between Eastwick and Baldwin:

2750–2760	6300–6304
3600–3656	7600–7604
5201–5212	9151–9166
5300–5311	

Between Baldwin and Marcus Hook:

444–524	1501–1520
600–636	2701–2719
660–666	2750–2760
900–903	9151–9166

6. Maximum Gross Weight of Car and Lading.

Between Eastwick and Grays Ferry:
263,000 lb.

Between Eastwick and Chester:
263,000 lb.

Between Chester and Marcus Hook:
251,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Between Eastwick and Grays Ferry:
90901, 90906

Between Baldwin and Marcus Hook:
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Eastwick and Baldwin:
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
58th Street	686' E. Grays Ferry
84th Street	2508' E. Bell Road
86th Street	3708' E. Bell Road
87th Street	4328' E. Bell Road

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
63rd Street	1065' W. 65th Street station
70th Street	4850' W. Bell Road
Island Road	50' W. Bell Road
4th Avenue	Lester, Pa.
Westinghouse	Lester, Pa.
Jansen Avenue	1700' W. Essington
Wanamaker Ave.	35' W. Essington
Essington Ave.	4745' W. Eddystone (Baldwin Track)
Essington Ave.	1572' W. Eddystone (Belmont Iron Track)
Saville Avenue	73' W. Eddystone
Morton Avenue	2387' W. Market St.
Market Street	132' W. Chester
Flower Street	4180' W. So. Chester YM Office

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Essington Avenue, Belmont Iron Works:
Manually controlled flasher signals are installed where one side track crosses Essington Avenue to serve the plant of Belmont Iron Works. Push buttons for operation of highway crossing protection are located at clearance points of siding adjacent to track secured with switch padlock. Train movements will not be made on side track connection over highway crossing until controls for crossing protection have been operated.

Eddystone:
Crossing located 3080 feet west of Eddystone station. Crossing Watchman will be on duty 6.00 A.M. to 4.00 P.M., daily except Saturdays, Sundays and Holidays.

Chester:
Edgemont Avenue crossing located 570 feet east of Chester station is protected by Crossing Watchman 5.00 A.M. to 9.00 P.M. daily.

Crossing gate and a mechanically locked derail is installed at Price Street highway crossing at Stauffer Chemical Co., Chester, Pa.
Crossing gate must be lowered and across the highway to unlock derail before the derail can be operated to permit train movement over the highway.
After movement over crossing is completed, derail must be restored to derailing position before gate is raised.
Each movement of a locomotive, car or train over the crossing shall be protected by a member of the crew in accordance with Operating Rule T.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Eastwick:
- 49th St.
- 51st St.

Bell Road:
- Essington Ave.—side track (Standard Oil siding)
- Norwitch Drive—side track (Standard Oil siding)

Lester:
- Private Crossing—side tracks (Westinghouse Corp.)

Chester:
- Price St.—side track (Stauffer Chemical)

South Chester Freight Station:
Palmer St. and 2nd St.
Harwick and 2nd, 3rd and 4th Sts.

Marcus Hook (Borough of):
All crossings

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Chester:
Scott Paper Company "Pulp Track".

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Darby Creek—Yardmaster's office	x	x	
South Chester—Yardmaster's office	x	x	

18. Wayside Telephones.

Location	Connects With
58th St.—Pole box west side of tracks 63rd St.—Pole box west side Bell Rd.—Pole box Essington—Pole box west side of Jansen Ave., 1760 ft. west of station Darby Creek — Pole box w. end of Yard Crum Creek—Pole box west side Baldwin's Crossing—Pole box Chester—Pole box so. side of tracks adj. to Harbison-Walker Ref. plant Chester Creek—Bridge Watchman's cabin Ford Motor Co. — Yardmaster's office Front and Church Streets—Pole box	"RG" Tower. Darby Creek—Yardmaster. Chester—Asst. Trainmaster. South Chester—Yardmaster.

19. Bell Telephones.

Location	Number
Eastwick:	
RG Tower, B&O R.R.	
8:30 A.M.—4:45 P.M.	336-0600 Ext. 233
4:45 P.M.—8:30 A.M.	336-0615
Eastwick—565 ft. E. of 58th Street	724-6974
Bell Road—100 ft. W. of Island Road	724-6958
Lester—4th Ave.	534-7320
Essignton—120 ft. E. of Wanamaker Avenue	521-2277
Darby Creek—Yardmaster	521-3354

20. Interlocking.

Location	Controlled From
Eastwick	"RG" Tower, B & O R.R.

21. Miscellaneous Instructions.

Darby Creek:

Yard engines operating on running track east of Darby Creek will display lighted headlight by night and day in accordance with Operating Rule No. 17.

STOP signs (Rule 299A) are placed 50 feet east and west of crossing at grade with Penn Central Co. on Standard Oil Company siding, 60th Street Branch, located 3095 feet west of point of switch in No. 1 track, 5009 feet west of Bell Road.

All movements must stop at STOP signs and shall not proceed unless crossing is clear of Penn Central Co. movements. Penn Central Co. engines and trains have precedence over those of Reading Company.

CHESTER VALLEY BRANCH
Bridgeport – Downingtown

Bridgeport to Downingtown is Westward

Grade	Distance from Bridgeport	Interlocking (Rules 605-617)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	0.0			Time Table and Train Orders	BRIDGEPORT (FORD ST.)	1	26
+0.6	1.5				SHAINLINE		
+0.8	1.9				HENDERSON		
+0.5	3.5				KING OF PRUSSIA		
+0.4	7.5				CHESTERBROOK		
−0.2	8.4				HOWELLVILLE		
+0.2	9.8				CEDAR HOLLOW		
+0.7	11.1				VALLEY STORE		
+0.5	12.9				MILL LANE		
+0.1	16.5				EXTON		
−0.4	19.7				ACKWORTH		
−0.6	21.3				DOWNINGTOWN		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Bridgeport and Downingtown				19
Shainline:				
Over U.S. Route 202 crossing				8
Henderson:				
Between a point 520 ft. east of and a point 520 ft. west of state highway crossing				10
Between Cedar Hollow and Warner's				15
Cedar Hollow:				
Curve at Cedar Hollow				10
Exton:				
Over Lincoln Highway crossing				4
Downingtown:				
Reverse curves east of station				10

Yard speed will govern on all other tracks.

2. Yard Limits.

Ford Street to a point 1600 feet west of DeKalb Street

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

5201–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

444–524
600–666
900–903
3600–3656

6. Maximum Gross Weight of Car and Lading.

Between Bridgeport and New Centerville:
263,000 lb.

Between New Centerville and Downingtown:
251,000 lb.

Between Cedar Hollow and Warners:
251,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Between Cedar Hollow and Warners:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
None	

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
DeKalb Street	1495' W. Depot St., Bridgeport
DeKalb Pike	3615' E. Henderson
State Highway	20' E. Henderson
Lincoln Highway	125' E. Exton
Whiteland Road	2400' W. Exton

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Shainline, DeKalb Pike:
All trains must clear crossing before making reverse movement over crossing to permit movement of highway traffic.

Exton, Lincoln Highway Crossing:

All train, engine and car movements must stop before passing over Lincoln Highway crossing. Member of crew must depress push button located in control box mounted on pipe standard adjacent to the track at the crossing, which will cause the signals to flash.

After observing that signals are operating box may be closed and secured and movement made over the crossing. With train stopped at the crossing, the signals after being started manually will continue to operate until train movement has cleared the opposite side of the crossing at which time the flashing will automatically stop. If flasher signals fail to operate, movement over the crossing must be protected by member of crew. Control box is equipped with switch padlock and must be locked after each use.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Bridgeport:
All crossings

Valley Store:
Morehall Road

Shainline:
DeKalb Pike

Mill Lane:
Conestoga Pike (1387 feet east of Mill Lane)
Route 29 (5980 feet west of Mill Lane)

Ackworth:
Ackworth Road

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

None

19. Bell Telephones.

Shainline—Enclosure, west end Bethlehem Steel Co. Siding.

To call Norris 279-2060
To call Shainline 337-2941

Cedar Hollow Station—Pole box

To call Agent's Office in Warner Co. building 644-2255

20. Interlocking.

None

21. Miscellaneous Instructions.

Ackworth:

At single track rail crossing of Penn Central Co. connection to Bradford Hills Quarry Company 1560 feet west of Ackworth station, all trains must stop at STOP THEN PROCEED IF CROSSING IS CLEAR signs, located at clearance points east and west of the crossing, and then may proceed if crossing is clear.

Penn Central Co. trains must stop and proceed under flag protection, if crossing is clear.

Downingtown:

STOP signs are located east and west of Penn Central Co. wye rail crossing.

All rail movements must stop and shall not proceed unless crossing is clear.

CHESTNUT HILL BRANCH
Wayne – Chestnut Hill

Wayne to Chestnut Hill is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	5.1	X	X	Automatic Block Signals Rules 251-254	WAYNE	2	
.....	5.1				WAYNE JUNCTION		
+0.7	5.7				FISHERS		
+0.7	6.1				WISTER		
+1.1	6.8				GERMANTOWN		
+0.6	7.8				WASHINGTON LANE		
+1.0	8.6				STENTON		
+0.8	8.9				SEDGWICK		
+1.0	9.3				MT. AIRY		
+1.3	10.0				WYNDMOOR		
+0.5	10.3				GRAVERS		
+0.6	10.8		X		CHESTNUT HILL		Yard

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Wayne—Chestnut Hill	40	30	25	
Wayne:				
Within interlocking limits				25
Wister:				
Curve west of	35			
Germantown:				
Curve at station				15
Chestnut Hill:				
Between spring switches and Chestnut Hill station				5

Yard speed will govern on all other tracks.

2. Yard Limits.

Wayne to Chestnut Hill

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Wayne—Operator:
Wayne Jct.–Chestnut Hill

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

444–524
900–903
5201–5210
6300–6304
7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Wayne Jct:			
Wayne	x	x	
Yardmaster's Office	x	x	
Chestnut Hill, In station	x		

18. Wayside Telephones.

Location	Connects With
Wayne Junction—west end of waiting room, westbound station platform	Wayne
Fishers—On face of station building	Dispatcher
Germantown—Haines St. Crossover, north side of tracks	Dispatcher
Washington Lane—On face of station building	Dispatcher
Wyndmoor—On end of station building	Dispatcher
At eastward block signal 1450 feet west of Chestnut Hill station	Dispatcher
Chestnut Hill:	
West end of eastward platform	Dispatcher
Cabin at spring switch	Chestnut Hill station and Wayne
Conductor's room	Wayne

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Wayne	Wayne

21. Miscellaneous Instructions.

Chestnut Hill:

Trailing point main track crossover located 1300 feet west of Chestnut Hill station is equipped with spring switches at each end. Normal position of switch in No. 2 track is for crossover movement and in No. 1 track is for eastward movement on No. 1 track.

CITY BRANCH
Callowhill Street Jct. – Falls via Park

Callowhill Street Jct. to Falls is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.4	X		Yard	CALLOWHILL STREET JCT.		
−2.5	2.4	X		Rules	PARK		
−0.1	4.0			251-254	BELMONT	2	
+0.4	5.2	X		261-264	RIVER		
+0.3	5.4	X			FALLS		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Coal Extras	Symbol, Freight and Relief Trains	All Trains
Between Callowhill Street Jct. and Park				15
Between Park and Falls				19
Park:				
Within interlocking limits				19
Between Bridge 2/85 (Girard Ave.) and Belmont				15
River:				
Within interlocking limits				15
Falls:				
Within interlocking limits				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Callowhill Street Jct. to Falls
Subway connection 13th Street to Willow and Noble Streets

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Nice—Operator:

Callowhill St. Jct.—Park

Nice—Operator:

Park—River

4. Engines Not Permitted to Operate.

Willow Street Industrial Track:

90–92
100–104
444–450
460–475
700–729
900–903
1501–1520
2701–2719
2750–2760
3600–3656
5201–5212
5300–5311
6300–6304
7600–7604
9151–9166

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Callowhill Street Jct. and Falls:

900–903	5300–5311
1501–1520	6300–6304
2701–2760	7600–7604
3600–3656	9151–9166
5201–5212	

6. Maximum Gross Weight of Car and Lading.

Between Callowhill Street Jct. and Falls:
263,000 lb.

Willow Street Industrial Track:
220,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Willow Street Industrial Track:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
Between Callowhill Street Jct. and Falls:
90901, 90906

Willow Street Industrial Track:
90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Subway to Willow and Noble Sts.:
All crossings not protected by a watchman.

Park:
All crossings over side tracks leading from City Branch.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Fifteenth Street, Yardmaster's Office	x	x	
Belmont—Office	x	x	

18. Wayside Telephones.

Location	Connects With
Park—Adjacent to westward and eastward Home signals	Nice
33rd Street—Pole box	Nice
Fountain Green—signal mast No. 214	Nice and W. Falls yard office
West end Columbia Bridge—north side	Nice and W. Falls yard office
East end Belmont yard—signal mast No. 217	Nice
River—Adjacent to eastward and westward Home signals	Nice

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Callowhill St. Jct.	Race St.
Park	Nice
River	Nice
Falls	Nice

21. Miscellaneous Instructions.

Subway:

No switching may be done in Subway Tunnel while passenger trains are passing through.

Yard engines operating in Subway Tunnel will display lighted headlight by night and day in accordance with Operating Rule 18.

When necessary to place cars on No. 1 Sand House track, 20th St., (parallel to No. 2 track), be sure that cars are at least 4 car lengths into clear of outlet switch.

Before a movement can be made from the Willow Street Industrial Track to the City Branch at 13th Street, permission must be secured from the yardmaster at 15th Street. If unable to secure permission, such movement may only be made under flag protection.

Engines or trains must not cross from one main track to the other between Callowhill St. Jct. and Park without first securing permission from yardmaster at 15th Street.

River Track (4000 feet west of Belmont):

No engines or cars are to stand on curve between inlet switch and overhead signal bridge.

When necessary to cut trains on No. 1 track to set off on River Track cut must be made so that no cars will be west of overhead signal bridge.

CORNWALL BRANCH
Wall – Rex

Wall to Rex is Eastward

Grade	Distance from Wall	Interlocking (Rules 605-617)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
−1.39 +0.45 +2.92	.. 4.6 5.9	X		Train-on-Branch Signal	WALL KELLY REX	1	21

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Trains	All Trains
Between Wall and Rex				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Wall to a point 4900' east thereof

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

No engines restricted other than noted in Item 4.

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
No cranes restricted

8. Location of Train-on-Branch Signals.

Signal is located 1350 feet east of Wall.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Sixteenth Street	500' W. Wall
16th & Cumberland Sts.	4175' E. Wall
Chestnut Street	2375' E. Wall
Walnut Street	3175' E. Wall
South Twelfth Street	3350' E. Wall
South Tenth Street	4750' E. Wall
South Ninth Street	5225' E. Wall
South Eighth Street	5725' E. Wall

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Lebanon Highway. Traffic signal at 16th Street and Cumberland Street Intersection, Lebanon, will be manually controlled by members of train crew to stop highway traffic moving over railroad when movement is being made and will be restored to normal operation after clearing crossing, using key located in box secured with switch lock, on pole on each side of crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Lebanon:
- Lehman Street
- 16th Street to Leedpack, Inc.
- Willow Street Crossings
- Cumberland Street
- Chestnut Street leading to Bressler Metal Works

Kelly:
- Schaeffertown Road

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Wall	Lebanon Valley Jct.

21. Miscellaneous Instructions.

Lebanon, 16th St.:

At Penn Central Co. crossing at grade located 1,100 feet east of 16th Street, Lebanon, STOP signs are located 100 feet west of and 45 feet east of this crossing.

All rail movements must stop at STOP signs and shall not proceed until it has been ascertained that track is clear and safe to cross.

Reading Company trains and engines have precedence over those of Penn Central Co.

Kelly:

At Penn Central Co. rail crossing at grade, located 830 feet east of Kelly station, STOP signs are located 370 feet west of, and 200 feet east of this crossing.

All rail movements must stop at STOP signs and shall not proceed until it has been ascertained that track is clear and safe to cross.

Penn Central Co. trains and engines have precedence over those of Reading Company.

Rex:

Account of close overhead and side clearance at Bethlehem Steel Rexmount Pellet Plant, located 950 feet east of Rex, engines or cabooses are not permitted under loading tipple on No. 1 or No. 3 Loading Tracks.

Crew members are prohibited from riding on top or side of cars moving under loading tipple.

Kelly to Rex:

When moving drafts of loaded and empty cars, Kelly to Rex, or Rex to Kelly, with locomotive on west end of draft, all empty cars must be moved on east end of such draft of cars.

DOYLESTOWN BRANCH
Dale – Doylestown

Dale to Doylestown is Westward

Grade	Distance from Lansdale	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 Ft. Cars
	−0.2	X		Auto Block Signals Rules 261-264	DALE		
	0.0				LANSDALE		Yard
	0.3				LAND		
	1.5				FORTUNA		
−0.9	2.4				COLMAR		
	3.0				LINK (WOOD SIDING)		25
	3.1				LINK-BELT	1	
−0.5	5.3				CHALFONT		
+0.7	5.9				FOREST (FOREST PARK SIDING)		31
−0.4	7.1				NEW BRITAIN		
+0.7	7.7				GRAVEL SIDING		
+0.8	8.4				DEL VAL COLLEGE		
+0.9	10.0				DOYLESTOWN		35

NOTE: The following locations are controlled from WIND:
Land
Link
Forest
Doylestown

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Dale and Chalfont	40	25	25	
Colmar:				
Over Bethlehem Pike crossing				5
Between Chalfont and Doylestown	35	25	25	
Chalfont:				
Over U.S. Route 202 crossing				20
Doylestown:				
Between crossover from siding and Doylestown station				6

Yard speed will govern on all other tracks.

2. Yard Limits.

Dale to a point 5100 feet west thereof.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

6300–6304

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

901–903	5300–5311
3600–3656	7600–7604
5201–5212	

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
5th Street	1397' W. Lansdale
Seventh Street	2263' W. Lansdale
Cowpath Road	83' E. Fortuna
Bethlehem Pike	206' W. Colmar
County Line Road	3709' W. Colmar
Doylestown Road (Route 202)	3679' W. Chalfont
Township Road	132' E. New Britain
Mill Road	2750' W. New Britain
State Road	3641' W. New Britain
Lower State Road	2958' W. Del. Val. College

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Lansdale:

5th St.—yard track
7th St.—yard track

Link Belt:

Walnut St.—side tracks

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
220 ft. west of Lansdale	Wind
320 ft. west of Lansdale	Wind
1225 ft. west of Lansdale	Wind
2180 ft. west of Lansdale	Wind
4070 ft. west of Lansdale	Wind
4090 ft. west of Lansdale	Wind
500 ft. east of Link	Wind
1670 ft. west of Link	Wind
70 ft. east of Forest	Wind
1890 ft. west of Forest	Wind
2100 ft. east of Doylestown	Wind

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

50 ft. west of Lansdale station
1420 ft. west of Land
2800 ft. west of Land
5100 ft. west of Land
450 ft. west of Colmar station
125 ft. east of Link
100 ft. west of Link
3570 ft. west of Link
70 ft. east of Chalfont station
800 ft. west of Chalfont station
1100 ft. west of Chalfont station
1650 ft. west of Forest
2700 ft. west of Forest

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Lansdale—Ticket Office	x	x	
Doylestown—Ticket Office	x	x	

18. Wayside Telephones.

Location	Connects With
Dale—Home signal Stony Creek Br.	Wind
Lansdale:	
Main Street booth	Wind
MU Yard entrance	Wind
7th Street	Wind
Olean Tile siding	Wind
Colmar—Adjacent to station building	Dispatcher
Link:	
Adjacent to relay house	Wind
West end Wood siding	Wind
Wood Siding—West end	Dispatcher
Forest Park Siding—East end	Dispatcher
Chalfont—on face of station building	Dispatcher
Forest:	
East end Forest Park siding	Wind
West end Forest Park siding	Wind
Adjacent to relay house	Wind
Doylestown:	
East of Home signal	Wind
Adjacent to relay house	Wind
On face of station building	Dispatcher

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Dale	Wind

21. Miscellaneous Instructions.

Link Belt:

At I.T.E. Circuit Breaker Co., 3750 feet west of Link Belt station, cars must not be left standing on grade between switch point derail and building.

EAST PENNSYLVANIA BRANCH
Burn — Pike

Burn to Pike is Westward

Grade	Distance from Reading	Interlocking (Rules 605-632)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.84	35.4			Auto. Block Signals Rules 251-256	BURN	2	
+0.61	31.7				EMMAUS JCT.		
+0.80	30.1		X		EMMAUS		
+0.58	26.6				MACUNGIE		
+0.71	24.0	X			ALBURTIS		
+0.44	21.5				SHAMROCK		
+0.70	20.5				MERTZTOWN		
−0.56	19.7				HANCOCK		
+0.67	18.7		X		TOPTON		
−0.43	16.1				BOWERS		
+0.47	15.1				LYONS		E & W 83
−0.64	11.3				FLEETWOOD		
+0.46	7.8	X			BLANDON		
−0.51	4.9			Rules 261-264	TEMPLE	1	
−1.00	1.8	X			HILL		
−1.10	1.1	X			PIKE		

NOTE: The following location is controlled from "R" Tower (CNJ RR): Burn

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Burn and Blandon	50	50	25	
All trains handling one or more loaded open top hopper cars		35		20
Between BURN and a point 3000 ft. west of BURN				
Between a point 3000 ft. west of BURN and a point 1000 ft. west of Emmaus Jct.	40	40		
Alburtis:				15
All diverging routes				
Between Blandon and Pike (via Temple)	40	40	25	

Yard speed will govern on all other tracks.

2. Yard Limits.

Allentown—From Burn to Perkiomen Branch switch at Emmaus Jct.

Reading—From 625 feet east of Hill to Pike

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Pike and Burn:

444–524	5201–5212
600–666	5300–5311
1501–1520	6300–6304
2701–2719	7600–7604
2750–2760	9151–9166
3600–3656	

Between Topton and Kutztown:

7600–7604

Little Lehigh Industrial Track:

3600–3619
7600–7604
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred.

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Pike and Burn:
90901, 90906

Between Topton and Kutztown:
90901

8. Location of Train-on-Branch Signals.

Topton:

Operation on the Kutztown Industrial Track (former Allentown Branch) is governed by Train-On-Branch signal located 2015 feet west of Topton station.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Kutztown Road	10,140' E. Reading
Bernharts Crossing	12,365' W. Temple
Frush Valley Road	5900' W. Temple
Hay Road	2614' W. Temple
Hawkins Road	343' W. Blandon
Kulps Crossing	427' E. Blandon
Heintz Crossing	1238' E. Blandon
Walnuttown	6389' W. Fleetwood
Richmond Street	252' E. Fleetwood
Franklin Street	806' E. Fleetwood
Kemp Street	240' E. Lyons
Main Street	721' E. Lyons
Station Crossing	80' W. Bowers
Grim Crossing	1470' E. Bowers
Main Street	320' W. Topton

Name of Crossing	Location
Home Avenue	124' W. Topton
Haas Street	865' E. Topton
Hancock	100' W. Hancock
Rug Mill Crossing	1086' W. Mertztown
Main Street	178' W. Mertztown
Shamrock	90' W. Shamrock
Paint Mill Road	1378' W. Alburtis
Main Street	70' W. Alburtis
Main Street	522' W. Macungie
School Alley	90' E. Macungie
7th Street	1452' W. Emmaus
6th Street	571' W. Emmaus
3rd Street	1457' E. Emmaus
2nd Street	2043' E. Emmaus
Klines Lane	3517' E. Emmaus
Harrison Street	6905' E. Emmaus
31st Street	2750' E. Emmaus Jct.
Downeyflake Lane	10,816' W. Burn
12th Street	9455' W. Burn

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Macungie:

All Westward Trains, after using switch at West end of Westward Siding, will approach Main Street Crossing at a speed not to exceed 10 miles per hour.

Emmaus Jct.

31st Street.
An engine or train having used crossovers at Emmaus Jct. or entering No. 2 track from Perkiomen Branch, must not exceed a speed of 15 miles per hour when approaching 31st Street crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Topton:

Kutztown Industrial Track (former Allentown Branch)
Public Road, 3210 feet east of Kutztown
State Highway 500 feet east of Kutztown
Highland Ave. 145 feet west of Kutztown

Burn:

Traylor Industrial Track
Tenth St.

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

Location	Controlled From
70 ft. east of Pike	Oley
1040 ft. west of Temple	Oley
1550 ft. east of Temple	Oley
290 ft. west of Blandon	Oley
365 ft. west of Alburtis (Crossover)	Oley
20 ft. west of Emmaus Junction	Oley
170 ft. east of Emmaus Junction (Crossover)	Oley

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

1785 ft. east of Hill Interlocking
3670 ft. east of Hill Interlocking
6690 ft. east of Hill Interlocking
6360 ft. west of Temple station
80 ft. west of Temple station
1600 ft. east of Temple station
4270 ft. west of Blandon Interlocking

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

No. 1 Track—700 feet east of Fleetwood for westward movements.

16. Location of Hot Journal Detectors.

Detector on Reading Belt Branch, 722 feet west of Blandon, with hot journal indicator at automatic signal E92 on No. 2 Track, 11,250 feet east of Blandon.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions, proceeding to and reporting from Lyons.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
L.V. RR Connection—box on pole	Oley & "R" Tower
Eastward block signal, 1025 feet west of Burn	
Booth, 1705 feet west of Burn	
Booth—3155 feet west of Lehigh Brick Co. track	
West end Saterlee's siding	
Bridge No. 34	
West end farm yard	
Crossover at Sun Oil Co. track	
Emmaus Jct.,—west of, at eastward signal	
Emmaus:	
Outside station—west of bay window	
7th Street, at Pole 29/29	
Macungie—Box on pole at crossover west of station	
Alburtis—Box on pole at crossover from No. 1 track to West Yard	
Mertztown—at road crossing	
Topton:	
West end	
2250 feet east of, box on post	
Lyons:	
East end of siding	
West end of siding	
Box on post at crossover	
Fleetwood:	
Tool house, west of	
Freight platform west of bay window	
Blandon:	
Adjacent to Home signal	
East end of eastward siding	
Temple:	
West of, east end of siding	
Signal E31, 4120 feet west of Temple	
Bernhart's Crossing	
Pike—Interlocking signals	

19. Bell Telephones.

Location	Number
Alburtis—Box on station	967-4030

20. Interlocking.

Location	Controlled From
Alburtis	Oley
Blandon	Oley
Hill	Oley
Pike	Oley

21. Miscellaneous Instructions.

Allentown:

When eastward automatic block signal E332, located 10,130 feet west of Burn displays "Stop and Proceed" (Rule 291) indication, or when an engine or train stops west of signal E332, having received such instructions, and signal displays "Approach" or "Proceed" indication, member of crew shall depress push button in booth, holding it in depressed position momentarily, which will prevent or stop the operation of the flashing light highway crossing signal at 12th Street.

When an engine or train stops at signal E332 and then proceeds, flashing light highway crossing signals at 12th Street will operate as head end of engine or train passes the signal, and a speed of 10 miles per hour must not be exceeded until head end of engine or train has entered the crossing.

Westward engines or trains on No. 2 Track must not exceed speed of 15 miles per hour between clearance point sign and 12th Street crossing until head end of train has entered the crossing.

Topton:

Kutztown Industrial Track (former Allentown Branch)

When cars are placed on Industrial Track 100 feet east of State Highway Route 222 grade crossing, Kutztown (4.3 miles from Topton), derail must be lined and locked in derailing position. When track is clear of cars, derail must be lined and locked in non-derailing position.

Reading:

Westward freight trains consisting of more than 60 cars finding signal E-31 displaying "Approach" indication will stop east of (C) sign east of Bernharts Crossing and immediately communicate with operator at Oley.

FRACKVILLE BRANCH
Potts – Grade

Potts to Grade is Westward

Grade	Distance from Potts	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+1.0	....	x			POTTS		
−0.6	1.5				MILL CREEK JCT.		
+0.2	1.9				PORT CARBON		
+1.8	4.2			Rule 93	ST. CLAIR	1	
	9.6				FRACKVILLE		
	10.3				FRACKVILLE JCT.		
−2.6	13.2				GRADE		

Note: See Special Instructions 21

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Potts and Mill Creek Jct.				19
Between Mill Creek Jct. and Grade				15
Schuylkill Valley Colliery Track:				
Port Carbon between Jackson Street and Fourth Street				10

Yard speed will govern on all other tracks.

2. Yard Limits.

From Potts to Grade.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524
600–666
3600–3656
5201–5210
5300–5311
6300–6304
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred.

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Mill Creek Jct.:

Operation on the Schuylkill Valley Industrial Track (former Schuylkill Valley Branch) is governed by Train-on-Branch signal located 225 feet from Mill Creek Jct.

Port Carbon:

Operation on the Pine Forest Colliery Track is governed by Train-on-Branch signal located at switch in Frackville Branch 4900 feet west of Port Carbon station.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Jackson Street	475' E. Pt. Carbon
Pottsville Street	370' W. Pt. Carbon
Hancock Street	540' E. St. Clair

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

St. Clair:

Engine and train movements on all tracks must stop clear of Hancock St. and observe that automatic protection is working 15 seconds and crossing is clear of traffic before proceeding onto the crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Mill Creek Jct.:

Schuylkill Valley Industrial Track.
Port Carbon—Conrad Street

Port Carbon:

Commerce St. (Industrial Track serving Mirrowall Co.)
State Highway (Pine Forest Colliery Track)

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Port Carbon—Booth at 4th St.	Haven-Sunbury and Milton
Grade—Booth	

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Potts	Haven

21. Miscellaneous Instructions.

POTTS—GRADE

The movement of trains, engines and track cars will be authorized by the operator at HAVEN. Prompt report must be made when movements are clear of the main track.

FRANKFORD BRANCH
Frankford Jct. – Frankford

Frankford Jct. to Frankford is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	8.1	X		Rule 93	FRANKFORD JCT.	1	
+0.4	9.5				SUMMERDALE (SEARS)		
–0.7	10.0				FRANKFORD (Arrott Street)		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Frankford Jct. and Frankford				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Frankford Jct. to Frankford

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred.

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Summerdale Ave.	120' W. Summerdale
Langdon Avenue	1200' W. Summerdale
Whitaker Avenue	1174' E. Tabor Road
Sears (Private)	364' W. Whitaker Ave.

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Summerdale:

Godfrey Ave.—track leading to Naval Depot

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Frankford Jct.—Adjacent to westward Home signal	Dispatcher
Summerdale: Pole box 150 feet east of new switch to P. C. (south side)	Dispatcher
Summerdale: Pole box south side of track	Dispatcher

19. Bell Telephones.

Location	Exchange	Number
Pole box east side Summerdale Ave.	Phila.	535-0880
Sears Siding	Phila.	224-7093

20. Interlocking.

Location	Controlled From
Frankford Junction	Wayne

21. Miscellaneous Instructions.

None

GETTYSBURG BRANCH
Gettysburg Jct. – Gettysburg

Gettysburg Jct. to Gettysburg is Westward

Grade	Distance from Gettysburg Jct.	Interlocking (Rules 685-872)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
—0.63	0.0				GETTYSBURG JCT.		
—0.33	0.2				CARLISLE		
—1.04	4.3			Rule 93	CRAIGHEADS		47
+0.82	6.9				BRICK SIDING		
+0.99	7.1				MT. HOLLY SPRINGS		
+1.73	9.9				HUNTERS RUN		
+1.62	12.8			Time Table and Train Orders	GOODYEAR	1	74
+1.75	14.4				STARNERS		
—1.53	15.0				PEACH GLEN		
—1.56	16.9				GARDNERS		
—1.39	19.5				BENDERSVILLE		
—1.36	19.9				CENTER MILLS SIDING		
—1.25	23.4		X		BIGLERVILLE		
—1.60	30.2			Yard Rules	MUMMA		
	31.2				GETTYSBURG		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Gettysburg Jct. and Mount Holly Springs				15
Between Mount Holly Springs and Gettysburg				25
Carlisle:				
Over Borough Street crossings				5
Between Starners and Gardners				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Gettysburg Jct. and Mount Holly Springs, east and west Wye tracks connecting to Carl Interlocking.

Gettysburg—From Mummasburg Road crossing, Mumma, to junction with Western Maryland Rwy., Gettysburg.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524	3600–3656
600–666	5201–5212
900–907	5300–5311
1501–1520	6300–6304
2701–2719	7600–7604
2750–2760	9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Pine Street	94' E. Mt. Holly Springs
Gettysburg Road	873' E. Upper Mill
Idaville & York Springs Road	628' E. Peach Glen
Gardners Road	58' E. Gardners
Old State Road	750' W. Gardners
Bendersville Road	80' E. Bendersville
Guernsey Road	At Guernsey
East York Street	180' W. Biglerville
Rake Factory Road	4829' E. Table Rock
Carlisle Road	2930' W. Goldenville
Mummasburg Road	5203' E. Gettysburg

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Biglerville:

When switching movements are being made in the vicinity of East York St., members of train crew will stop excessive operation of flashing light signals manually by push buttons, following instructions posted in control boxes at each crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Carlisle:
High Street.
Pomfret Street.

Goodyear:
Starners Road (siding).

Gettysburg:
Mummasburg Road.
Lincoln Street.
Washington Street.

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Biglerville—in station.	x		

18. Wayside Telephones.

None

19. Bell Telephones.

Location	Number
Carlisle—Box on E. Side Station	717-249-3519
Mt. Holly Springs—Pine St. Crossing	717-486-3188
Starners—Box on post, east of public road crossing	486-7105
Mumma—Box on post, west side Mummasburg road crossing	334-5605

20. Interlocking.

None

21. Miscellaneous Instructions.

None

HERNDON BRANCH
Hern – Dunkelbergers

Hern to Dunkelbergers is Westward

Grade	Distance from Hern	Interlocking (Rules 609-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 FL Cars
.....	0.0			Train-on-Branch Signal	HERN	1	
+1.1	1.5				WATER STATION		
+1.1	2.5				KULPS		
+1.1	6.6				TREVORTON		
−1.0	7.0				STEVENS		
−1.1	10.1				DUNKELBERGERS		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Trains	All Trains
Between Hern and Dunkelbergers				15
Trevorton: Over Fifth Street crossing				10

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

900–903
3600–3656
5201–5212
5300–5311
6300–6304
7600–7604
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901

8. Location of Train-on-Branch Signals.

300 feet west of junction switch in M & S Branch

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
State Highway	2327' W. Trevorton

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Trevorton:

Fifth Street

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

None

21. Miscellaneous Instructions.

Trevorton:

Engines must not pass under Stevens Breaker 3150 feet west of Trevorton station, due to close side and overhead clearances.

LEBANON AND TREMONT BRANCH
Wall – Suedburg

Wall to Suedburg is Westward

Grade	Distance from Wall	Interlocking (Rules 845-872)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.40	0.0	X		Train-on-Branch Signal	WALL	1	
.....	6.4				JONESTOWN		
+0.20	9.7				INDIANTOWN GAP		
+0.20	10.3				LOOP		
+0.10	18.0				SUEDBURG		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Wall and Suedburg				19

Yard speed will govern on all other tracks.

2. Yard Limits.

Wall to yard limit sign 5,348 feet west of Wall.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

900–903
9151–9166

6. Maximum Gross Weight of Car and Lading.

251,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred.

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Wall:

The signal is located 5348 feet west of Wall.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
16th Street	4471' W. Lebanon
State Road	4180' W. Heilmandale
Market Street	321' E. Jonestown
Lickdale Crossing	387' E. Indiantown Gap

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Lebanon—Yardmaster's Office	x	x	

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Wall	Lebanon Valley Jct.

21. Miscellaneous Instructions.

None

LEBANON VALLEY BRANCH
Oley – Harrisburg

Oley to Harrisburg is Westward

Grade	Distance from Reading	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	0.2	X	X	Rules 605-672	OLEY Street		
−0.17	0.0				READING		
	0.2	X			CENTER		
+0.50	2.3	X			WYOMISSING JCT.	2	W100 E78
+0.50	3.6	X			LAWN		
	5.7				SINKING SPRING		W110
+0.44	8.6			Automatic Block Signals Rules 251-254	WERNERSVILLE		
+0.58	9.8				SOUTH MOUNTAIN		
+0.42	12.0				ROBESONIA	3	
−0.53	14.4				WOMELSDORF		
−0.48	16.8		X		SHERIDAN		
+0.30	18.6				RICHLAND		
−0.59	21.1				MYERSTOWN		
+0.55	24.0				PRESCOTT		
−0.50	25.7				AVON		
−0.34	27.7				LEBANON		
+0.19	28.5	X			WALL		
−0.28	30.5				CLEONA		
−0.48	32.5				ANNVILLE	2	
−0.40	37.3				PALMYRA		
+0.37	40.7				HERSHEY		
−0.64	41.5				SWATARA		
−0.57	44.2				HUMMELSTOWN		
+0.14	45.3	X		Rules 605-672	TARA		E284
+0.51	46.2	X			BEAVER		
−0.57	47.9	X	X	Auto. Block Signals Rules 251-254	RUTHERFORD ("R" TOWER)	1	
−0.52	49.6	X			FORD		
−0.46	51.7	X			CANAL		
−0.58	52.9	X			HARRIS	2	
−0.90	53.4				HARRISBURG		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Oley and Tara	50	50	25	
All trains handling one or more loaded open top hopper cars		35		
Center:				
Within interlocking limits				15
Wyomissing Jct.:				
All diverging routes				25
Sinking Spring:				
Movements against current of traffic within limits of control points for Woodrow Ave., Columbia Ave. and Hull St.	30	30		
Lebanon:				
Between Pole $^{26}/_{05}$ and Pole $^{26}/_{40}$				25
Movements against current of traffic between Fifth Street and Pole $^{29}/_{01}$				15
Wall:				
All diverging routes				15
Hummelstown:				
Middletown Industrial Track:				10
Between Tara and Beaver	30	30	25	
Between Beaver and Harris	35	35	25	
Harris:				
To and from P.H.&P. Branch				25
All diverging routes				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Reading—From Oley to 475 feet west of Lawn.

Lebanon—From 1500 feet east of Avon to 5,348 feet west of Wall.

Hershey—From 12,000 feet east of Hershey station to 6,000 feet west of Swatara station.

Hummelstown—Middletown Industrial Track (former Middletown & Hummelstown Branch):

From Middletown to 3,802 feet east of Middletown station.

Rutherford-Harrisburg Area—From Tara to Harrisburg, including Steelton Industrial Track (former Steelton Branch) and Manufacturer's Industrial Track (former Manufacturer's Branch).

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Reading:

Oley—Operator, between Center and westward Home signal at Wyomissing Jct.

Lebanon:

Lebanon Valley Jct.—Operator, between 1,500 feet east of Avon and 5,348 feet west of Wall.

Rutherford:

R Tower—Operator, between Tara and East Hump.
R Tower—Operator, between West End and Harris.

4. Engines Not Permitted To Operate.

Center Interlocking—R & C Fence and Platform Tracks:

5211–5212	6300–6304
5300–5311	7600–7604

West Reading and Second Street Industrial Tracks:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

Middletown, Steelton and Manufacturer's Industrial Tracks:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Oley and Harris:

1501–1520	5300–5311
2701–2719	6300–6304
2750–2760	7600–7604
3600–3656	9151–9166
5201–5212	

Avon Industrial Track:

900–903	5300–5311
2750–2760	6300–6304
3600–3656	7600–7604
5201–5212	9151–9166

Middletown Industrial Track:
9151–9166

Steelton Industrial Track:
2750–2760

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Center Interlocking—R & C Fence and Platform Tracks:
90901, 90906

Middletown Industrial Track:
90906

Bridge 1/21—West Reading Industrial Track:
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Wyomissing Jct. and Harris:
90901, 90906

8. Location of Train-on-Branch Signals.

Hummelstown:

Operation on the Middletown Industrial Track (former M & H Branch) is governed by Train-on-Branch signal located 800 feet west of connection with Lebanon Valley Branch on Middletown Industrial Track.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Third Street	2015' W. of Center, Reading
Hall Street	1550' E. Sinking Spring
Columbia Avenue	615' E. Sinking Spring
Woodrow Avenue	145' E. Sinking Spring
Church Road	1588' E. Wernersville
Werner Street	223' E. Wernersville
Toll Gate Crossing	1563' E. Robesonia
Filberts Crossing	3563' W. Womelsdorf
Seiberts Crossing	3917' E. Richland
Main & Race Streets	260' W. Richland
Railroad Street	267' E. Myerstown
Gockley Crossing	6508' E. Prescott
Avon Crossing	453' E. Avon
Harrison Avenue	1740' W. Avon
8th Avenue	3110' W. Avon
5th Avenue	4905' W. Avon
Front Street	3675' E. Lebanon
4th Street	1774' E. Lebanon
5th Street	1315' E. Lebanon
7th Street	660' E. Lebanon

Name of Crossing	Location
8th Street	141' W. Lebanon
Cannon Street	383' W. Lebanon
9th Street	627' W. Lebanon
Partridge Street	867' W. Lebanon
10th Street	1107' W. Lebanon
12th Street	1973' W. Lebanon
16th Street	4471' W. Lebanon
Forge Road	3027' E. Palmyra
Railroad Street	200' W. Palmyra
Derry Road	2135' E. Hershey
Railroad Street	230' W. Hummelstown
Duke Street	1575' W. Hummelstown
Cassels Crossing	6005' W. Hummelstown

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Sinking Spring:

Westward trains having work at Sinking Spring shall stop east of sign "Westward Trains Cut Here," located 3234 feet east of Sinking Spring. Cut shall be made so that when train is reassembled for westward movement entire train will be east of sign.

Richland:

Eastward trains consisting of 15 or less cars having work at Richland shall stop with entire train east of and clear of crossing; those consisting of more than 15 cars shall stop west of sign "Eastward Trains Cut Here," located 2853 feet west of the crossing. Cut shall be made so that, when train is reassembled for eastward movement, entire train will be west of the sign.

Lebanon:

Watchman in elevated cabin at Eighth Street is on duty 24-hours daily to manually control the crossing gates as necessary.

When an engine or train is stopped on No. 1 or No. 2 Tracks between Front and Eighth Streets and between Ninth and Twelfth Streets, and will not immediately proceed, member of crew will contact watchman at Eighth Street, who will assume manual control of the lowered crossing gates in advance of the engine or train. When ready to proceed watchman will be notified so that he can restore gates to automatic operation.

Eastward engine or train movements towards 16th Street crossing, Lebanon, from Fill-Out Track, must stop clear of crossing and observe that highway crossing signals are operating and crossing is clear of highway traffic before proceeding onto the crossing.

Palmyra:

When westward automatic signal V371, 660 feet east of Palmyra, indicates "Stop and Proceed" (Rule 291), westward trains must stop east of Forge Road highway crossing 3027 feet east of Palmyra. Stop will be made east of clearance point sign 700 feet east of crossing.

Before proceeding, permission must be obtained from operator when on duty unless a more favorable aspect is displayed on signal V371. Trains must then approach Forge Road crossing at a speed not to exceed 15 miles per hour.

Westward trains with cars to set off on Palmyra Westward Storage Track will stop east of clearance point sign 700 feet east of crossing. Cut shall be made so that when train is reassembled for westward movement, entire train will be east of (C) sign. Cars set off on Palmyra Westward Storage Track must clear (C) signs located 300 feet east and west of Forge Road crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Reading:
Spruce Street Industrial Track
Gordon Street Industrial Track
West Reading Industrial Track
2nd Street Industrial Track
All crossings

Lebanon:
Avon Industrial Track (former Avon Branch)
Weidman Street
Maple Alley
Lincoln Ave. and Mifflin Street
Guilford Street
Fifth Street
Seventh Street
Eighth Street

Annville:
Side Tracks
Railroad Street

Swatara:
Hockersville (Route 340)

Hummelstown:
Middletown Industrial Track (former M. & H. Branch)
Main Street
High Street
Peony Avenue
South Pine Street
Poplar Street (Brown St.)
Union Street
Catherine Street

Harrisburg:
Tenth Street
Manufacturer's Industrial Track
Brockwood Street
Berry Hill Street
Derry Street
Holly Street
Mulberry Street
17th Street
Chestnut Street
Zarker Street
14th Street

Steelton Industrial Track
Mulberry Street—Harrisburg
Paxton Street—Harrisburg
Franklin Street—Steelton
Conestoga Street—Steelton
Trewick Street—Steelton

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

Location	Controlled From
20 ft. west of Wyomissing Jct.	Lebanon Valley Jct.
120 ft. west of Wyomissing Jct.	Lebanon Valley Jct.
Lawn Interlocking	Lebanon Valley Jct.
500 ft. east of Wall (Crossover)	Lebanon Valley Jct.
1100 ft. west of Harris Interlocking	"R" Tower—Rutherford

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

No. 2 Track—14,632 feet west of Wyomissing Junction for eastward movements.

16. Location of Hot Journal Detectors.

Detector on Lebanon Valley Connection, 1,755 feet west of Lebanon Valley Junction, with hot journal indicator at automatic signal V41 on No. 1 Track, 5,150 feet west of Lawn.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions, proceeding to and reporting from west end of Sinking Spring Siding.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Reading:			
Loco Shop—Crew Registry Office	x	x	
Spring St.—Crew-Clerk's Office	x	x	
Water Station—Yardmaster's Office	x	x	
Lebanon, Yardmaster's Office	x	x	
Hershey, Agent's Office	x	x	
Rutherford, East End Office		x	

18. Wayside Telephones.

Location	Connects With
Wyomissing Jct.—at Interlocking signals	Lebanon Valley Jct. and "R" Tower
Reading:	
Schuylkill River Bridge, east of, on Pole 1/14	
Booth, east of Third St.	Oley
Center, at Interlocking signals	
Wyomissing Jct. siding—W. End, N. side	
Sinking Spring Eastward Storage Track—E. end	
Sinking Spring:	
4742 feet east of, at Crossover	
East end, R. & C., west siding	
Westward siding, W. end	
Wernersville—Werner St. crossing	Lebanon Valley Jct. and "R" Tower Rutherford
South Mountain—Box on Pole 9/22	
Robesonia:	
E. end Storage Track	
Box, west end Westward Sdg.	
Box on pole, 1390 feet west of	
Womelsdorf—Station	
Sheridan:	
Box outside station	
Crossover, east of	
Eastward block signal, 700 feet west of	
Richland—Relay house W. of crossing	
Myerstown:	
Station	
Crossovers, west of	

Location	Connects With
Box, 4465' west of	
East end Prescott yard:	
Crossover—S. side	
Crossover—N. side	
Prescott:	
Scale office	
Booth	
Avon—Crossover switch	
Lebanon:	
Yardmaster's office	
Pole Box, west of 16th St.	
Horntown Yard, West end	
4th St., Pole box	
5th St., Pole box	
7th St., Pole box	
8th St., Pole box	
9th St., Pole box	
10th St., Pole box	
12th St., Pole box	
Front St., Pole box	
5th Ave., Box on southwest corner	
8th Ave., Booth	
Pole 28/24, Pole box	
Pole 28/31, Pole box	
West Lebanon—in booth at signal V-292	
Cleona:	Lebanon Valley Jct. and "R" Tower Rutherford
West of	
Hill Church Road crossing	
Annville Station—Box outside	
Annville:	
East end of Old Scale Yard	
Millard's No. 1 Quarry Track	
Palmyra:	
8465' E. Millard's No. 5	
E. end Westward Storage Track	
2300' east of Forge Road crossing	
West side station bldg.	
W. of Pole 37/23	
E. end Landis Storage Track	
W. end Landis Storage Track	
Hershey:	
Derry Crossing, box on pole	
Freight station	
No. 6 Industrial Track	
Swatara—Booth east of station	
Hummelstown—Railroad St., west of	
Tara—adjacent to Interlocking signals	
Beaver:	
Adjacent to Interlocking signals	
East end ladder track, box	
East Departure Yard at Car Inspector, box	
Stock pen, box	
Rutherford:	
Air Plant	
East of relay house, Pole 47/02, box	
East End yard office	
Opposite East End yard office, box	
East End Car Inspectors	
Pole 47/29, box	

Location	Connects With
Rutherford:	
Westbound Receiving, Car Inspector	
East Hump, Crew Clerk	
East Hump, Trainmaster	
Car Shop, Office	
Enginehouse, Office	
West Hump, Yard Office	
West Hump, Car Inspector	
Air Inspector, Location "F"	
No. 16 Track, Westbound Classification Yard	
East and west ends of West Departure Yard	
Station, 1800 feet east of, adjacent to No. 2 track	
"R" Tower	
West End Yard Office	
Ford:	
Adjacent to Interlocking signals	
West of, Pole 50/18	
Boyd—Box	
Paxtang Crossover—Booth	
Manufacturers Industrial Track—	
(Hill switch)—Box	"R" Tower-Rutherford
Canal—Adjacent to eastward Interlocking signal	
Harrisburg—17th Street overhead bridge, Booth	
Harris:	
Former engine track, box	
Westward Home signal, box	
Outside building, box	
Wallis Coal Track, box	
Electric lock at switch, Mulberry Street overhead bridge	
Harrisburg:	
West end passenger track, box	
Freight Station, locker room	
East of Mulberry Street bridge	
Mail and Express Track west end, box on pole	
Engine Track	
Steelton Industrial Track:	
Tenth Street	
Hemlock Street	
Schanois Street	
Jackson Manufacturing Co.	
Bridge 1/62	
Steelton—Station	

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Oley	Oley
Center	Oley
Wyomissing Jct.	Lebanon Valley Jct.
Lawn	Lebanon Valley Jct.
Wall	Lebanon Valley Jct.
Tara	"R" Tower
Beaver	"R" Tower
Rutherford	"R" Tower
Ford	"R" Tower
Canal	"R" Tower
Harris	"R" Tower

21. Miscellaneous Instructions.

Sinking Spring:

Permission must be obtained from train dispatcher before using westward siding.

When eastward automatic signal V62, 700 feet west of Sinking Spring station indicates "Stop and Proceed" (Rule 291), it must not be passed until a member of the train or engine crew has communicated with the operator at Leb. Val. Jct.

Robesonia-Annville:

Permission must be obtained from train dispatcher before using storage tracks:

Between Robesonia and Sheridan
Between Myerstown and Prescott
Between Myerstown and Avon
Between Wall and Annville
Between Palmyra and Hershey

Avon:

When westward automatic signal V271, 1300 feet east of Avon station indicates "Stop and Proceed" (Rule 291) or "Approach," it must not be passed until a member of the train or engine crew has communicated with the operator at Lebanon Valley Jct.

Wall:

Westward trains having cars to pick up or set out at West Lebanon must know that their trains are clear of Wall Interlocking before such work is started.

Hershey:

All eastward tonnage trains out of Rutherford with instructions to set out or pick up at Hershey will arrange to stop with engine at automatic signal V-412 located west of Hershey.

Hummelstown:

When westward automatic signal V431, 5480 feet east of Hummelstown station indicates "Stop and Proceed" (Rule 291) or "Approach," it must no be passed until a member of the train or engine crew has communicated with the operator at "R" Tower, Rutherford.

Rutherford:

Westward Receiving Yard:

Normal position of the crossovers from #1 East Departure Track to West Receiving Yard:

West end of crossover to be lined for pull-in track to West Receiving Yard;

East end of crossover to be lined for #1 East Departure Track.

Crews operating from or to the West Receiving Yard, from or to East Departure Yard will contact operator "R" Tower before using these crossovers.

Crossovers will not be set for crossover movement and left unattended.

Track indicator sign will govern movements from westward Pull-In Track to westward receiving yard and will display numeral aspects 1, 2, 3, 4, 5, 6 or a combination of letters S T O P. When a numeral is displayed it designates the receiving track to which movement is to be made and that switches are properly lined for that movement. Train or engine finding S T O P aspect displayed must stop clear of sign and a member of the train or engine crew must immediately contact the operator at "R" Tower for instructions. Eastward movements from receiving tracks Nos. 1, 2, 3, 4, 5 and 6 to Pull-In Track must not be made without securing permission from the operator at "R" Tower.

East and West Humps:

Drafts of cars pushed from the receiving yards to the humps will be governed by color light signals at various locations in the yards. Indications will be as follows:

Green	Proceed
Yellow	Reduce to humping speed
Red	Stop
Flashing Red	Reverse

These signals govern hump movements, which may block any or all lead tracks from receiving yards to humps.

There must be a definite understanding of all moves made in the classification yards by yardmasters, conductors and retarder operators.

No engine or train may move off hump end of receiving yard tracks when hump signal indicates cars are being humped.

Engines must not move from receiving tracks until it is known that no draft of cars is being pushed to the hump or until verbal permission is obtained from the yardmaster or hump conductor. Engines will remain clear of ladder or hump lead until hump signal displays "Stop."

Engines over humps in classification yards are controlled by trimmer signals at humps which will display yellow to proceed and red to stop. At no time may engines move out of the classification yards and foul ladder tracks until instructions to do so are issued by yardmaster or hump conductor.

Yardmaster or conductor will announce over public address system when tracks are clear, when cars for a clear track are about to leave the hump and other pertinent information, to keep field brakemen fully informed of changing yard conditions. Instructions will be clear and concise.

Not more than 5 loaded cars are to be controlled through retarders at the East or West Hump in any one cut.

Tracks 1 to 33 East Classification Yard are equipped with inert retarders and track skates will not be used. East Hump yardmaster will, when practical, arrange to have a minimum of 2 cars remaining on track behind cars being made up by make-up crews. Make-up crew will, when pulling off such track or tracks, cut off remaining cars in east inert retarder, securing same.

Car retarder operators must apply sufficient retardation to reduce speed of cars entering tracks to a speed not to exceed 4 miles per hour. The following rule governing number of hand brakes to be applied to cars in East Classification Yard will govern:

10 cars or less—Effective hand brakes applied on all cars.
20 cars or less—Effective hand brakes applied on 12 cars.
30 cars or less—Effective hand brakes applied on 18 cars.
50 cars or less—Effective hand brakes applied on 20 cars.

For each additional 10 cars, add 2 more effective hand brakes.

When drafts of cars are pushed east of the kickback in the East Classification Yard, they will be handled with air through cars and will be brought to rest by engineer making a full service application of air brakes before detaching locomotive and hand brakes will be applied as prescribed above.

Field brakemen must promptly report to yardmaster and hump conductor when a track is cleared by a make-up crew or road crew.

When a track is ordered secured by capping the button or lever in the control tower to prevent any cars going on that track, the cap must not be removed until there are cars for that track after it has been released for use. The yardmaster or conductor will instruct retarder operator to remove cap, announcing over the public address system to field brakemen prior to train being humped that the track has been released and cars will be run on that track.

Field brakemen will at NO TIME leave the field, but will remain in their respective territories until relieved and transfer to their relief, the standing of each track, including the number of hand brakes applied on each track.

Whenever cars are to be pushed on a classification track, conductor or yardmaster will announce to field brakemen over

public address system to keep them fully informed and to protect movement.

When cars are pushed east of the kick-back, a 6 car separation will be made at the kick-back to permit field brakemen access to the various tracks across the yard.

During adverse weather conditions, rechecking hand brakes on cars will be necessary to insure full protection.

Eastward Receiving Yard:

Track indicator sign will display a numeral or combination of numerals 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 and as required the letter "D". Sign indicates the track or tracks on which eastward trains will yard their trains in Rutherford Eastward Receiving Yard. Display of the letter "D" will indicate train is to double into receiving yard.

Sign does not supersede eastward Interlocking signals at Ford.

Canal—Beaver:

On Canal Track and Pull-In Track between Canal and West End yardmaster's office the direction of traffic is eastward, and must not be blocked without proper authority. For movements against the current of traffic, authority must be obtained from West End yardmaster.

Eastward road crews, with order to stop train on Yard Thorofare Track to clear Yard Outlet Track at spring switch, will not foul Yard Outlet Track until permission is obtained from yardmaster on duty at East Hump or from operator "R" Tower.

Road crews with train or light engines must receive permission from yardmaster on duty at East Hump before entering Yard Outlet Track at East Hump.

Before departing Yard Outlet Track or Yard Thorofare Track, permission for eastward movements, or opposing movements, must be obtained from operator at "R" Tower.

Eastward through trains or engines operating on Yard Thorofare Track, destined Beaver, will receive instructions to proceed on Yard Thorofare Track and No. 2 main track from yardmaster at West End, operator at "R" Tower or via radio at Rutherford from yardmaster at East Hump.

The above instructions apply to yard crews, as well as road crews.

LITTLE SCHUYLKILL BRANCH
Clinton – Barns

Clinton to Barns is Westward

Grade	Distance from Philadelphia	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	78.3	X		Automatic Block Signals Rules 261-264	CLINTON		
+0.5	80.8				MOLINO		
+0.3	85.8				SAND		
+0.8	87.4				RING		
+0.8	88.0				NEW RINGGOLD		
+0.8	91.8				MOUNTAIN	1	
+0.5	92.1				WEBSTER		
+0.3	93.2				REYNOLDS		
+0.5	94.5				ZEHNERS		
+0.8	95.3	X			MYRTLE		
+0.8	97.1			Rules 251-254	AQUA	2	
+0.8	98.3	X			TAMAQUA		
+1.5	103.0	X		Rules 261-264	BARNS	1	

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol Freight and Coal Extras	Relief Train	All Trains
Between Clinton and Barns	30	30	25	
Tamaqua:				
L. & N. E. Connection				6
Between Aqua and Rose Street				25
Between Spruce Street and Broad Street				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Tamaqua—From crossover 734 feet east of Aqua to 1046 feet east of east portal of Tamaqua Tunnel.

L. & N. E. connection in Little Schuylkill Branch to 3230 feet east of Greenwood Street.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Greenwood Colliery Track:

6300–6304
7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Greenwood Colliery Track:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Greenwood Colliery Track:
90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Broad Street	1320' W. Port Clinton
Hughes Avenue	120' E. New Ringgold
Reynolds	90' W. Reynolds
Spruce Street	1130' E. Tamaqua
Broad Street	280' E. Tamaqua
Elm Street	1390' W. Tamaqua
Vine Street	1820' W. Tamaqua
Rose Street	2230' W. Tamaqua
Taggartsville	6610' W. Tamaqua
Barnesville	20' W. Barnesville

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

New Ringgold:

Eastward trains approaching New Ringgold: When necessary to stop to control speed of train west of New Ringgold, stop will be made so that train will clear flashing light signal circuit for Hughes Avenue crossing, New Ringgold, indicated by sign located 2000 feet west of New Ringgold station.

Tamaqua:

When an engine or train is stopped on No. 1 or No. 2 Tracks, or on single track, between a point 1566 feet east of Spruce Street and a point 1550 feet west of Rose Street, and will not immediately proceed, a member of the train or engine crew will contact watchman in elevated cabin at Broad Street who will assume manual control of the lowered crossing gates in advance of the engine or train. When ready to proceed watchman will be notified so that he can restore gates to automatic operation.

Eastward trains stopping west of Rose Street, Tamaqua, will arrange to stop so that when recoupling to train prior to departure, engine will clear sign reading "Start of Crossing Protection" located 1550 feet west of Rose Street.

Greenwood:

Reading Company movement of engines, cars or trains must not be made over East Broad Street and Greenwood Street crossings, Tamaqua, between the hours of 7:45 A. M. and 8:45 A. M., 11:30 A. M. and 1:30 P. M., 3:30 P. M. and 4:00 P. M., daily, except Saturdays and Sundays.

In event of an emergency during these specified hours, movements over these crossings must be protected by a member of the train or engine crew in accordance with Operating Rule T.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Tamaqua:

Center Street—L. & N.E. connection
Spruce Street—L. & N.E. connection

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

Location	Controlled From
670 ft. west of Clinton	Haven
200 ft. west of Mountain	Haven
1200 ft. east of Webster	Haven
1070 ft. east of Webster	Haven
1070 ft. east of Reynolds station	Haven

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261—264 Are in Effect. (See Rule 104d).

1090 ft. east of New Ringgold station
330 ft. west of Zehners station
3470 ft. west of Zehners station

14. Location of Dual Controlled Switches. (See Rule 104b).

Tamaqua
Barns

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Tamaqua—Clerk's Office	x	x	

18. Wayside Telephones.

Location	Connects With
Clinton:	
Broad St. crossing, box on post	
Pole box opposite eastward Interlocking signal	
Molino—Booth at station	
Ring—Booth at westward Home signal	
New Ringgold—Pole box at Freight Track switch	
Mountain—Booth at switch	
Webster Side Track, Booth at east end and pole box at west end	
Zehners—Pole box at switch	
Myrtle:	
Pole box 94/42	
Booth at eastward Interlocking signal	
Pole box at Pole 95/37	
Booth at Pole 96/13	
Booth opposite signal L181 and booth at Aqua	Haven
Tamaqua:	
Broad St., Watchbox	
Clerk	
Elm St., Box on post	
Vine St., Box on post	
Rose St., Box on post	
Tamaqua Tunnel:	
Booth opposite eastward automatic signal L-222	
Booth opposite westward automatic signal L-211	
Barns:	
Box on relay house and booth opposite eastward Interlocking signal	
East Mahanoy Jct:	
Box on post	

19. Bell Telephones.

Location	Exchange	Number
Tamaqua Clerk's Office	Tamaqua	668-1330

20. Interlocking.

Location	Controlled From
Clinton	Haven
Molino	Haven
Ring	Haven
Myrtle	Haven
Tamaqua	Haven
Barns	Haven

21. Miscellaneous Instructions.

Tamaqua:

Movements on the connection to and from the Lehigh and New England Railway may be made only upon authority of the operator at Haven.

Between Greenwood Street and Greenwood Junction, single main track must not be used without first obtaining permission from L & NE yardmaster at Arlington, when on duty, otherwise from train dispatcher at Bath.

Eastward and westward extra trains and engines from Tamaqua, must obtain permission from operator at Haven before proceeding.

Tamaqua Tunnel:

When eastward automatic signal L222, 13,750 feet west of Tamaqua station indicates "Stop and Proceed" (Rule 291) or "Approach," it must not be passed until a member of the train or engine crew has communicated with the operator at Haven.

LOW GRADE BRANCH
Nice—Newtown Jct.

Nice to Newtown Jct. is Eastward

Grade	Distance from Nice	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.7	0.0 1.8	X X	X	Rules 251-254	NICE NEWTOWN JCT.	2	

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Nice and Newtown Jct.	25	25	20	

Yard speed will govern on all other tracks.

2. Yard Limits.

Nice to Newtown Jct.

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

Nice—Operator:
Nice—Newtown Jct.

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
90906

8. Location of Train-On-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only For Movement With the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Windrim Ave.—Side Track

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Nicetown Jct:			
Nice	x		
Yardmaster's Office	x	x	

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Nice	Nice
Newtown Jct.	Wayne

21. Miscellaneous Instructions.

Nicetown Jct:

An additional signal unit located on mast of Interlocking signal governing westward movements on No. 1 Track from Low Grade Branch will display a lighted letter "P" when westward trains are to pick up at Nicetown.

Trains encountering signal displaying lighted letter "P" will communicate with yardmaster or operator at Nice for instructions regarding pick up.

MAHANOY AND SHAMOKIN BRANCH
Barns—Hern

Barns to Hern is Westward

Grade	Distance from Philadelphia	Interlocking (Rules 605–672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+1.5	103.0	X		Time Table and Train Orders	BARNS	1	
+1.5	103.7				E. MAHANOY JCT.		
+1.6	106.2				MAHANOY TUNNEL		
−1.0	107.1				BUCK		
−1.2	109.2				MAHANOY CITY		
−1.4	110.2				COLES		
−1.3	111.1				ST. NICHOLAS		
−0.3	112.1				GRADE		
−0.3	113.5				GILBERTON		
−1.3	115.2				SHENANDOAH JCT.		
−1.2	119.5				ASHLAND		
−0.9	121.9				GORDON		
.....	127.8				LOCUST		105
−1.0	128.9				GAP		
−1.0	130.4				MT. CARMEL JCT.		
−1.4	136.7				RIDGE		
−1.4	137.4				SHAMOKIN "D" OFFICE		W51
−0.9	137.9				RACE		125
−0.9	138.2				SHAMOKIN		
−0.7	138.8				CARBON		
+0.4	139.0				HERN		

1. Maximum Speed of Trains On Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Trains	All Trains
Between Barns and East Mahanoy Jct.				25
Between East Mahanoy Jct. and Gordon	35	35	25	
Mahanoy Tunnel:				
Between Mahanoy Tunnel and Buck				20
Gordon:				
Between a point 2800 ft. east of Gordon and Gordon	30	30		
Between Gordon and Locust	20	20	15	
Between Locust and Ridge	35	35	25	
Between Ridge and Hern				15

Yard speed will govern on all other tracks.

2. Yard Limits.

St. Nicholas:

From Coles to 1,820 feet west of Grade.

Shenandoah Jct:

From 5,165 feet east of Shenandoah Jct. to 9,438 feet west of Shenandoah Jct.

Gordon:

From Bridge 121/60, 1,100 feet east of Gordon to 6,304 feet west of Gordon.

Locust:

From Locust to Gap.

Shamokin:

From a point 5561 feet east of Shamokin to Hern, including Carbon Run, Bear Valley and Burnside Colliery Tracks.

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

Between Barns and Hern:

No engines barred

Ashland Upper Route, Mt. Carmel, Carbon Run, Burnside and Bear Valley Colliery Tracks:

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

Between Barns and Hern:

900–903	5300–5311
3600–3656	6300–6304
5201–5212	9151–9166

Ashland Upper Route:

9151–9166

Mount Carmel Colliery Track:

444–524	660–666
600–636	900–903

Carbon Run, Burnside and Bear Valley Colliery Tracks:

No engines restricted other than noted in Item 4.

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Mt. Carmel Jct:

Operation on the Mt. Carmel Colliery Track (former Mt. Carmel Branch) is governed by Train-on-Branch signal located 210 feet west of junction switch.

Carbon:

Operation on the Carbon Run Colliery Track (former Carbon Run Branch) is governed by Train-on-Branch signal located 360 feet east of junction switch.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Gilbert Street	100' E. Gilberton
Pottsville Street	60' E. Maizeville
Third Street	2720' W. Ashland
Germantown Road	3720' E. Gordon
Lavelle Road	3510' E. Locust Dale
Locust Dale	900' W. Locust Dale
Mansley	1080' E. Locust Gap
Tauchman's	80' W. Locust Gap
Delaneys	430' W. Locust Gap
Kellagher's	829' W. Locust Gap
Yellow Hill	5100' W. Mt. Carmel Jct.
Excelsior	130' E. Excelsior
Race Street	1710' E. Shamokin
Webster Street	1460' E. Shamokin
Clay Street	1210' E. Shamokin
Franklin and Shakespeare Streets	700' E. Shamokin
Shamokin Street	380' E. Shamokin
Rock Street	120' E. Shamokin
Washington Street	120' W. Shamokin
Independence & Liberty Streets	380' W. Shamokin
Water Street	765' W. Shamokin
Eighth Street	1310' W. Shamokin
Market Street	2040' W. Shamokin
Sixth Street	2490' W. Shamokin
Walnut Street	2970' W. Shamokin

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Shamokin:

Westward movements from Race siding onto single main track, must stop clear of Race Street Highway Grade Crossing, and observe that highway crossing warning signals are operating and crossing is clear of highway traffic, before entering crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Mahanoy City:
Industrial siding.
North Main Street

Mt. Carmel Jct:
Mt. Carmel Colliery Track (former Mt. Carmel Branch).
Oak Street
Seventh Street
Orange Street

Carbon:
Carbon Run Colliery Track (former Carbon Run Branch).
Pine Street
Spruce Street
Chestnut Street
Arch Street
Water Street

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (See Rule 104d).

None

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Shamokin "D" Office—Yardmaster's Office	x	x	
St. Nicholas—Yardmaster's Office	x	x	
Gordon—Trainmen's Room		x	

18. Wayside Telephones.

Location	Connects With
Mahanoy Tunnel—Box on post at east portal	Haven Sunbury & Milton Towers
Buck Booth, west end Mahanoy Tunnel	
Mahanoy City—Box on post west of station	
Coles—Box on post	
St. Nicholas—Box on post	
Grade—St. Nicholas Yard Ofc.	
Gilberton—Box on post	
Shenandoah Jct.—Booth	
Gordon—Booth	
Lavelle—Box on post	
Locust—Booth	
Mt. Carmel Jct.—Booth	
Ridge—Box on post	
Shamokin:	
Yard Office	
Box on post Race St.	
Hern—Box on post	

19. Bell Telephones.

Location	Exchange	Number
Shamokin Yard Office	Shamokin	648-0511
St. Nicholas Yard Office	Frackville	874-1400

20. Interlocking.

Location	Controlled From
Barns	Haven

21. Miscellaneous Instructions.

None

MAIN LINE
Falls—Pottsville

Falls to Pottsville is Westward

Grade	Distance from Philadelphia	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	5.4	X		Automatic Block Signals* Rules 251-254	FALLS	2	
	6.7				PENCOYD		
	7.9				WEST MANAYUNK		
	8.7	X			ROCK	1	
	9.8				GLADWYNE	2	E102
	12.0				WOODLANE		
+0.05	13.6				W. CONSHOHOCKEN		
+0.05	15.8				SWEDELAND		
+0.09	17.0				BRIDGEPORT		
+0.01	18.0	X	X		NORRIS	4	
+0.02	19.1				ABRAMS		
-0.10	20.6				NORTH ABRAMS		
+0.19	21.5				PORT KENNEDY		
+0.17	23.7				VALLEY FORGE		
+0.18	24.9				PERKIOMEN		
	27.5	X			PHOENIX		
+0.16	27.7				PHOENIXVILLE	1	
+0.01	30.6				CROMBY		
-0.21	32.0				ROYERSFORD		
+0.22	34.4				LINFIELD		
	40.5				POTTSTOWN		W126
+0.18	40.8				COLEBROOKDALE JCT.		
+0.18	42.2				STOWE		
+0.11	47.1				MONOCACY		
+0.08	48.0	X			MONA		
+0.08	49.5			Rules 605-672	BIRDSBORO	2	
+0.08	49.6	X			BIRD		W217
+0.16	50.3	X			W. & N. JCT.		
-0.16	52.3			Rules 251-254	LORANE		
+0.34	56.0	X			KLAPPERTHAL JCT.		
+0.03	58.1				READING (FRANKLIN ST.)		
	58.6	X		Rules 605-672	WALNUT		
	59.1	X	X		OLEY		
+0.13	59.9	X			PIKE		
+0.29	60.6	X			WATER		
+0.29	61.4	X			BELT	3	
+0.05	63.2	X		Automatic Block Signals Rules 251-254	TUCKERTON		
	66.3				LEESPORT		
+0.07	67.4				DAUBERVILLE		
-0.07	68.6				MOHRSVILLE	2	E & W113
+0.16	70.2				SHOEMAKERSVILLE		
-0.29	75.3				HAMBURG		
+0.4	78.3	X			CLINTON		
+0.4	79.9				STONE		
+0.3	83.5			Rules 261-264	AUBURN	1	
-0.4	86.4				LANDINGVILLE		
					DOCK		
+0.2	87.1	X			SCHUYLKILL HAVEN		
+0.4	89.1		X	Rules 251-254	CRESSONA	2	
+0.5	90.0				POTTS		
+0.5	93.0	X					
-0.6	93.6			Yard Rules	POTTSVILLE		

* Single Track through West Manayunk and Phoenxville Tunnels, Rule 605 governs.
No. 3 Track between Norris and Phoenix, Rules 261-264 govern.
No. 1 Track between Belt and Tuckerton, Rules 251-254 govern.

1. Maximum Speed of Trains On Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Trains	All Trains
Between Falls and Norris	35	35	25	
Norris:				
Movements to and from No. 3 Track				25
Movements to and from No. 4 Track to Norristown Branch				25
Movements to and from No. 4 Track to No. 2 Track Main Line				35
Movements from No. 1 Track to No. 1 Track and movements from No. 2 Track to No. 2 Track				25
Movements to and from Seaboard Yard				10
Other diverging routes				15
Between Norris and Klapperthal Jct.	60	50	25	
Nos. 1 and 2 Tracks between Norris and Phoenix	35	35		
Valley Forge:				
Nos. 3 and 4 Tracks—on Curve between Pole 23/25 and Pole 24/05	55			
No. 3 Track between Perkiomen Station and Pole 25/34	40	40		
To and from Perkiomen Branch				15
Phoenix:				
Between Phoenixville station and Pole 29/30	35	35	20	
Other diverging routes				15
Between Pole 31/22 and Pole 32/22	40	40		
Between Pole 33/40 and Pole 35/05	50	45	20	
Between Pole 36/25 and Pole 36/35	55	45	20	
Between Pole 37/10 and Pole 37/45	55	45	20	
Between Pole 40/05 and Pole 40/45	40	40		
Bird and W & N Jct:				
All diverging routes				15
No. 2 Track within interlocking limits	45	45		
Between Pole 55/01 and Klapperthal Jct.	35	35	20	
Klapperthal Jct.:				
To and from Reading Belt Branch				25
Between Klapperthal Jct. and Pole 57/44	35	35	20	
Between Pole 57/44 and Pike	30	30	25	
Between Chestnut St. and Walnut				15
Oley:				
All diverging routes				15
Between Pike and Belt	45	30	25	
Pike:				
Crossover between No. 1 and No. 2 Tracks				25
Water:				
Crossover between No. 1 and No. 2 Tracks				25
Belt:				
To and from Reading Belt Branch	30	30		
Between Belt and Tuckerton, No. 4 Track			25	
Between Belt and Potts	50	40	25	
Shoemakersville:				
Between Pole 70/17 and Pole 70/41	45			
Clinton:				
Between Pole 78/04 and Pole 78/53	35	35		
Stone:				
Between Pole 79/33 and Pole 80/22	40	35		
Auburn:				
Reverse curves west of	40	35		
Landingville:				
Curve at station	45			
Dock:				
Between No. 2 Track and Single Track	45			
Between Pole 87/18 and Pole 87/45	45			
Schuylkill Haven:				
Between Pole 88/28 and Pole 88/44	45			
From Mine Hill yard through spring switch to No. 2 Track				15
Potts:				
Between Pole 91/26 and Pole 92/07	35	30		
Within interlocking limits				15
Between Potts and Washington Street bridge				15
Between Washington Street bridge and Union Street				6

Yard speed will govern on all other tracks.

All trains handling one or more loaded open top hopper cars. 35

2. Yard Limits.

Falls-Stowe:
From Falls to 4,150 feet west of Stowe.

Birdsboro:
From Birdsboro to 150 feet west of W. & N. Jct.

Reading:
From Klapperthal Jct. to 3,960 feet west of Tuckerton.

Schuylkill Haven:
From 7,022 feet east of Schuylkill Haven to 800 feet west of Cressona.

Pottsville:
From 4,271 feet east of Potts to Pottsville, including Mt. Carbon and East Norwegian Industrial Tracks.

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

West Falls:
Nice—Operator, between Falls and westward Home signal at Rock.

Abrams:
Norris—Operator, between Norris and North Abrams.

Reading:
Oley—Operator, between crossovers 4,000 feet east of Franklin Street and Walnut.
Lebanon Valley Jct., between Belt and Tuckerton.

Schuylkill Haven:
Haven—Operator, between 7,022 feet east of Schuylkill Haven and 800 feet west of Cressona.

4. Engines Not Permitted To Operate.

Falls-Pottsville:

No engines barred

Venice Industrial Track:

10–15	2701–2719
90–104	2750–2760
444–450	3600–3656
460–475	5201–5212
700–729	5300–5311
900–903	6300–6304
1501–1520	7600–7604

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Falls and Bridgeport:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	9151–9166

Between Bridgeport and Klapperthal Jct.:

444–450	3600–3656
481–499	5201–5212
500–524	5300–5311
900–903	7600–7604
	9151–9166

Between Klapperthal Jct. and Belt:

444–450	5201–5212
481–499	5300–5311
500–524	6300–6304
3600–3656	7600–7604
	9151–9166

Between Belt and Clinton:

900–903	5300–5311
3600–3656	6300–6304
5201–5212	7600–7604

Between Clinton and Potts:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	9151–9166

Between Potts and Pottsville:

900–903	6300–6304
3600–3619	9151–9166

Venice Industrial Track:

16–24	660–666
481–499	9151–9166
600–636	

Pickering Valley Industrial Track:

2750–2760	7600–7604
3600–3619	9151–9166

Colebrookdale Industrial Track:

600–636	5300–5311
660–666	6300–6304
900–907	7600–7604
3600–3656	9151–9166
5201–5212	

6. Maximum Gross Weight of Car and Lading.

Falls-Pottsville:

263,000 lb.

Venice Industrial Track:

220,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Venice and Colebrookdale Industrial Tracks:
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Colebrookdale Jct.:

Operation on the Colebrookdale Industrial Track (former Colebrookdale Branch) is governed by Train-on-Branch signal located 386 feet west of Colebrookdale Jct.

Pottsville:

Operation west of Nichols Street on the Mt. Carbon Industrial Track (former Mt. Carbon Branch) is governed by Train-on-Branch signal located at Nichols Street.

Operation on the East Norwegian Industrial Track (former East Norwegian Branch) is governed by Train-on-Branch signal located at Nichols Street.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement With the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
River Road	E. end Woodlane Yard
P. E. Company	W. West Conshohocken
Ford Street	1220' E. Bridgeport
Depot Street	50' W. Bridgeport
Mill Street	745' W. Bridgeport

Name of Crossing	Location
Arch Street	2075' E. Royersford
Main Street	175' E. Royersford
Hanover Street	430' E. Pottstown
Colebrookdale Industrial Track	3535' W. Colebrookdale Jct.
Route 100	
Monocacy	210' E. Monocacy
Mt. Penn Road	11471' W. Lorane
Chestnut Street	310' E. Reading (Franklin Street)
Franklin Street	230' W. Reading (Franklin Street)
Cherry Street	515' W. Reading (Franklin Street)
Penn Street	835' W. Reading (Franklin Street)
Rickenbach	7323' W. Leesport
Main Street	65' W. Leesport
Railroad Avenue	325' W. Leesport
Schuylkill Avenue	1448' W. Leesport
Dauberville	30' E. Dauberville
Mohrsville	30' W. Mohrsville
Shoemakersville	85' W. Shoemakersville
Landingville	420' E. Landingville
Williams Street	1485' E. Schuylkill Haven
Columbia Street	650' E. Schuylkill Haven
Union Street	360' E. Schuylkill Haven
Main Street	175' W. Schuylkill Haven
Cressona	39' E. Cressona

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Woodlane:

Crews setting off or picking up at east end of Woodlane Yard will stop sufficiently west of River Road crossing to avoid blocking crossing when pickup or setoff is made.

Bridgeport:

When automatic signal 170, 1,420 feet east of Bridgeport displays APPROACH or "STOP AND PROCEED" (Rule 291) indication, westward trains on No. 1 Track must stop east of (C) sign located 400 feet east of Ford Street and communicate with operator at Norris.

Pottstown:

Eastward movements on No. 1 Track after making crossover movement at Colebrookdale Jct. or movement from Colebrookdale Industrial Track, must not exceed a speed of 30 miles per hour until train or engine arrives at Hanover Street Crossing.

Eastward movements on No. 2 Track from Stowe yard must not exceed speed of 30 miles per hour until lead end of train or engine arrives at crossing.

Colebrookdale Industrial Track:

At Route 100 State Highway crossing on side track of Robinson Clay Products Company, located 3160 feet west of Colebrookdale Jct., manually controlled highway crossing flashing light signals are in service.

Switch key operated manual control boxes are attached to highway crossing signal masts and the following procedure applies.

Before crossing highway, a member of train crew must activate manual highway crossing signals by inserting switch key in receptacle of control box marked "START", and turn key. After signals are flashing, and highway is clear of traffic, remove key from control box, movement may then proceed over crossing.

When movement is clear of crossing, member of train crew must stop flashing signals by inserting switch key in control box receptacle marked "STOP", on leaving side of crossing, and turn key.

Switch key must not be inserted in STOP receptacle of either control box until entire movement is clear of crossing.

If flashing light signals fail to operate after START has been initiated, movement over crossing must be made in accordance with Operating Rule "T", and condition reported to Train Dispatcher.

Reading:

All trains and engines operating against the current of traffic on No. 1 Track must stop before passing over Penn Street.

All engines and trains operating on No. 2 Track that stop at Franklin Street Station must stop with engine or train between clearance (C) signs, located west of Chestnut Street and east of Franklin Street.

Switch key operated crossing gate controller is located inside telephone box on Franklin Street Station platform.

If it is expected a time in excess of 2 minutes will be consumed in station stop, or if engine or train will depart from Franklin Street Station in a direction opposite from direction of arrival, conductor will proceed as follows:

1. Insert switch key in keyhole marked **RAISE** in gate controller.
2. Turn key in clockwise direction, holding key in turned position until it is observed gates at Chestnut Street and Franklin Street are raising.
3. Remove switch key from gate controller.

When station stop is completed:

Eastward engines or trains will proceed east of clearance (C) sign, stop clear of Chestnut Street crossing and observe that crossing gates are lowered and crossing is clear of unwarned traffic before proceeding.

Westward engines or trains after receiving RESTRICTED indication on Interlocked Dwarf Signal, will proceed west of clearance (C) sign, stop clear of Franklin Street crossing and observe that crossing gates are lowered and crossing is clear of unwarned traffic before proceeding.

NOTE: If station stop is in excess of twenty minutes, crossing gates will lower automatically. If movement is not ready to proceed at this time, crossing controller must again be operated to raise gates.

Reading: Richmond Street Industrial Track

Manually operated highway traffic signals are in service where Richmond Street Industrial Track crosses Center Avenue, Highway Route 61.

Key operated manual control boxes are located on post adjacent to each side of crossing between Reading Company and Penn Central tracks.

Before crossing highway, a member of train or engine crew will activate highway traffic signals by inserting switch key in receptacle of **Reading Company** control box marked START (on approach side of crossing) and turn key. After traffic signals display RED (STOP), and highway is clear of traffic, remove key from control box and movement may proceed over crossing.

When movement is clear of crossing, member of crew will insert switch key in **Reading Company** control box receptacle marked STOP (on leaving side of crossing), and turn key. Traffic signals will display GREEN indication for 30 seconds before displaying normal flashing YELLOW indicaton.

NOTE: Switch key must **not** be inserted in STOP receptacle of either control box until entire movement is clear of crossing.

If traffic signals fail to operate after START has been initiated, movement over crossing must be protected by crew member in accordance with operating Rule T and condition reported promptly to Train Dispatcher.

Schuylkill Haven:

All westward freight trains receiving instructions to yard train or part of train will stop east of (C) sign 450 feet east of Williams Street and contact yardmaster at West Cressona for instructions.

Crews yarding train or part of train at Mine Hill Crossing will use crossover to No. 2 Track west of Williams Street and pull in on running track.

Engineer will not start train until member of crew has completed lining switches for entire movement.

When it is known that an engine or train will stop at Schuylkill Haven passenger station for a period of more than 1 minute a member of the crew shall manually control the crossing protection by switch key operated controller mounted on train order signal mast. When it is necessary to manually control the crossing protection, proceed as follows:

1. Remove switch padlock and seal from door of controller.
2. Open door and insert switch key in receptacle marked in direction of movement.
3. Turn key clockwise and observe that gates at crossing in advance of movement raise.

When movement is ready to proceed:

1. Turn switch key counter-clockwise and remove same, and observe that gates in advance of movement lower and crossing is clear of unwarned traffic before proceeding.
2. Close door of controller and secure with switch padlock.
3. Notify train dispatcher that controller was used and seal must be replaced.

When spring switch in No. 2 Track is manually operated to reverse position, trains or engines moving eastward toward Main Street on No. 2 Track must stop with leading end of movement clear of crossing and observe that gates are lowered and crossing is clear of unwarned traffic before proceeding.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

North Abrams:
Cabot, Cabot and Forbes siding
Valley Forge Road

Port Kennedy:
Industrial Track
Public Road 1,300 feet from connection with Main Line
State Highway Route 23
Public Road 3,730 feet from connection with Main Line

Phoenixville:
Pickering Valley Industrial Track (former Pickering Valley Branch)
Starr Street
Bridge Street
Main Street
Paradise Street
State Highway Route 23

Colebrookdale Jct.:
Colebrookdale Industrial Track (former Colebrookdale Branch)—Pottstown
King Street

Boyertown:
Third Street
Philadelphia Ave.

New Berlinville:
State Highway Route 284
Guildins Road, 4,500 feet west of.

Bechtelsville:
Brick Hill Road, 1,944 feet east of.
Chestnut Street.

Stowe:
S. G. Flagg Co.—Side Track—(Pvt. Crossing)

Reading:
Side track east of Franklin Street.
Ninth St., 2,530 feet east of.
Ninth St., 2,555 feet east of.
Side Track
Eighth St., 390 feet east of, 540 feet north of main track.
Eighth St., 695 feet west of, 425 feet north of main track.
Fair Ground Industrial Track (former Fair Ground Branch)
Kutztown Road
11th Street
Rockland Street
Richmond Street Industrial Track (former Richmond Street Branch)
Front Street

Tuckerton:
Side Track
Center Ave.

Pottsville:
Mt. Carbon Industrial Track (former Mt. Carbon Branch)
Norwegian Street
Arch Street
Minersville Street
Water Street

12. Location of Electrically Locked, Hand Operated Switches. (See Rule 104c).

Location	Controlled From
750 ft. west of Abrams (Crossover)	Norris
150 ft. west of Perkiomen (Crossover)	Norris
2,200 ft. west of Perkiomen	Norris
850 ft. east of Phoenix	Norris
850 ft. east of Bird	Oley
50 ft. east of Walnut	Oley
780 ft. west of Oley Interlocking (Crossover)	Oley
1,000 ft. west of Oley Interlocking (Crossover)	Oley
2,100 ft. west of Oley Interlocking (Crossover)	Oley
2,350 ft. west of Oley Interlocking (Crossover)	Oley
70 ft. west of Pike	Oley
9,510 ft. west of Clinton	Haven
15,695 ft. east of Auburn	Haven

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (See Rule 104d).

Abrams.
5,500 ft. west of Perkiomen.
1,650 ft. east of Auburn station.

14. Location of Dual Controlled Switches. (See Rule 104b).

None

15. Location of Dragging Equipment Detectors.

No. 1 Track—15,367 feet east of Mona for westward movements.

16. Location of Hot Journal Detectors.

Detector on single track, 2,587 feet west of Phoenixville, with hot journal indicators at automatic signal 142 on No. 1 Track, 125 feet east of Cromby and at signal bridge, 1,182 feet west of Perkiomen on No. 2 and No. 4 Tracks.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions. Westward trains will proceed to and report from west end of Linfield side track. Eastward trains will proceed to and report from Abrams Yard.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin Boards	Train registers
West Falls—Yardmaster's Office	x	x	
Abrams—Crew Dispatcher's Office	x	x	
Phoenixville Station.	x	x	
Pottstown—Yard Office	x	x	
Reading:			
Loco Shop—Crew Registry Office	x	x	
Spring St.—Crew Clerk's Office	x	x	
Water—Yardmaster's Office	x	x	
Pottsville—Passenger Station	x	x	

18. Wayside Telephones.

Location	Connects With
West Falls—Yardmaster's Office	Dispatcher
Pencoyd—Pole box	Nice
West Manayunk—Pole box	Nice
Rock:	
Eastward & westward Home signals	Nice
Interlocking Home signals, east end	Dispatcher
Gladwyne—East end siding	Dispatcher
Woodlane:	
River Road adjacent to no. 1 track	Rdg. Term. Opr.
West end yard, booth	Norris
West Conshohocken:	
Outside Station, box	Dispatcher
1,560 feet west of Gulf Switch	Dispatcher
Swedeland:	
Valley Forge Cement Co. switch	Dispatcher
Yard Clerk's Office	Dispatcher
Bridgeport:	Norris
West of Ford Street	
Mill Street Watchman's box	
DeKalb Street	
Norris:	
1,000 feet east of signal bridge	
West of signal bridge, booth	
Abrams:	
Yard Office	
West of light side, box	
750 feet west of, box	
North Abrams:	
West of Middle Yard, booth	
East and west sides of track at signal bridge	
Port Kennedy—Box along westward track	
Valley Forge—Box along westward track	
Perkiomen:	
150 feet west of, box	
West side of eastward signal bridge	
West leg of Wye, box	
Phoenixville:	
7,000 feet east of, opposite Springfield Switch	
West end yard, booth	
800 feet east of station	
East end station platform	
Station	
777 feet west of, at Interlocking signal, box	
West end double track, box	
Tunnel east end, box	
Tunnel west end:	
Booth	
Adjacent to eastward Home signal	
Cromby:	
East end, box	
West end, box	

Location	Connects With
Royersford:	
East end Extension Track, box	
West end station platform, box	
Pole 32/21, box	
Linfield:	
Crossovers west of, box	
West of Land Fill, box	
West end Phila. Elec. Co. Side Track	
East end Phila. Elec. Co. Side Track	
2.9 miles west of, box	
Pottstown:	
East end Westward Siding, box	
12,740 feet east of	Norris and General Agent's Office, Pottstown
Keim St., east of signal 128, box	
East of Washington St., box	
East of Hanover St., box	
Section Men, former frt. station	
General Agent's Office	
Colebrookdale Jct:	
Old Plug Track, box	
Eastward signal, box	
East and west of Colebrookdale Industrial Track	
Stowe:	
West end yard, box	
West of Trap Rock Switch, box	
Monocacy—East of road crossing, box	
Mona—East of westward signal, box	
Bird:	
East of crossover switches, box	
West of station, box	
West of eastward signal, box	
Eastward signal bridge E.B. side, box	
W. & N. Jct.—Booth	
Lorane:	Oley
Opposite station, box	
West of West End Siding, box	
Neversink—East of road crossing, box	
Klapperthal Jct.—Adjacent to eastward and westward Interlocking signals	
Reading	
Crossover 4,075 feet E. of Franklin St., box	
Franklin St. Sta. platform, pole box	L.V. Jct.
Signal 94 east of Chestnut St., box	
Penn St., box	
Walnut St. switches, box	
West of Walnut St., box	
Outer Station:	
East end platform, box	Oley
West end platform	
Oley—East of, box	
Pike—at Interlocking signals	
Water—at Interlocking signals	
Water—Yardmaster's Office	
Belt—at Interlocking signals	Oley-Haven, Lebanon Valley Jct. and Water
Gehrets Siding—Box	Oley-Haven
Tuckerton:	
Station, box	Oley-Haven
At eastward Interlocking signal	Oley-Haven, Lebanon Valley Jct.
Leesport—Outside station	Oley-Haven
Mohrsville:	
East end sidings	Oley-Haven
Box at station	Oley-Haven
Shoemakersville—Pole 72/40, box	Oley-Haven
Hamburg—Outside station	Oley-Haven
Clinton:	
Booth at station	Oley-Haven

Location	Controlled From
Pole box at westward Interlocking signal	Haven
Booth at eastward Interlocking signal	
Stone Storage Track, booth at east end	
Box on post at west end	
Auburn—Box on post at switch of Auburn Sidetrack	
Landingville—Box on post at highway crossing	
Dock—Booth opposite eastward Interlocking signal	
McCormick's Bridge—Booth at Pole 87/53	
Schuylkill Haven:	
Williams St., box on post	
Box east of signal M881	
Booth at spring switch	
Mine Hill Crossing, booth	
Cressona—Box on post at highway crossing	
Potts:	
Box on post at Building Block Company Sidetrack	
On signal bridge along Back Track	
Box on relay box opposite eastward Interlocking signal	
Pottsville:	
Switch Tender's Booth	
Freight House	
Baggage Room	
Nichols Street	

19. Bell Telephones.

Location	Exchange	Number
Pottsville Passenger Station	Pottsville	622-0540
Schuylkill Haven (Haven)	Schuylkill Haven	385-2090
Oley	Reading	373-5344

20. Interlocking.

Location	Controlled From
Falls	Nice
Rock	Nice
Norris	Norris
Phoenix	Norris
Mona	Oley
Bird	Oley
W. & N. Jct.	Oley
Klapperthal Jct.	Lebanon Valley Jct.
Walnut	Oley
Oley	Oley
Pike	Oley
Water	Oley
Belt	Lebanon Valley Jct.
Clinton	Haven
Dock	Haven
Potts	Haven

21. Miscellaneous Instructions.

Abrams:

When automatic signal 164, 5800 feet west of Norris, governing westward movements on No. 1 Track indicates "Stop and Proceed" (Rule 291), it must not be passed until a member of the train or engine crew has communicated with the yardmaster at Abrams.

Royersford-Pottstown:

Permission must be obtained from train dispatcher before using Storage Track between 8950 feet east of Pottstown and 885 feet west of Royersford.

Pottstown:

When automatic signal 126, 2825 feet east of Pottstown station, governing westward movements on No. 1 Track indicates "Stop and Proceed" (Rule 921), it must not be passed until a member of the train or engine crew has communicated with the operator at Norris.

Colebrookdale Jct.:

Crossover from No. 4 Storage Track to No. 2 Track with switch in No. 2 Track 2590 feet west of Pottstown is equipped with spring switch mechanism at east end. Movement from No. 4 Storage Track to No. 2 Track will trail through this switch. Normal position of switch at west end of crossover is for movement from No. 4 Storage Track to No. 2 Track.

Stowe:

Permission must be received from operator at Norris, or train dispatcher, to pass sign located 3355 feet west of Pottstown reading: "No engine or train shall pass this point on No. 4 Storage Track without permission."

Trains on No. 4 Storage Track having cars to set off or pick up in Stowe Yard will use yard track east of block signal 3,055 feet west of Pottstown when making movement to or from No. 1 Yard Track.

Permission must be obtained from train dispatcher before using No. 4 Storage Track between a point 3450 feet west of Stowe Station and Colebrookdale Jct.

Reading:

Passenger train conductors shall communicate with Operator, Lebanon Valley Jct., after arrival at, and before departure from Reading.

Weigh-In-Motion Scale, Reading Yard.

Trains may be pulled or pushed EASTWARD while weighing over this facility. Car brakes must not be used while weighing. Locomotive brake must not be applied while locomotive is on scale live rail. Sand must not be dropped on scale. Train speed, while weighing, must be controlled by locomotive independent air brake or locomotive dynamic brake.

Train speed, while weighing, is governed by color light signals, visible from both directions, located on signal masts 475 feet WEST and 750 feet EAST of the scale house. Indications are:

GREEN—Proceed at weighing speed not to exceed 5 miles per hour.

YELLOW—Reduce speed.

FLASHING RED—Stop. When signal lights are not displayed, reverse direction of movement until GREEN signal is displayed. Proceed again at weighing speed.

Electric horn will sound short sounds while YELLOW signal lights are displayed. Electric horn will sound continuous sound while FLASHING RED signal lights are displayed.

Color light signals will be displayed only while weighing cars.

Pottsville:

Trains and engines must obtain permission from operator at Haven before departing from Pottsville station on either No. 1 or No. 2 Yard Tracks, or to occupy single track of Mount Carbon Industrial Track.

Mount Carbon Industrial Track (former Mount Carbon Branch).

Trains or engines must not operate in either direction between Norwegian and Nichols Streets without first obtaining permission from operator at Haven.

Trains or engines must not pass engines or equipment on main or side track, Mount Carbon Industrial Track, between Minersville Street, Pottsville, and track scale.

Union Street.

Switch west of Pottsville station platform is normally aligned for movement from Mount Carbon Industrial Track to No. 2 Yard Track.

MORRISVILLE BRANCH
Fairless Jct.—Morrisville

Fairless Jct. to Morrisville is Eastward

Grade	Distance from Fairless Jct.	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.5 −0.5	0.0 6.6	X		Rules 261-264	FAIRLESS JCT. P.C. CONN. (MORRISVILLE)	1	Yard

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Fairless Jct. and Penn Central Co. connection				19
Between Oxford Valley Road Bridge, located 12,038 feet east of Fairless Junction and Strick Trailer Rail crossing, located 17,050 feet east of Fairless Junction				10

Yard speed will govern on all other tracks.

2. Yard Limits.

Between Fairless Jct. and Newtown—Bristol Pike road crossing 5470 feet east of Fairless Jct.

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Newtown and Bristol Pike	5470' E. Fairless Jct.

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
East end of Woodbourne Yard	Wind
16,935 ft. east of Fairless Junction	Wind
30,950 ft. east of Fairless Junction	Wind
32,520 ft. east of Fairless Junction	Wind

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Fairless Jct.—Yard Office	x	x	

18. Wayside Telephones.

Location	Connects with
Morrisville:	
Adjacent to electric lock at Penn Central Co. crossing	Wind
Fairless:	
Warner Siding, Penn Central Co.	Wind
Tyburn Road	Morris Tower
	Yardmaster—Fairless

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Fairless Jct.	Wind

21. Miscellaneous Instructions.

Eastward trains must obtain permission from Morris Tower before proceeding east of Penn Central Co. connection. Westward trains must obtain permission from Wind before proceeding west of Penn Central Co. connection unless switches are properly lined for movement and signals indicate "Proceed."

Tracks between Penn Central Co. connection and Tyburn Road are yard tracks operated by Penn Central Co. under Yard Rules. Trains must not exceed yard speed.

All trains enroute to the Fairless Plant of the United States Steel Company, Morrisville, must stop at Tyburn Road overpass at the plant entrance and not proceed into the plant until proper switches are lined.

Conductors will report their arrival at Tyburn Road to Yardmaster at Fairless Plant who will give necessary instructions for the handling of the train within the Fairless Plant.

NEW HOPE BRANCH
Carmel—Ivyland

Carmel to Ivyland is Westward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.9	12.1	X		Rules 251-254	CARMEL	2	
+1.2	13.0				ARDSLEY		
+0.1	14.1				LYNN		
+0.1	14.2				ROSLYN		
+0.1	15.4				CRESTMONT		
−0.8	16.1			Rules 261-264	WILLOW GROVE		18
−0.6	17.0				GROVE		
−0.4	17.9				FULMOR		
+1.2	18.6		X		HATBORO	1	15
+0.6	19.4			Timetable and Train Orders	BONAIR		
+1.1	20.4				JOHNSVILLE		
−1.2	21.5				IVYLAND		

The following locations are controlled from WIND:
Lynn
Grove
Hatboro

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Glenside and Roslyn	35	25	20	
Glenside:				
Over Mt. Carmel Ave.				10
Roslyn:				
Over spring switch No. 1 Track				10
Between Roslyn and Hatboro	40	25	20	
Willow Grove:				
Westward over Davisville and Old York Roads				10
Eastward from a point 207 ft. west of Willow Grove station to the east side of Davisville Rd.				10
Hatboro:				
Byberry Road—				
Westward—Between a point 150 feet east of and over Byberry Road				5
Eastward—Between a point 164 feet west of and over Byberry Road				5
Moreland Avenue—				
Westward—Between a point 210 feet east of and over Moreland Avenue				5
Eastward—Over Moreland Avenue				5
Over Montgomery Ave. crossing				15
Between Hatboro and Ivyland				15

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only For Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
Mt. Carmel Avenue	2526' W. Glenside
Jenkintown Road	80' E. Ardsley
Bradfield Road	891' E. Roslyn

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Susquehanna Ave. and Easton Road	230' W. Roslyn
Moreland Road	1145' E. Willow Grove
Davisville Road	274' E. Willow Grove
Old York Road	155' E. Willow Grove
Warminster Avenue	145' W. Fulmor
Fulmor Road	2006' E. Hatboro
Byberry Road	362' E. Hatboro
Moreland Avenue	400' W. Hatboro
Montgomery Avenue	968' W. Hatboro
County Line Road	73' E. Bonair
Street Road	36' E. Johnsville

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Hatboro:

Eastward trains approaching Moreland Avenue crossing and westward trains approaching Montgomery Avenue crossing

must stop clear of crossing and crew must observe that crossing signals are operating and crossing is clear of traffic before proceeding onto the crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Hatboro:

Meadowbrook Ave. (3040 feet west of Hatboro)

Bonair:

Park Ave. (Bucks County Industrial)

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
370 ft. west of Willow Grove station	Wind
3220 ft. west of Willow Grove station	Wind
2220 ft. east of Hatboro station	Wind
910 ft. east of Hatboro station	Wind
860 ft. east of Hatboro station	Wind

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Hatboro—Ticket Office	x		
Locker Room		x	

18. Wayside Telephones.

Location	Connects With
Carmel—Home signal, Catenary 0/2	Wind
Lynn—End of Double Track	Wind
Roslyn—On face of station	Dispatcher
Crestmont—Box	Wind
Willow Grove station	Wind
Grove—Adjacent to relay house	Wind
Fulmor—Vicks Siding	Wind
Hatboro—Adjacent to relay house	Wind
Hatboro—In hall of station	Dispatcher
Johnsville—Pole box	Dispatcher
Ivyland—Pole box	Dispatcher

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Carmel	Wind

21. Miscellaneous Instructions.

Roslyn:

The normal position of spring switch is for movement from single track to No. 2 main track.

Reflector sign "End of Double Track" is located on mast of westward controlled signal and designates clearance point between main tracks.

Eastward automatic signal 504 located 70 feet east of Roslyn station governs movement over spring switch.

When signal displays "Restricting" indication (Rule 290), trains and engines must stop and further movements will be governed as follows:

Examine switch and if found reversed, operate hand ground lever to restore switch to normal position.

If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail and if after reversing and again closing switch with ground lever, switch will not fully close and signal will not clear, immediately notify train dispatcher.

When spring switch is reversed by hand, the switch must be restored to normal position by hand.

Hatboro:

Wheel chock chains are permanently secured to crosstie on Hatboro Siding directly in front of Hatboro Station building, and will be used in connection with securing Silverliner passenger equipment for overnight storage.

When Silverliner equipment is stored on siding, sufficient hand brakes must be applied to each car to prevent their movement and in addition chock chain must be placed and secured firmly against wheel on each rail. Pantographs may then be lowered.

Prior to moving equipment from siding, crew will check to see that air system is fully charged and operative and must make certain that chock chain is removed from rail before attempting to move equipment.

Ivyland:

New Hope and Ivyland Interchange tracks are located between Ivyland and Bristol Road, 2500 feet west of Ivyland. Movements in this area must be made at Yard Speed but not to exceed 10 miles per hour.

Reading Company crews, before entering New Hope and Ivyland interchange tracks, must secure permission from New Hope and Ivyland dispatcher, through the operator at Hatboro, or, in his absence, through the train dispatcher.

In the event of failure of communication, movements in this area may be made under flag protection as prescribed by Rule 99.

NEWTOWN BRANCH
Cheltenham Jct.—Newtown

Cheltenham Jct. to Newtown is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 Ft. Cars
+0.2	9.6	X			CHELTENHAM JCT.		
+0.2	9.7			Rules	CHELTENHAM		
+0.9	10.1			261-264	RYERS		
+1.0	11.1	X			FOX CHASE		14
−1.0	12.8				WALNUT HILL		
+0.4	14.0	X			AYRES		
+0.4	14.4				HUNTINGDON VALLEY		
+0.2	15.1				BRYN ATHYN	1	
+0.7	17.1				WOODMONT		
+0.3	18.0			Rules 505-515 Timetable and Train Orders	COUNTY LINE		
+0.7	18.9				SOUTHAMPTON		10
−1.1	20.8				CHURCHVILLE		
−1.0	22.4				HOLLAND		
−0.7	25.0				GEORGE SCHOOL		
+0.6	26.3				NEWTOWN		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Cabl Extras	Relief Train	All Trains
Between Cheltenham Jct. and Fox Chase	50	25	20	
Fox Chase:				
Between Second Street Pike and Fox Chase	25			
Between Fox Chase and Walnut Hill	40	25	20	
Walnut Hill:				
Over Moredon Road crossing				5
Between Walnut Hill and Woodmont	30	25	20	
Huntingdon Valley:				
Over Welsh Road crossing				10
Over Terwood Road crossing	25			
Between Woodmont and Newtown	40	25	20	
Newtown:				
Between State Street and Sterling Street				15
Between Sterling Street and Newtown Station				6
On Wye tracks				5

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize Form TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May be Operated in Accordance with Clearance Appendix in Hands of Operating Officers.

900-903	5300-5311
3600-3656	6300-6304
5201-5212	7600-7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only For Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Second Street Pike	1920' W. Fox Chase
Rhawn Street	220' E. Fox Chase
Welsh Road	95' E. Huntingdon Valley
Terwood Road	685' E. Huntingdon Valley
Fetters Mill Road	85' W. Bryn Athyn
Byberry Road	135' W. Woodmont
County Line Road	90' W. County Line
Second Street Pike	275' W. Southampton
Bristol Road	1547' W. Churchville
Churchville Pike	145' E. Churchville
Holland Road	90' W. Holland
State Road	2065' W. Newtown

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Holland:

Eastward passenger trains terminating at Holland will, after discharging passengers, proceed east of crossing to clear Crossing Clearance Sign (C), Operating Rule 299H, located 1800 feet east of crossing.

Westward passenger trains originating at Holland will not operate west of Crossing Clearance Sign until 1 minute prior to scheduled leaving time at Holland.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Newtown:

Chancellor St.—side track
Center St.—side track and east end of Wye track
County Line—side track (James Way) to Hollytex Mills

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
620 ft. east of Cheltenham station	Wayne
1300 ft. east of Cheltenham station	Wayne

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 are in Effect. (see Rule 104d).

830 ft. west of Ryers station

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Fox Chase			x
Newtown			x

18. Wayside Telephones.

Location	Connects With
Cheltenham—East and west end siding	Wayne
Ryers—West of signal	Wayne
Fox Chase:	
East and west end Interlocking	Wayne
Eastward and westward Home signals	Wayne
Pole box on station platform	Dispatcher
Walnut Hill—Signal 707	Wayne
Ayres:	
Pole box at crossing	Dispatcher
Eastward Home signal	Wayne
Huntingdon Valley:	
Signal, west of	Wayne
Signal, at station	Wayne
On face of station	Dispatcher
Woodmont—In pole box	Dispatcher
Southampton—On face of station	Dispatcher
Churchville—Pole box opposite station	Dispatcher
Holland—In pole box	Dispatcher
George School—On face of station	Dispatcher
Newtown—In pole box	Dispatcher

19. Bell Telephones.

Location	Number
Ayres—Box on Relay Bldg.	947-6572
Huntingdon Valley—Box on Station Building	947-6573
Bryn Athyn—On Face of Station	947-3529
Bryn Athyn—Signal east of Station	947-3624
Southampton—Box on Station Building	355-6814
Holland—Pole Box	355-4385
George School—Pole Box	968-5771
Newtown—In Booth	968-5772

20. Interlocking.

Location	Controlled From
Cheltenham Jct.	Wayne
Fox Chase	Wayne
Ayres	Wind

21. Miscellaneous Instructions.

Fox Chase:

Eastward trains terminating on main track will stop with head end at clearance point sign.

Eastward trains operating from Fox Chase siding, after receiving proceed indication on eastward interlocking signal, will stop at (C) sign located 15 feet west of Rhawn Street and wait until crossing gates are lowered and crossing is clear of highway traffic before proceeding.

NEW YORK BRANCH
Jenkin – Bound Brook Jct.

Jenkin to Bound Brook Jct. is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 668-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	10.8	X		Automatic Block Signals*	JENKIN		E53 W34
+0.1	12.0				NOBLE		
-0.7	12.8				RYDAL		
-0.7	13.8				MEADOWBROOK		
-0.3	14.8	X			AYRES	2	
-0.3	15.1				BETHAYRES		
+0.7	16.4				PHILMONT		
+0.4	17.7				FOREST HILLS		
-0.4	18.2				SOMERTON		E68
-0.3	19.9				TREVOSE		
-0.7	21.1				NESHAMINY FALLS		
-0.4	21.7	X			NESHAMINY		
	22.7				PARKLAND		
+0.3	23.9				LANGHORNE		
-0.5	25.3	X			FAIRLESS JUNCTION	3	
+0.3	26.4	X			WOODBOURNE		
0.1	26.9	X			WOOD		
-0.4	30.7				YARDLEY		
+0.7	32.5				WEST TRENTON		
-0.7	32.6	X	X		TRENT		M271
+0.7	35.7	X			WING		
+0.4	37.9				PENNINGTON		
-0.1	38.6	X			GLEN		
+0.3	42.6				HOPEWELL	2	
-0.7	45.8				SKILLMAN		
-0.1	49.8	X			MEAD		
-0.1	50.1				BELLE MEAD		
-0.4	56.3	X	X		WESTON		
-0.1	57.3	X			PORT READING JCT.		
+0.1	58.4	X	X		BOUND BROOK JCT.		

* NOTE:

Rules 251-254 are in effect on—
Tracks 1 and 2, between Jenkin and Wing
Track 1, between Glen and Bound Brook Jct.
Track 2, between Weston and Bound Brook Jct.

Rules 251-264 are in effect on—
Track 4, between Neshaminy and Wood
Ewing Middle
Tracks 1 and 2, between Wing and Glen
Track 2, between Glen and Weston

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Jenkintown and Port Reading Jct.	*70	60	25	
All trains handling one or more loaded open top hopper cars		35		
Jenkintown:				
Within interlocking limits at Jenkin	35	35		
First curve east of Jenkintown station	60	50		
Neshaminy:				
To and from New York Short Line	45	45		
No. 4 Track to No. 1 Track New York Short Line	35	35		
No. 2 Track to No. 1 Track				20
No. 2 Track to No. 4 Track				20
No. 4 Track between Neshaminy and Wood	60	50		
Fairless Jct.:				
To and from Morrisville Branch	30	30		
Wood:				
All diverging routes	35	35		
Yardley:				
Over embankment west end Delaware River Bridge	60	45		
Trent:				
To and from Ewing siding				20
All other diverging routes				15
Ewing siding				20
Wing:				
To and from Ewing siding				15
Glen:				
All diverging routes	35	35		
Mead:				
To and from Creamery Side Track and 3-M Side Track				15
All other diverging routes	35	35		
Weston:				
Westward moves from Track 1 to 2 and eastward moves from Track 2 to 1	35	35		
All other diverging routes				20
Between Port Reading Jct. and Bound Brook Jct.	50	45	25	

* NOTE:

RDC 9151 - 9165	70
MU 9001-9017	70
All other	60

Yard speed will govern on all other tracks.

2. Yard Limits.

Between a point 3500 feet west of Weston and Bound Brook Jct.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Jenkin and Neshaminy:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

Between Neshaminy and Wood (No. 4 Track):

6300–6304

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
Tomlinson Road	630' E. Philmont
Fallsington & Edgewood Road	10766' W. Yardley
Providence Line Road	8364' E. Hopewell (No. 1 Track)
Possumtown Road	6670' W. Skillman (No. 1 Track)
Millstone & Somerville Road	10425' W. Weston (No. 1 Track)
Elizabeth Water Co.	2280' W. Bound Brook Jct.

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Rydal Road	1214' W. Rydal
Red Lion Road	3665' E. Bethayres
Pine Road	412' W. Philmont
Byberry Road	372' W. Forest Hills
Bellevue Avenue	185' E. Langhorne
Newtown & Bristol Road	Woodbourne
Edgewood & River Road	5710' W. Yardley
Lambertville Pike	3067' W. Hopewell
Providence Line Road	8314' E. Hopewell (No. 2 Track)
Possumtown Road	6670' W. Skillman (No. 2 Track)
Hollow Road	2181' W. Skillman
Plainsville Road	15070' W. Belle Mead
Millstone & Somerville Road	10425' W. Weston (No. 2 Track)

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Red Lion Road:

At Red Lion Road, located 3665 feet east of Bethayres station, engines or trains having stopped on No. 1 Track west of Pine Road, located 412 feet west of Philmont station, or having used main track crossover at Philmont, main track crossover at Bethayres or Bethayres station track, shall approach Red Lion Road, in either direction, at a speed not exceeding 10 miles per hour.

Bellevue Avenue:

At Bellevue Avenue crossing, located 185 feet east of Langhorne station:

Eastward trains on Tracks No. 2 and No. 4 which will consume less than 2 minutes for station stop at Langhorne station, will stop with lead wheels east of signal No. 87 or No. 87A, located west of crossing. Trains which will consume 2 minutes or more, shall stop with lead wheels west of signal No. 87 or No. 87A, located west of crossing. When ready to proceed, train shall move east of signal No. 87 or No. 87A but make a second stop clear of crossing and wait until crossing is fully protected by gates and is clear of highway traffic before proceeding. Conductor will notify engineer of any unusual station work which would result in long station stop.

When passenger train is stopped on Track No. 2 at Langhorne station, trains operating westward on Track No. 4 must stop with lead wheels east of (C) sign located 210 feet east of crossing. When passenger train proceeds, trains on Track No. 4 will approach crossing with caution, not exceeding a speed of 5 miles per hour.

Eastward trains, operating on No. 4 track and having 10 cars or less, with work to perform at Langhorne or stopping to receive further orders must stop west of the crossing with the leading end of train just west of crossing clearance point sign located on west side of crossing.

Eastward trains, operating on No. 4 track and having more than 10 cars, with work to perform at Langhorne or stopping to receive further orders must stop west of (C) sign located 1800 feet west of Bellevue Avenue crossing. If additional cars are to be picked up at Langhorne, train must be stopped a sufficient distance west of this (C) sign so that when train is reassembled for eastward movement, the entire train will be west of the sign.

Movement over crossing on side tracks must stop with leading end of engine or train clear of crossing, and must not proceed over crossing until crossing signals are operating, gate on north side of crossing is fully lowered, crossing is clear of highway traffic and movement is provided with flag protection in accordance with Operating Rule T.

Edgewood-Oxford Valley Road:

At Edgewood-Oxford Valley Road, located 6509 feet east of "WOOD" interlocking, crossing watchmen are on duty 24 hours daily, to provide protection for highway traffic using this crossing.

This does not relieve engineers from compliance with Operating Rule 14 (L) at this location.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Philmont:

Tomlinson Road—side track (Budd Co.)

Langhorne:

Bellevue Ave.—side track
Park Ave.—side track

Belle Mead:

Route 206—side track (General Depot)

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
340 ft. east of Jenkin	Wind
1200 ft. west of Langhorne station	Wind
380 ft. east of Langhorne station	Wind
900 ft. west of Pennington station	Weston
160 ft. west of Pennington station	Weston
1310 ft. east of Pennington station	Weston

Location	Controlled From
Glen	Weston
1850 ft. east of Hopewell station	Weston
2520 ft. east of Belle Mead station	Weston
8975 ft. east of Belle Mead station	Weston
18060 ft. east of Belle Mead station	Weston

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

Wing

15. Location of Dragging Equipment Detectors.

No. 2 Track—Skillman for eastward movements.
No. 2 Track—14,075 feet east of Belle Mead for eastward movements.
No. 2 Track—13,530 feet west of Weston for westward movements.
No. 1 Track—13,530 feet west of Weston for westward movements.

16. Location of Hot Journal Detectors.

Detector on No. 2 Track, 1,012 feet east of Wood, with hot journal indicator at automatic signal 99, on No. 2 Track, 5,590 feet west of Yardley.

Detector on No. 1 Track, 4,690 feet west of West Trenton, with hot journal indicator at automatic signal 98, on No. 1 Track, 5,590 feet west of Yardley.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions. Eastward trains will proceed to and report from Yardley station. Westward trains will proceed to and report from Wood Interlocking.

Detector on No. 1 Track, 1,350 feet west of Weston, with readout by operator at Weston.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Trent	x	x	
Weston	x		

18. Wayside Telephones.

Location	Connects With
Jenkin—Westward Home signal, Pole 10/27	
Jenkintown—East end of Wye Track, Pole 11/12	
Ayres:	
Eastward Home signal	
Box on relay building, Pole 14/17	
Westward Home signal, Pole 15/2	
Bethayres—West end Freight Track, Pole 15/6	
Philmont:	
At crossover, Pole 16/10	
West end of yard, Pole 16/13	
East end of yard, Pole 17/5	
Somerton— East end of siding, Pole 19/1	
Neshaminy:	
Eastward Home signal, Pole 21/1	
Westward Home signal, Pole 21/11	Wind
Parkland—West end of platform, Pole 22/13	Langhorne station Woodbourne Yard
Langhorne:	P. C. Morris Tower
Crossing Watchman cabin	P. C. Yardmaster
Booth east of Bellevue Ave., Pole 23/19	Trent
Signal bridge, Pole 24/10	
Fairless Jct.:	
Signal mast, Pole 25/5	
Adjacent to derails	
Woodbourne:	
Adjacent to eastward and westward Home signals	
West end of yard, Pole 25/7	
Yard at Pole 26/3	
East end of yard, signal mast, Pole 26/5	
Wood:	
Eastward Home signal, Pole 26/15	
Outside relay house, Pole 26/21	
Westward Home signal, Pole 27/4	
Yardley:	
Edgewood Road crossing, Pole 29/12	
West of station, Pole 30/6	
Yardley:	
West of station, Pole 30/9	Trent
West of station, Pole 30/16	
West Trenton Yard—Cabin	

Location	Connects With
West Trenton:	
Box, at Pole 32/18	
East end of Wye, booth, Pole 33/13	
Box, at Pole 33/29	
Wing:	
Eastward Home signal, Pole 35/33	
Westward Home signal, Pole 35/41	
Pennington:	
Winery Side Track, Pole 37/44	
Yard, Pole 38/7	
Glen:	
Eastward Home signal, Pole 38/31	
Westward Home Signal, Pole 38/48	
Trap Rock Side Track—Pole 39/9	
Crusher Curve—East of Mine Road, Pole 40/35	
Hopewell:	
Eastward signal bridge, Pole 42/39	
Westward signal bridge, Pole 43/3	
Skillman:	Trent
Signal No. 131, Pole 45/12, west of	Weston
Pole 45/39	
Pole 47/18, east of	
Minnesota Mining switch—Pole 48/37	
Mead:	
Eastward Home signal, Pole 49/31	
Westward Home signal, Pole 49/50	
Belle Mead:	
Station, west wall, Pole 50/8	
Pole 50/30, east of	
West Wye switch	
East Wye switch	
Read Valley Side Track, east end	
Signal No. 145, east of	
Pole 53/32, east of	
Signal No. 149, east of	
Weston:	
Eastward Home signal	
Weston—Yard switches, Pole 57/2	Bound Brook Jct.
Port Reading Jct.:	Easton—L.V.R.R.
Eastward Home signal	
Westward Home signal	
Raritan River Bridge	Weston
Bound Brook Jct.—Eastward Home signal	Bound Brook Jct.

19. Bell Telephones.

Location	Number
Ayres—Box on Relay Bldg.	886-4830

20. Interlocking.

Location	Controlled From
Jenkin	Wind
Ayres	Wind
Neshaminy	Wind
Fairless Jct.	Wind
Woodbourne	Wind
Wood	Wind
Trent	Trent
Wing	Trent
Glen	Weston
Mead	Weston
Weston	Weston
Pt. Reading Jct.	Easton—L.V.R.R.
Bound Brook Jct.	"RK"

21. Miscellaneous Instructions.

West Trenton-Hopewell-Belle Mead.

All trains approaching West Trenton, Hopewell and Belle Mead passenger stations, in either direction, during daylight hours, will blow one long sound of engine whistle or horn prior to stopping or passing through these stations.

During the hours of darkness, the sounding of this whistle signal is not required except when the engineer observes a person or persons on or near the station platform.

The sounding of the above signal does not supercede the use of other whistle or horn signals as prescribed by Operating Rule 14.

West Trenton:

Wye Track.

Before turning on Wye tracks at West Trenton, authority must first be secured from the train dispatcher.

No. 1 Running Track must not be blocked without authority from train dispatcher.

Hopewell-Belle Mead:

At these stations, when passenger trains in either direction are receiving or discharging traffic, all trains operating on other tracks will stop clear of station platform, proceeding only after passenger train has cleared station, and passengers are clear of all tracks.

Passenger trains must approach Hopewell and Belle Mead, looking out for passengers crossing tracks.

When passenger trains with station work to be performed are approaching in opposite directions, eastward trains shall have preference to the station.

Belle Mead-Bound Brook:

Between Belle Mead and Bound Brook, N.J., toilets in all passenger trains will be locked and kept locked to protect public water supply.

NEW YORK SHORT LINE
Newtown Jct. – Neshaminy

Newtown Jct. to Neshaminy is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	6.2	X			NEWTOWN JCT.		
—0.3	7.3				OLNEY		
—0.4	8.1	X		A.B.S.	FRANKFORD JCT.		
- 0.1	8.3			Rules	CRESCENTVILLE		
- 0.2	9.0			261-264	LAWNDALE	2	
+0.2	9.6	X			CHELTENHAM JCT.		
- 0.3	13.3			A.B.S.	BUSTLETON		
- 0.2	15.0			Rules	BYBERRY		
0.5	19.2	X		251 254	NESHAMINY		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Newtown Jct. and Neshaminy	60	55	25	
All trains handling one or more loaded open top hopper cars.		35		
Newtown Jct.:				
Curve east of	50	45		
Olney:				
Curve at station	50	45		
Frankford Jct.:				
To and from Frankford and Olney Branches				15
All other diverging routes				25
Cheltenham Jct.:				
To and from Newtown Branch				20

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
695 ft. east of Olney station	Wayne
1320 ft. west of Frankford Jct.	Wayne
630 ft. west of Frankford Jct.	Wayne
1380 ft. west of Cheltenham	Wayne

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

No. 1 Track—22,605 feet east of Cheltenham Junction for westward movements.

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Location	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Frankford Junction—Eastward and westward Home signals	Wayne
Krewson's Track switch	Wayne
Cheltenham Junction—Eastward and westward Home signals	Wayne
Bustleton Station—Pole box	Dispatcher
Bustleton—Pole box opposite Pole 14/3	Dispatcher
Bustleton Siding—Middle switches, south side of tracks	Dispatcher
Neshaminy Falls—Pole box opposite tool house	Dispatcher

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Newtown Jct.	Wayne
Frankford Jct.	Wayne
Cheltenham Jct.	Wayne
Neshaminy	Wind

21. Miscellaneous Instructions.

Lawndale:

At Lawndale station, when passenger trains in either direction on No. 1 Track are receiving or discharging passengers, all trains operating on No. 2 Track will stop clear of Lawndale station platform, proceeding only after passenger train has cleared station and passengers are clear of all tracks.

Trains approaching Lawndale station must be on the lookout for passengers crossing tracks.

When passenger trains with work to be performed are approaching in opposite directions, westward trains shall have preference to the station.

NINTH STREET BRANCH
Reading Terminal – Tabor Jct.

Reading Terminal to Tabor Jct. is Eastward

Grade	Distance from Reading Terminal	Interlocking (Rules 683-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0		X	Automatic Block Signals*	READING TERMINAL		
	0.3	X			RACE ST.		
0.1	0.8				SPRING GARDEN ST.		
	1.1	X			BROWN		
0.3	1.8				TEMPLE U.		
0.7	2.4	X			DIAMOND	4	
0.7	2.9				NORTH BROAD ST.		
1.3	3.5	X			SIXTEENTH ST. JCT.		
1.1	4.0				TIOGA		
0.3	4.3				NICETOWN		
0.3	5.1	X	X		WAYNE		
	5.1				WAYNE JUNCTION		
0.3	5.9				LOGAN		
	6.2	X			NEWTOWN JUNCTION	2	
0.1	6.7				TABOR		
0.7	7.0	X			TABOR JUNCTION		

* NOTE:
Rules 251-254 are in effect on—
Track 3, between Reading Terminal and Wayne Jct.
Tracks 1 and 2, between 16th St. Jct. and Wayne Jct.
Track 1, between Newtown Jct. and Tabor Jct.
Rules 261-264 are in effect on
Track 4, between Reading Terminal and Wayne Jct.
Tracks 1 and 2, between Reading Terminal and 16th Street Jct.
Track 1, between Wayne Jct. and Newtown Jct.
Track 2, between Wayne Jct. and Tabor Jct.

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Trains	All Trains
Between Reading Terminal and Cherry Street				6
Between Cherry Street and a point 300 ft. east of Vine Street				15
Diverging routes:				
MU				15
Others				12
Crossover—"B" Siding to No. 2 Track east of Vine Street				8
Between a point 300 ft. east of Vine Street and Brown				
MU				25
Others				20
Diverging routes:				
MU				15
Others				12
Brown:				
Diverging routes				20
Between Brown and Wayne	45	35	25	
Temple U.:				
No. 3 Track, curves east and west of station				25
Diamond:				
All diverging routes				20
North Broad Street:				
Through station platforms				20
Sixteenth Street Jct.:				
All diverging routes				25
Wayne:				
All diverging routes				25
Wayne Jct.:				
Through station platforms				25
Between Wayne and Tabor Jct.	60	45	25	
Logan:				
No. 2 Track—reverse curves	45			
Newtown Jct.:				
To and from New York Short Line	45			
All other diverging routes				20
Tabor Jct.:				
All diverging routes				15

Yard speed will govern on all other tracks.
All trains handling one or more loaded open top hopper cars—35.

2. Yard Limits.

Reading Terminal to Tabor Jct.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Race St. Operator:
Race St.—16th Street Jct.

Wayne—Operator:
16th Street Jct.—Wayne Jct.
Newtown Jct.—Tabor Jct.

4. Engines Not Permitted To Operate.

No engines barred, except at Reading Terminal Train Shed—Track No. 13 is not wired for MU operation.

DP-1, RS-1, RS-2, RS-3 and RS-4 locomotives are not permitted on tracks 10, 11, 12 and 13.

DP-1, RS-1, RS-2, RS-3 and RS-4 locomotives when coupled 2 or more units are not permitted on Track No. 6.

Locomotives equipped with snow plow are not permitted on tracks No. 6 to No. 13, inclusive.

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524	5201–5212
600–636	5300–5311
660–666	6300–6304
900–903	7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Between Reading Terminal and Race St.:
90901, 90906

Between Race St. and Newtown Jct.:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Race St. and Newtown Jct.:
90901

Between Newtown Jct. and Tabor Jct.:
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
740 ft. west of Temple U. station	Race St.
1770 ft. east of 16th Street Interlocking	Wayne
1220 ft. east of Nicetown station	Wayne

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

1510 ft. west of 16th Street Interlocking.
650 ft. east of Nicetown station.

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Reading Terminal:			
Crew Dispatcher's office	x	x	
Wayne Jct.:			
Wayne	x		
Yardmaster's office	x	x	
Electric Car Shop	x	x	

18. Wayside Telephones.

Location	Connects With
Callowhill Street Junction—On fence adjacent to Track No. 4	
Spring Garden Street—Catenary Pole 0/27, West of Station, Adjacent to No. 3 Track	
Brown—Eastward and westward Home signals	
Pole box—East side of track adjacent to Bayuk Sdg.	
9th and Col. Ave.	
Diamond:	Race St.
Eastward and westward Home signals	Race St.
Box, west of	Race St.
Pole box—York St. bridge, east side	Race St.
North Broad Street:	Race St.
Pole box, adjacent to Track No. 3, opposite westbound platform	Race St.
On signal mast No. 54, east side North Broad Street bridge	Race St.

Location	Connects With
Sixteenth Street Junction:	
Eastward and westward Home signals, Ninth Street Branch	
Westward Home signal, Norristown Branch	
Under PC Co. bridge	
PC Co. Interchange Track	
Allegheny Avenue:	
On fence adjacent to eastbound siding	
Opposite crossover switch, west side of track, west of Allegheny Ave., Norristown Branch	
Ford's Freight track—Adjacent to No. 4 Track east of North Broad Street	
Nicetown—On hill, west side of No. 3 Track, east of bridge over Richmond Branch	Wayne
Wayne Jct.:	
Adjacent to No. 3 Track 300 feet east of Eastward Signal bridge	
Pole box west end of waiting room, westbound station platform	
Electric Car Yard, Tabor Branch—Pole box, near outlet switch	
Newtown Junction:	
Westward Home signals, New York Short Line and Ninth Street Branch	
Eastward Home signal, Ninth Street Branch	

19. Bell Telephones.

Location	Exchange	Number
Wayne Jct.	Phila.	324-2595

20. Interlocking.

Location	Controlled From
Race Street	Race St.
Brown	Race St.
Diamond	Race St.
16th St. Junction	Wayne
Wayne	Wayne
Newtown Jct.	Wayne
Tabor Jct.	Wayne

21. Miscellaneous Instructions.

Reading Terminal:

Tracks 4 and 5 are equipped with cab signal test loops.

Push button control case for test loops is located to right side of train shed exit between Tracks 3 and 4.

Lighted pilot lamp on control case indicates that test is being made.

To test, depress push button until pilot lamp is lighted, then release button. Test cycle is completed when lamp is extinguished.

Nicetown:

Robert Laird trestle located east of Nicetown station is restricted to all cars having a gross weight in excess of 153,000 pounds, and all locomotives larger than 600 horsepower.

NORRISTOWN BRANCH

Sixteenth Street Jct. – Elm Street
Kalb – Norris

Sixteenth Street Jct. to Elm Street is Westward
Kalb to Norris is Westward

Grade	Distance from Reading Terminal	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	3.5	X			SIXTEENTH ST. JCT.		
+1.1	4.0				22nd STREET		
−0.6	4.5				28th STREET JCT.		
−0.1	5.5				EAST FALLS		
−0.4	6.4				WISSAHICKON		
−0.2	7.5				MANAYUNK		
+0.1	9.4			Automatic Block Signals Rules 251-254	SHAWMONT	2	
−0.2	10.7				MIQUON		
	12.3				SPRING MILL		
+0.1	13.5		X		CONSHOHOCKEN		
+0.2	14.2				PLYMOUTH JUNCTION		
	14.9				IVY ROCK		
	15.8				MOGEES		
+0.4	17.2				DE KALB STREET		
−0.3	17.3	X			KALB		
−1.1	17.6	X			BRIDGE		
−1.2	17.7			Rules 261-264	MAIN STREET	1	
+0.8	17.9	X			ELM		
−0.8	18.0				ELM STREET		
0.3	17.5	X		A.B.S.	KALB	2	
	17.7	X			ISLAND		
	18.0	X	X	*	NORRIS		

* NOTE:
Rules 251-254 are in effect on—
Track 1, between Island and Norris
Rules 261-264 are in effect on—
Track 1, between Kalb and Island
Track 2, between Kalb and Norris
Connection Track between Bridge and Island

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Sixteenth Street Jct. and Kalb	40	30	25	
Shawmont, east of:				
Between Pole 8/14 and Pole 8/22	30			
Conshohocken:				
Movements against the current of traffic within limits of control points for the following crossings:				
Cherry St., Poplar St., Ash St., Harry St.				15
Between Kalb and Elm				10
Kalb:				
To and from Main Line				25
All diverging routes				10
Elm:				
Between Marshall Street and end of track				6
Between Kalb and Norris				25
Between Bridge and Island				10
Island:				
All diverging routes				15

Yard speed will govern on all other tracks.

2. Yard Limits.

16th Street Jct. to 28th Street Jct.

Between a point 1500 feet west of Mogees station and Elm, and between Kalb and Norris.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Norris Operator:
Between Island and Norris

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524	5211–5212
600–666	5300–5311
900–903	6300–6304
3600–3619	7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
Glen Willow	4314' W. Manayunk
Shawmont	40' E. Shawmont
Port Royal Ave.	1826' W. Shawmont
River Road	1320' E. Miquon
Spring Mill	70' E. Spring Mill
End Street	507' W. Spring Mill

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Scotts Lane	2015' E. East Falls
Indian Queen Lane	1045' E. East Falls
School Lane	2425' W. East Falls
Cherry Street	2730' E. Conshohocken
Poplar Street	1885' E. Conshohocken
Ash Street	1103' E. Conshohocken
Harry Street	446' E. Conshohocken
Ford Street	3125' E. DeKalb Street
Washington Street	80' E. Bridge
Main Street	210' E. Main Street
Marshall Street	90' W. Marshall St.

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

East Falls:

Whistle sign adjacent to No. 1 Track for Scotts Lane crossing, is located at a point 646 feet east of the crossing.

When sounding engine whistle signal, as required by Operating Rule 14 (L), both Scotts Lane crossing and Indian Queen Lane crossing, located 2015 feet and 1045 feet, respectively, east of East Falls station, may be covered by one series of whistles.

Main Street:

Manually operated highway flashing light signals are in service, where Times Herald Sidetrack crosses Markley Street, Highway Route 202, located 120 feet west of Main Street Station.

Key operated manual control boxes are located on posts adjacent to southbound flasher signal, and adjacent to flasher signal on Ann Street.

Before crossing highway, a member of crew must activate manual highway crossing signals by inserting switch key in receptacle of control box marked START and turning key. After signals are flashing and highway is clear of traffic, remove key from control box. Movement may then proceed over crossing.

When movement is clear of crossing, member of crew must stop flashing signals by inserting switch key in control box receptacle marked STOP, on leaving side of crossing, and turning key.

Switch key must not be inserted in STOP receptacle of either control box until entire movement is clear of crossing.

If flashing light signals fail to operate after START has been initiated, movement over crossing must be made in accordance with Operating Rule T, and condition reported to Train Dispatcher.

White light attached to relay case opposite southbound flasher signal is lighted when flashing light signals are operating. If lamp is not lighted, condition must be reported to the Train Dispatcher.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

19th St. yard:
  20th and Clearfield St.—side track
Conshohocken:
  Washington St.—side tracks
Norristown:
  Washington St.—side tracks
  Markley St.—side tracks

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

135 ft. east of Main Street station.

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Norristown—Elm St.—Locker Room		x	

18. Wayside Telephones.

Location	Connects With
28th St. Jct.—Pole box W.B. side E. of Hunting Park Ave.	Dispatcher
Manayunk—On face of station	Dispatcher
W. of Manayunk—Pole box west end of crossover switch	Dispatcher
Miquon—On face of station	Dispatcher
Conshohocken:	
West end Plymouth Branch Wye	Dispatcher
Pole box opposite east leg of Wye	Dispatcher
Ivy Rock—Pole box east end crossover switch	Dispatcher
Mogees:	
East end westward Spur Track	Mill Street, Norristown
West of, east siding, north side of tracks	Mill Street, Norristown
Norristown:	
Adjacent to westward Home signal at Kalb	Norris
Adjacent to relayhouse at Kalb	Norris
At eastward Home signal, Kalb—new connection	Norris
Adjacent to eastward and westward Home signals at Bridge	Norris
Adjacent to eastward and westward Home signals at Elm	Norris
Pole box east of Elm Street	Norris
Locker room	Norris
Adjacent to eastward and westward Home signals at Island	Norris

19. Bell Telephones.

Location	Connects With
16th St. Jct.—Pole box at eastward Home Signal	922-6100 Ext. 624

20. Interlocking.

Location	Controlled From
Sixteenth St. Junction	Wayne
Kalb	Norris
Bridge	Norris
Elm	Norris
Island	Norris
Norris	Norris

21. Miscellaneous Instructions.

Conshohocken:

At U. S. Steel Co., Washington St., engines are not allowed inside the building and members of crew must watch for close overhead and side clearances.

John Wood Mfg. Company drawbridge over Reading Company side track (Canal Track), 810 feet east of Conshohocken station, continually fouls track.

Crews operating on this track from either direction must stop 50 feet from the drawbridge and notify employees of the John Wood Mfg. Co. to raise and secure the drawbridge in upright position before proceeding past the drawbridge.

Elm:

"End of Automatic Block" sign, located 425 feet west of **ELM**, applies to Stony Creek Branch and Elm Street Yard.

OLNEY BRANCH
Erie – Frankford Jct.

Erie to Frankford Jct. is Eastward

Grade	Distance from Erie	Interlocking (Rules 640-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0	X		Rule 93	ERIE	1	
+0.7	1.9				OLNEY		
–0.4	2.7	X			FRANKFORD JCT.		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Erie and Frankford Jct.				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Erie to Frankford Jct.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Erie Ave.
Second St.
Bristol St. side tracks.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Olney:	
Pole box back of station	Dispatcher
Heintz Siding, on north side of tracks	Dispatcher and Wayne

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Erie	Wayne
Frankford Jct.	Wayne

21. Miscellaneous Instructions.

General Electric Appliance Co.:

No cars are to be left standing on grade between turnout and platform at building.

PERKIOMEN BRANCH
Perkiomen – Emmaus Jct.

Perkiomen to Emmaus Jct. is Westward

Grade	Distance from Perkiomen	Interlocking (Rules 665-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
....	0.0				PERKIOMEN		
–0.3	1.0	X			CREEK		
+0.8	1.5				OAKS		38
+0.8	3.3				ARCOLA		
–0.3	4.6				YERKES		
–0.5	5.9				COLLEGEVILLE		
+0.7	7.5				RAHNS		
–0.5	8.7				GRATERSFORD		
–0.3	11.0				SCHWENKSVILLE		
+0.3	11.8				ZIEGLERSVILLE		
+0.4	14.1				SALFORD		
+0.3	18.1			Timetable and Train Orders	GREEN LANE	1	
+0.6	21.4				RED HILL		
+0.7	22.9		X		EAST GREENVILLE PENNSBURG		
–0.3	25.7				PALM		25
+0.8	28.7				HOSENSACK		
+0.8	30.5				ZIONSVILLE		
+0.8	32.2				DILLINGER		
–0.8	34.1				VERA CRUZ		
–0.8	36.6				EMMAUS		
–0.8	38.6				EMMAUS JCT.		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Perkiomen and Emmaus Jct.				19
Between 5000 feet west of, and 9900 feet west of Salford				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Perkiomen to east end of Schuylkill River Bridge.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

900–903
3600–3656
5201–5212
5300–5311
6300–6304
7600–7604
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Egypt Road	120' W. Oaks
Arcola Road	484' E. Arcola
Arcola Road	173' W. Arcola
Public Road	80' W. Yerkes
Second Avenue	2584' E. Collegeville
Reading Pike (Main St.)	130' W. Collegeville
State Highway	3110' E. Rahns
Bridge Street	460' W. Rahns
State Highway	1847' E. Gratersford
Station Road	80' E. Gratersford
Kuhn's Crossing	3670' W. Gratersford
Loux Crossing	5543' W. Gratersford
Skippack	2031' E. Schwenksville
Station	200' W. Salford
Perkiomenville Road	6965' E. Green Lane
Snyder's	2432' E. Green Lane
Green Lane	80' W. Green Lane
Station (Sixth St.)	110' E. Red Hill
Pottstown (5th Street)	370' E. Pennsburg
4th Street	100' W. Pennsburg
4th Street	90' W. East Greenville
Ice House	2600' E. Palm
Station (Main St.)	120' E. Palm
Powder Valley	3207' E. Hosensack
Church	3806' W. Zionsville
Public Road	465' E. Vera Cruz
6th Street (Furance St.)	830' E. Emmaus
5th Street	50' W. Emmaus
4th Street	370' W. Emmaus
Harrison Street	8310' W. Emmaus

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Collegeville:
3rd Street—side track

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Location	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Perkiomen:	
East end yard	Norris and Asst. Trainmaster's Office, Abrams
West end yard	
Oaks:	
Station	
Vestibule of station	
PC RR (Creek) Crossing	

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Creek	Automatic

21. Miscellaneous Instructions.

None

PHILADELPHIA, HARRISBURG & PITTSBURGH BRANCH

Harris – Lurgan
Ship — Pennroad

Harris to Lurgan is Westward
Ship to Pennroad is Westward

Grade	Distance from Harris	Interlocking (Rules 683-872)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.70	0.0	X			HARRIS		
—0.50	2.7	X			CAMP HILL		
+0.70	5.1				ROSSMOYNE		
—0.70	8.9			A.B.S.	BOWMANSDALE		
—0.60	10.2			Rules	GRANTHAM		
+0.70	12.6			251-254	D. & M. JCT.		
+0.40	13.9				BRANDTSVILLE		M120
+0.40	17.4				BOILING SPRINGS		
—0.60	21.1	X	X		CARL	2	
+0.30	22.0				MT. HOLLY SPRINGS		
+0.30	27.0				MOORS MILL		M124
+0.40	28.3			A.B.S.*	HUNTSDALE		
+0.40	30.2				LONGSDORF		
+0.90	33.8				GREYTHORNE		
—0.30	36.3	X			LEES CROSS ROADS		
0.50	40.1	X		Rules	SHIP		
—0.70	42.4	X	X	261-264	LURGAN		
—0.50	40.1	X		Rules	SHIP	2	
—0.70	41.3	X		251-254	PENNROAD (P.C. CO.)		

* NOTE:
Rules 251-254 are in effect on—
Track 2, between Carl and Lees Cross Roads
Rules 261-264 are in effect on—
Track 1, between Carl and Lees Cross Roads

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Harris and Lurgan	50	50	25	
All trains handling one or more loaded open top hopper cars		35		
Harris:				
Eastward trains on No. 1 track between Signal P02 and Harris				15
Curve west of		25		
Camp Hill:				
Between Pole 1/04, 7360 ft. east of and Pole 1/17, 5670 ft. east of	45	45		
Boiling Springs:				
Between a point 5600 ft. west of Boiling Springs and a point 2200 ft. east of Boiling Springs	35	35		
Between a point 5600 ft. west of Boiling Springs and Lurgan	45	45		
Carl:				
All diverging routes				15
Lees Cross Roads:				
All diverging routes				20
Ship:				
All diverging routes				20
Lurgan:				
All diverging routes				25
Between Ship and Pennroad				20

Yard speed will govern on all other tracks.

2. Yard Limits.

Harris:
From Harris to a point 6,200 feet west of Harris.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Shippensburg Freight House Track:
90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
10th Street, Lemoyne	2615' E. Camp Hill
Milltown Road	150' W. Camp Hill
Shiremanstown Road	4779' E. Rossmoyne
Rossmoyne Road	50' W. Rossmoyne
College Road	520' E. Grantham
Grantham Road	Grantham
Brandtsville Road	185' W. Brandtsville
Old Town Road	80' E. Boiling Springs
Chestnut Street	Mt. Holly Springs
Pine Grove Road	3662' E. Longsdorf
Huntsdale Road	Huntsdale
S. Penn Street	2320' E. Shippensburg

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Camp Hill:

Highway crossing protection at Milltown Road crossing 150 feet west of Camp Hill station will automatically stop and gates will raise after a predetermined time when westward trains

have stopped within control circuit east of sign "Westward trains cut here" adjacent to No. 1 track 900 feet east of Camp Hill. Westward trains having work at Camp Hill must cut east of sign "Westward trains cut here."

Eastward trains having work at Camp Hill must cut west of sign "Eastward trains cut here" adjacent to No. 2 track 2,445 feet west of Camp Hill.

Cuts must be made so that when train is reassembled, entire train will be back of sign.

Rossmoyne:

Trains having switching to perform at Aycock Realty, Inc., side track located 5520 feet east of Rossmoyne Station or at Aycock Realty, Inc., side track located 6050 feet east of Rossmoyne Station, will stop a sufficient distance east of Automatic Signal P-51 located 5420 feet east of Rossmoyne Station, so that when recoupling to train entire train will be east of Automatic Signal P-51. After switching has been performed, trains must not exceed a speed of 15 miles per hour between Automatic Signal P-51 and Shiremanstown Road Crossing, located 4779 feet east of Rossmoyne Station.

Trains or engines operating from No. 2 Track to No. 1 Track over crossover east of Rossmoyne Road must stop clear of crossing and observe that flashing lights are operating and crossing is clear of unwarned highway traffic before proceeding.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Camp Hill:

Gettysburg Road, interchange track west of.

Shippensburg:

S. Seneca Street.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
50 ft. east of Carl	Lurgan
140 ft. west of Carl	Lurgan
Moors Mill station (Crossover)	Lurgan
Huntsdale station (Crossover)	Lurgan
300 ft. west of Greythorne station	Lurgan
550 ft. west of Lees Cross Roads	Lurgan
3920 ft. west of Ship	Lurgan
4460 ft. east of Lurgan	Lurgan
2400 ft. east of Lurgan	Lurgan
1770 ft. east of Lurgan	Lurgan
330 ft. east of Lurgan	Lurgan

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

250 ft. west of Longsdorf station
925 ft. west of Greythorne station
3850 ft. west of Ship
502 ft. east of Lurgan

14. Location of Dual Controlled Switches. (see Rule 104b).

Lurgan
Ship
Lees Cross Roads

15. Location of Dragging Equipment Detectors.

No. 2 Track—19,439 feet west of Carl for eastward movements.

16. Location of Hot Journal Detectors.

Detector on No. 2 Track, 504 feet east of Ship, with readout by operator at Lurgan.

Detector on No. 2 Track, 10,251 feet west of Camp Hill, with readout by operator at "R" Tower, Rutherford.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Rutherford:			
East Hump Office	x	x	
Engineer's Room	x	x	
West End Office	x	x	
West Hump Office	x	x	
Lurgan Tower	x		

18. Wayside Telephones.

Location	Connects With
Harris:	
Opposite building, box	
Wye track switch, box	
Eastward Home signal, box	
Harrisburg:	
East end river bridge	
West end river bridge	
Lemoyne Storage Track:	
E. end, box	
W. end, booth	
Camp Hill Station—Box	
C. V. Connection—Box	
Camp Hill—West of, Pole 3/12	
Rossmoyne—Box	
Bowmansdale—Station, box	
Bowmansdale grade near summit —box	
Grantham:	
385' W. of, box	
5000' West of, box on Pole 11/10	
D. & M. Jct.—Booth	
Brandtsville:	
Box	
Middle Siding, W. end, box	
Boiling Springs station—Box	
Carl:	
Pole box, west of westward Home signal	"R" Tower, Rutherford, and Lurgan
West leg of Wye	
Mt. Holly Springs—Box	
Moors Mill:	
East end, box on pole	
Middle Siding, W. end, booth	
Longsdorf—Box	
Greythorne—Box	
Lees Cross Roads:	
Westward Home signal	
W. of signal	
P384, booth	
Pole 36/17, box	
Booth at Pole 36/22	
Relay house, Pole 36/18	
Pole 38/20, box	
Ship:	
Booth, W. Home signal, east of	
Booth, E. Home signal	
Relay house, Pole 40/3	
Shippensburg:	
Booth, west of Penn St.	
Freight Station	
Lurgan:	
East of, Pole 41/25	
East of, Pole 41/38	
East of, Pole 42/5	
Pole 42/18	

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled from
Harris	"R" Tower
Carl	Lurgan
Lees Cross Roads	Lurgan
Ship	Lurgan
Lurgan	Lurgan
Pennroad (P.C. Co.)	Pennroad

21. Miscellaneous Instructions.

None

PLYMOUTH BRANCH
Plymouth Jct. – Oreland

Plymouth Jct. to Oreland is Eastward

Grade	Distance from Plymouth Jct.	Interlocking (Rules 605–612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	0.0			Timetable and Train Orders	PLYMOUTH JCT.	1	49
+0.3	1.5				BROOK ROAD		
+0.4	2.3				RIDGE ROAD		
+0.3	3.5				PLYMOUTH MEETING		
+0.6	3.9		X		CORSONS		
+1.1	5.7				WILLIAMS		
.....	7.2				FLOURTOWN		
+0.7	9.1		X		ORELAND		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Plymouth Jct. and Oreland				19
Plymouth Jct.:				
East and west legs of Wye				15
Williams:				
Between a point 300 ft. in advance of Stenton Avenue crossing and over Stenton Avenue crossing				10
Flourtown:				
Over Bethlehem Pike crossing				10
Oreland:				
First curve west of				15

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524
900–903
3600–3656
5201–5212
5300–5311
6300–6304
9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Brook Road	Brook Road
Germantown Pike	2035' W. Corsons
Butler Pike	50' E. Corsons
Flourtown Road	2412' E. Corsons
Stenton Avenue	54' E. Williams
Bethlehem Pike	83' W. Flourtown
E. Mill Road	104' E. Flourtown
Mill Road	3386' W. Oreland

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Flourtown:

Bethlehem Pike

Oreland:

Bruce Road
Hawes Lane
Ulmer Ave.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Corsons—In station	x		
Oreland—In station	x		

18. Wayside Telephones.

Location	Connects With
Conshohocken—Under Elm St. bridge, north side of tracks	Dispatcher
Corsons—On face of station	Dispatcher and Wind
Oreland Yard—North side of tracks near east end of siding	

19. Bell Telephones.

Corsons—Box on Post 825-4030

20. Interlocking.

None

21. Miscellaneous Instructions.

None

PORT READING BRANCH
Weston – Port Reading

Weston to Port Reading is Eastward

Grade	Distance from Weston	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0	X	X	Rule 93	WESTON	1	102
—0.1	1.3				MANVILLE		
+0.1	4.0				SOUTH BOUND BROOK JCT.		
+0.3	10.4			Timetable and Train Orders	DURHAM		
+0.2	12.8				METUCHEN		
+0.1	15.2				WOODBRIDGE JCT.		
	19.3	X			"PD"		
—0.6	19.4				PORT READING		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Weston and Port Reading				25
Port Reading: Over CNJ crossing				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Weston to a point 9920 feet east thereof.

Blair Road, 3140 feet west of Port Reading to east end of yard.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

No cranes restricted

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Main Street	72' E. Mile-Post #5
Lincoln Road	250' W. Bakelite Switch
Stelton Road	8584' W. Durham
New Brunswick	6864' W. Durham Siding
Clinton Road	5148' W. Durham Siding
St. George Avenue	2130' E. Mile-Post #16
Rahway Avenue	2409' W. Mile-Post #17
Blair Avenue	2750' W. "PD".

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

South Bound Brook Jct.:

New Market Road—side track.

Durham:

Turner Place: Whitestone Prods.—sidetrack

Clinton Ave.—side track.

Kilmer yard:

All crossings not protected by a watchman.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Weston	x		
Manville—Agents office (Port Reading Branch Trains)	x	x	
Port Reading—Yardmaster's office	x	x	

18. Wayside Telephones.

Location	Connects With
Manville Yardmaster	Weston
South Bound Brook Junction	Weston
Bakelite Switch	Weston
Blair Road	"RH" Interlocking Station
Port Reading Y. M.	"RH" Interlocking Station

19. Bell Telephones.

None

20. Interlocking.

Location	Controlled From
Weston	Weston
"PD"	"RH" (CNJ Carteret)

21. Miscellaneous Instructions.

Durham:

Engines serving Whitaker, Clark, and Daniels, Inc., are prohibited from entering building.

Port Reading:

When the Interlocking signal at "PD" displays "Stop" indication, eastward trains consisting of 50 or more cars must stop west of Blair Road crossing to permit highway traffic to proceed over the crossing.

READING AND COLUMBIA BRANCH
Sinking Spring – Lancaster
Lancaster Jct. – Columbia

Sinking Spring to Lancaster and Columbia is Westward

Grade	Distance from Sinking Spring	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 90 ft. Cars
+1.13	0.0			Yard Rules	SINKING SPRING		
+0.61	0.7				MONTELLO		
−1.30	4.4				VINEMONT		
−0.82	6.7			Timetable and Train Orders	REINHOLDS		24
+0.49	9.4				DENVER		44
−0.55	10.9				STEVENS		
+0.65	13.7				EPHRATA		28
+0.78	15.4				EAST AKRON		
−1.14	15.8				AKRON		
+0.77	17.3				MILLWAY		
	20.5				EAST LITITZ		
+0.34	21.3		X		LITITZ	1	54
−0.19	25.7				JOINT LINE JCT.		
+0.15	26.0		X		MANHEIM		
+0.05	26.6				WEST MANHEIM		
+0.49	28.4				LANCASTER JCT.		
−0.66	31.6				EAST PETERSBURG		
−0.40	34.0			Yard Rules	SHREINERS		
+0.76	35.4	X			DILLERVILLE		
+0.62	36.2				LANCASTER		
−0.17	28.4				LANCASTER JCT.		
+0.72	30.8	X		Train-on-Branch Signal	LANDISVILLE		
−0.12	33.5				BRUCKARTS		
−1.90	35.0				CORDELIA		
−0.77	39.7				COLUMBIA		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Sinking Spring and Lancaster Jct.	25	25	15	
Between Lancaster Jct. and Lancaster				19
Denver:				
Over crossings				10
Ephrata:				
Over crossings				10
Lititz:				
Over crossings				10
Manheim:				
Between a point 650 ft. east of Manheim and a point 2200 ft. west of Manheim				10
Between Lancaster Jct. and Columbia				19
Landisville:				
Over crossings				10
Mount Hope Industrial Track				15
Manheim:				
Hollinger's crossing				10

Yard speed will govern on all other tracks.

2. Yard Limits.

Sinking Spring—Sinking Spring to Montello.

Lancaster—All tracks west of yard limit sign at Shreiners.
Columbia—Yard limit sign 572 feet east of Musser's Track to station.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

Between Lancaster Jct. and Columbia and Mt. Hope Industrial Track:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Sinking Spring and Lancaster:

900–903	5300–5311
3600–3656	6300–6304
5201–5212	7600–7604

Between Lancaster Jct. and Columbia:

900–903

Mt. Hope Industrial Track:

444– 524	900–903
600– 666	2750–2760

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Columbia—along wall east of Perry Street
Lancaster—at station
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.
90901, 90906

8. Location of Train-on-Branch Signals.

Joint Line Jct.:
Operation on the Mt. Hope Industrial Track (former Mt. Hope Branch) is governed by Train-on-Branch signal located 1330 feet east of Joint Line Jct.

Lancaster Jct.:
Signal is located 150 feet west of Lancaster Jct.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Tool House Crossing	1762' W. Sinking Spring
Lancaster Pike	1548' W. Montello
Brand Road	7840' W. Montello
Lancaster Pike	2443' W. Vinemont
School House	581' E. Reinholds
Reinholds	105' W. Reinholds
Lutzes	4648' W. Reinholds
Locust Street	1100' E. Denver
Main Street	96' E. Denver
Main Street	186' W. Stevens
Chestnut Street	1462' E. Ephrata
Locust Street	442' E. Ephrata
State Street	382' E. Ephrata
Main Street	180' W. Ephrata
Fulton Street	1118' W. Ephrata
Akron	68' E. Akron
Oil Tank	1718' E. Millway
Millway	90' W. Millway
State Road	9176' W. Millway
Locust Street	3200' E. Lititz
Water Street	1830' E. Lititz
Cedar Street	1128' E. Lititz
Broad Street	135' E. Lititz
Main Street	675' E. Manheim
Penn Street	1096' W. Manheim
State Highway	748' E. Landisville
Harrisburg Pike	380' W. Landisville
Marietta Pike	82' E. Bruckarts
Lincoln Highway	5017' E. Columbia
Manheim Pike	7919' W. Lancaster Jct.
Petersburg Pike	4483' E. East Petersburg
East Petersburg	44' E. East Petersburg

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Ephrata:

When switching movements are being made in the vicinity of the following crossings, excessive operation of flashing light signals will be prevented by train crew, following instructions posted in push-button control boxes at each crossing.

Chestnut Street.
Locust Street.
State Street.
Main Street.
Fulton Street.

Lititz:

At Broad Street crossing, 1590 feet west of Lititz, on main track, train and engine crews will stop with lead truck of engine or car clear of crossing. Crews must observe that highway crossing signals operate and that crossing is clear of highway traffic before proceeding onto the crossing.

A "Start-Stop" manually operated electric switch is located on side of signal relay case at the southwest corner of the crossing. Train and engine crews operating on side tracks over this crossing will stop clear of crossing and turn switch to "START" position which will operate highway crossing flashing light signals. When crossing is clear of highway traffic train or engine will move over crossing. After movement over crossing is completed switch must be turned to "STOP" position in order to stop operation of crossing signals.

Landisville:

Flashing light signals must be placed in operation manually at Harrisburg Pike, 380 feet west of Landisville, before an engine or train proceeds over the crossing. After movement is completed, signals will cease operating automatically.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Lancaster:

Prince Street, side track.
W. Ross and N. Water Streets, side track.

Columbia:

Long Lane.
Florence Street (5th St.).
Fourth Street.
Mill Street.
Wright Street.
Perry Street.
Union Street.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Sinking Spring—Telephone Booth, east end			
Storage Track			x
Lancaster Jct.—Booth			x
Lancaster—Freight House	x	x	x

18. Wayside Telephones.

Location	Connects With
Sinking Spring: East end R. & C. west track, box	"D" Office, Reading, and Lebanon Valley Jct.
Sinking Spring: Booth at west end of yard	"D" Office, Reading, and Lebanon Valley Jct.
Reinholds—Box on post	Dispatcher
Denver—Box on post	Dispatcher
Ephrata: East Siding, booth at east end	Dispatcher
Ephrata: West Siding, booth at west end	Dispatcher
Millway—Box on post	Dispatcher
Lititz: 4830 feet east of, booth	Dispatcher
Lititz: Box outside station	Dispatcher
Lititz: Siding, west end, box on post	Dispatcher
Joint Line Jct.—East and west switch of Wye	Dispatcher
Manheim—West end of siding	Dispatcher
Lancaster Jct.—Booth	Dispatcher
Georgia Pacific Siding—Box on post	Dispatcher
Dillerville—Box (connecting with PC RR)	Dispatcher
Lancaster—Box at east end of yard	Dispatcher

19. Bell Telephones.

Location	Number
Denver—In pole box opposite station	267-2275
Ephrata—Box on pole, Main St.	733-4063
Columbia—Watchman's box, Grinnell Corp.	684-2726

20. Interlocking.

Location	Controlled From
Dillerville	Cork Tower, Penn Central Co.
Landisville	Landis Tower, Penn Central Co.

NOTE: The Interlocking station at Landisville is open from 11:00 A. M. to 7:00 P. M., daily except Sunday and Holidays.

At all other times, track and signals will be set for movement of Penn Central Co. trains, unless advance special arrangements are made for Reading Company movements.

21. Miscellaneous Instructions.

Ephrata:

The siding west of the station will be designated as "Ephrata, West Siding" and the siding east of the station as "Ephrata, East Siding."

Manheim:

Westward trains having work at Manheim and making cut at Joint Line Jct. must make cut so that when train is reassembled for westward movement, entire train will be east of the switch to the east leg of the Wye track.

READING BELT BRANCH

Blandon – Klapperthal Jct. via Lebanon Valley Jct. Cumru Jct. – Bird via Gibralter

Blandon to Belt is Westward
Belt to Klapperthal Jct.-Bird is Eastward

Grade	Distance from Blandon	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.46	0.0	X			BLANDON		
—0.50	2.4				ARCO		
- 0.50	3.4	X		A.B.S.	LAUREL	1	
+0.60	3.6	X		Rules	LAUREL DALE		
—0.50	5.6	X		261-264	BELT		
- 0.03	6.7	X			TULPEHOCKEN BRIDGE		
—0.24	8.7	X	X		LEBANON VALLEY JCT.		
+1.00	9.7	X			WYOMISSING JCT.		
—0.24	8.7	X	X		LEBANON VALLEY JCT.		
—0.30	11.7	X		A.B.S.*	CUMRU JCT.	*	
—0.84	13.0	X			KLAPPERTHAL JCT.		
—0.30	11.7	X			CUMRU JCT.		
—0.26	14.8				GIBRALTER		
—0.11	16.8	X			BIRD		

*NOTE:
Rules 251-254 are in effect on—
Single main track, between Cumru Jct. and Birdsboro, for eastward movements
Rules 201-223 are in effect on
Single main track, between Cumru Jct. and Birdsboro, for westward movements
Rules 261-264 are in effect on—
Tracks 1 and 2, between Belt and Tulpehocken Bridge
Tracks 1 and 2, between Lebanon Valley Jct. and Millmont Bridge
Rules 605-672 are in effect on—
Single main track, over Tulpehocken Bridge to Lebanon Valley Jct. and Wyomissing Jct.
Single main track, over Millmont Bridge
Single main track, between Cumru Jct. and Klapperthal Jct.

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Blandon and Belt	40	40	25	
All trains handling one or more loaded open top hopper cars		35		
Belt:				
Within interlocking limits	30	30	25	
Between Belt and Klapperthal Jct.	30	30	25	
Between Lebanon Valley Jct. and Wyomissing Jct.				25
Between Tulpehocken Creek Bridge and Wyomissing Jct.				25
Cumru Jct.:				
Within interlocking limits				25
Between Cumru Jct. and a point 3000 feet west of Birdsboro River Bridge	30	30	25	
Between a point 3000 feet west of Birdsboro River Bridge and Birdsboro Station on Main Line				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Laurel—Belt:
From 400 feet west of Laurel to Belt.

Bird:
From 200 feet west of switch at west end of new extension track, west of Bird, to Bird.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted To Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Cumru Jct. and Bird via Gibralter:
90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Blandon Low Grade	4028' W. Blandon
Laureldale	50' E. Laureldale
Ridgewood Crossing	9115' W. Gibralter
Gibralter Crossing	80' E. Gibralter
Robinson Crossing	6598' E. Gibralter

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

None

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
650 ft. east of W. Laurel	Oley
1400 ft. east of W. Laurel	Oley
2300 ft. west of W. Laurel	Oley
4290 ft. east of Belt	Lebanon Valley Jct.
5480 ft. east of Belt	Lebanon Valley Jct.
8020 ft. east of Belt (Crossover)	Lebanon Valley Jct.
5440 ft. west of Lebanon Valley Jct.	Lebanon Valley Jct.
4780 ft. west of Lebanon Valley Jct.	Lebanon Valley Jct.
4390 ft. west of Lebanon Valley Jct.	Lebanon Valley Jct.
400 ft. west of Lebanon Valley Jct.	Lebanon Valley Jct.
1100 ft. east of Lebanon Valley Jct.	Lebanon Valley Jct
2600 ft. east of Lebanon Valley Jct.	Lebanon Valley Jct
3900 ft. east of Lebanon Valley Jct. (Crossover)	Lebanon Valley Jct.
3950 ft. east of Lebanon Valley Jct.	Lebanon Valley Jct.
4180 ft. east of Lebanon Valley Jct.	Lebanon Valley Jct.
6870 ft. west of Cumru Jct.	Lebanon Valley Jct.
6040 ft. west of Cumru Jct.	Lebanon Valley Jct.
4980 ft. west of Cumru Jct.	Lebanon Valley Jct.
4830 ft. west of Cumru Jct. (Crossover)	Lebanon Valley Jct.
3750 ft. west of Cumru Jct.	Lebanon Valley Jct.
3480 ft. west of Cumru Jct.	Lebanon Valley Jct.
2510 ft. west of Klapperthal Jct. (Crossover)	Lebanon Valley Jct.
2140 ft. west of Klapperthal Jct. (Crossover)	Lebanon Valley Jct.
1090 ft. west of Klapperthal Jct.	Lebanon Valley Jct.

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261–264 Are in Effect. (see Rule 104d).

940 ft. east of Lebanon Valley Jct.
7580 ft. west of Cumru Jct.
7820 ft. west of Cumru Jct.

Arco
350 ft. west of Arco
1680 ft. west of Arco

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

Detector 722 feet west of Blandon with hot journal indicator at westward Home signal 500 feet east of Laurel.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions, proceeding to and reporting from Belt.

Detector on Lebanon Valley Connection, 1,755 feet west of Lebanon Valley Junction, with hot journal indicators at automatic signals B11 on No. 1 Track and B13 on No. 2 Track, 9,325 feet west of Lebanon Valley Junction on Reading Belt Branch, and with hot journal indicators at automatic signals B42 on No. 1 Track and B44 on No. 2 Track, 7,815 feet east of Lebanon Valley Junction on Reading Belt Branch.

If one or more hot journals are indicated, train and engine crews will be governed by timetable general instructions. Eastward trains will proceed to and report from Cumru Jct. Westward trains will proceed to and report from Belt.

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Lebanon Valley Jct.	x		
Birdsboro—Agent's office	x	x	
Reading—Water station, yardmaster's office	x	x	

18. Wayside Telephones.

Location	Connects With
Laurel—Box adjacent to signal	Oley
Laureldale—Switch to Berks Products	Oley
Belt—Westward Interlocking signal	Oley
East Shore Carpenter Steel Works—Switch	Oley
West Shore Carpenter Steel Works—Switch	Oley
West of Penn Ave.—Bridge 3/60	Lebanon Valley Jct. and Water Station
Opposite Glen-Gery Brick Works	Lebanon Valley Jct. and Water Station
East of Leb. Valley Jct. at westward Home signal	Lebanon Valley Jct. and Water Station
Lebanon Valley Connection	Lebanon Valley Jct. and Water Station
Tulpehocken Bridge—Interlocking signals east and west of east end	Lebanon Valley Jct. and Water Station
East Storage—East end	Lebanon Valley Jct. and Water Station
Eyler Plant—Adjacent to Smith Coal Yard	Lebanon Valley Jct. and Water Station
Kurtz House Crossover	Lebanon Valley Jct. and Water Station
Corrugated Paper Co.	Lebanon Valley Jct. and Water Station
Brown Trailer Co.	Lebanon Valley Jct. and Water Station
Metal Craft Co.	Lebanon Valley Jct. and Water Station
Reading Poultry Co.	Lebanon Valley Jct. and Water Station
Reading Poultry Co.—Booth, east of	Oley and Lebanon Valley Jct.
Millmont Bridge—Interlocking signals, east and west of	Oley and Lebanon Valley Jct.
Titus Plant—Switch, east and west end	Oley and Lebanon Valley Jct.
Klapperthal Jct.:	Oley and Lebanon Valley Jct.
At Interlocking signals	Oley and Lebanon Valley Jct.
Signal relay house	Oley and Lebanon Valley Jct.
Pole box, east of P.C. Co. bridge	Oley and Lebanon Valley Jct.
Birdsboro—West end of yard	Oley and Lebanon Valley Jct.

19. Bell Telephones.

Location	Exchange	Number
Lebanon Valley Jct.	Reading	375-7756

20. Interlocking.

Location	Controlled From
Blandon	Oley
Laurel	Oley
Laureldale	Oley
Belt	Lebanon Valley Jct.
Tulpehocken Bridge	Lebanon Valley Jct.
Lebanon Valley Jct.	Lebanon Valley Jct.
Wyomissing Jct.	Lebanon Valley Jct.
Cumru Jct.	Lebanon Valley Jct.
Klapperthal Jct.	Lebanon Valley Jct.
Bird	Oley

21. Miscellaneous Instructions.

Wyomissing Jct.—Lebanon Valley Jct.:

From Wyomissing Jct. to Lebanon Valley Jct., empty equipment in trains of 4500 adjusted tons or over, operated with 2 or more diesel units, must not be hauled nearer than the 16th car from the engine.

Bird:

Member of crew on eastward trains or engines having work on west side of river bridge shall notify operator at Oley when ready to leave.

RICHMOND BRANCH
Falls — Port Richmond

Falls to Port Richmond is Eastward

Grade	Distance from Reading Terminal via Park JCL	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	5.4	X			FALLS		
+0.9	7.1	X	X	*	NICETOWN JCT. (NICE)	3	
−0.9	9.2			251-254	FAIRHILL JCT.	2	
−0.8	10.4			Yard Rules	PORT RICHMOND		Yard

* Tracks 1 & 2, Rules 261-264.
* Track 4, Rules 251-254.

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Falls and Fairhill Jct.				25
Falls:				
Within Interlocking limits				15
Nice:				
All diverging routes				15
Between a point 700 ft. east of Tioga Street and a point 700 ft. west of Venango Street				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Falls—Port Richmond
Belt Line North
Belt Line South

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

Nice—Operator:
Falls—Fairhill Jct.

4. Engines Not Permitted to Operate.

Port Richmond—Pier "D":
Only engines OE-5 (16-24) are permitted to operate over trestle approach to upper deck of pier.

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

900–903	5300–5311
2750–2760	6300–6304
3600–3656	7600–7604
5201–5212	9151–9166

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

Name of Crossing	Location
Tioga Street	3665' W. Fairhill Jct.
Venango Street	4275' W. Fairhill Jct.

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Fairhill Junction:

At Tioga Street, 3665 feet west of Fairhill Jct., and at Venango Street, 4275 feet west of Fairhill Jct., an engine or train approaching either crossing against the current of traffic on No. 1 or No. 2 Track shall stop with leading end of movement clear of crossing and crew must observe that gates are fully lowered and crossing is clear of highway traffic before proceeding onto the crossing.

Port Richmond:

Cars or trains are not permitted to stand blocking crossing at Cambria St.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Port Richmond:

Allegheny Ave.—1400 feet east of Richmond St.
Cumberland St.—320 feet east of Richmond St.
Wishart St.—300 feet east of Richmond St.

Belt Line North and Belt Line South:

All crossings not protected by a watchman.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
Crossover between No. 1 Track and No. 3 Storage Track 2325 ft. east of Falls	Nice

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Port Richmond:			
Trainmaster's office	x	x	
Yardmaster's office, Clearfield St.		x	
Coral St. enginehouse		x	
Nicetown Jct.:			
Nice	x		
Yardmaster's office	x	x	

18. Wayside Telephones.

Location	Connects With
Falls:	
Eastward Home signal, Main Line, adjacent to No. 2 Track pole box	Nice
Relay house, adjacent to No. 2 Track, pole box	Nice
Laurel Hill:	
Westward Home signal, adjacent to No. 1 Track, pole box	Nice
Eastward Home signal, Wye, adjacent to No. 2 Track, pole box	Nice
Westward Dwarf signals, adjacent to No. 4 Track, pole box	Nice
Westward Home signal, main track from River, pole box	Nice
Pole box at crossover, No. 1 Track and No. 3 Storage Track	Nice
At crossover between No. 3 Storage and No. 1 Track, 2325 ft. east of Falls	Nice
Tasty Baking Co.—Pole box at switch, 800 feet west of Fox Street	Nice
Budd's Freight Track	Nice
Pole box—East end of Pt. Liberty Yard	Nice
Junction of Low Grade Branch and Richmond Branch	Nice
Broad St.—Adjacent to No. 1 Track	Nice Montgomery Ave. Yardmaster
Venango Street—In box 600 feet west of Venango Street	Montgomery Ave. Yardmaster Chief Dispatcher—Rdg. Term.

19. Bell Telephones.

Operator at Nice ..... 922-6100 Ext. 531

20. Interlocking.

Location	Controlled From
Falls	Nice
Nice	Nice

21. Miscellaneous Instructions.

Nicetown:

Under no circumstances will a train handling trailers on flat cars (Piggyback) be permitted to move under Clarissa Street Bridge, 2020 feet east of Nice, Nicetown Junction, on the Richmond Branch.

Conductors of eastward trains operating via Main Line and Richmond Branch must show on Form 336 the number of flat cars in train loaded with trailers and, in addition, on arrival at West Falls, inform yardmaster at West Falls of same. Yardmaster at West Falls will in turn immediately notify yardmaster and/or the operator at Nicetown Junction. (Nice).

When the chief train dispatcher receives information of trains, moving via Main Line and Richmond Branch, carrying trailers on flat cars, he will advise yardmaster and/or operator at Nicetown Junction. (Nice).

Fairhill Junction:

The movement of trains and engines through Richmond Branch Connection Track will be authorized by the operator at Wayne.

Crews using switches on the Richmond Branch Connection Track must contact operator at Wayne for permission and report to Wayne when clear of Richmond Branch Connection.

Color light signal governing approach to Erie Interlocking signal, controlling movements from the Richmond Branch Connection Track to the Bethlehem Branch, is located 1000 feet in advance of Erie Interlocking.

Operating Rules 281, Figure G, and 285 A apply.

Tonnage trains encountering a "Caution" (Rule 285A) indication on this signal will stop and a member of the crew must communicate with the operator at Wayne for instructions.

Unless otherwise instructed, eastward trains must stop with entire train clear of control point located 650 feet west of Venango Street, in order not to cause automatic gates to operate. Trains with work to be performed at Fairhill Junction, must contact yardmaster at Montgomery Ave. for instructions.

Trains to Port Richmond must contact switchtender at Somerset Street for instructions.

Permission must be obtained from yardmaster at Nicetown Junction before crossing from one main track to the other between Fairhill Junction and Nicetown Junction.

SCHUYLKILL AND LEHIGH BRANCH
Laurel — Evansville

Laurel to Evansville is Westward

Grade	Distance from Laurel	Interlocking (Rules 665-677)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.30 +0.30 +0.50 −0.40	0.0 1.9 3.8 5.8	X		Train-On-Branch Signal	LAUREL BERKLEY MAIDEN CREEK EVANSVILLE	1	

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Laurel and Evansville				19
Laurel: To and from Reading Belt Branch				15

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

None

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Laurel and Evansville

2750–2760
9151–9166

Between Laurel and Evansville:

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

400 ft. west of Laurel

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

None

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

None

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Evansville:

255 ft. east of

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects With
Laurel—Box adjacent to signal	Oley

19. Bell Telephones.

Location	Exchange	Number
Evansville	Evansville	926-2661

20. Interlocking.

Location	Controlled From
Laurel	Oley

21. Miscellaneous Instructions.

None

SHAMOKIN, SUNBURY & LEWISBURG BRANCH

Hern — West Milton

Hern to West Milton is Westward

Grade	Distance from Philadelphia	Interlocking (Rules 585-872)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
+0.4	139.0			Time Table & Train Orders	HERN	1	
—0.5	143.6				PAXINOS		
—0.6	149.7				SNYDERTOWN		
—0.4	155.6				HAAS SIDING		
—0.4	156.4	X	X		SUNBURY		
+0.6	157.2				CLEMENT		
—0.2	161.9				WINFIELD		
	166.0	X		A.B.S.	LEWISBURG		
- 0.2	167.5			Rules	PENITENTIARY SWITCH		
+ 0.4	170.3	X		261-264	WEST MILTON		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Hern and West Milton	35	35	25	
Paxinos:				
Between a point 5280 ft. east of Paxinos and Paxinos	30	30		
Sunbury:				
Over crossings within Borough limits				20
Clement:				
Curve on west end of Susquehanna River bridge	30	30		
Lewisburg:				
Over crossings within Borough limits				25
West Milton:				
Within interlocking limits	30	30		

Yard speed will govern on all other tracks.

2. Yard Limits.

West Milton:

From 1557 feet east of West Milton to West Milton.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Clement:

Operation on the Shamokin Dam Spur Track is governed by Train-on-Branch signal located 300 feet east of Clement station.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Persing's	6982' W. Paxinos
Snydertown	70' E. Snydertown
Haas Avenue	1880' E. East Sunbury
Lenker Avenue	190' E. East Sunbury
10th Street	50' W. East Sunbury
Awl Street	1440' W. East Sunbury
4th Street	1220' E. Sunbury
2nd Street	120' E. Sunbury
Front Street	440' W. Sunbury
Brown Street	2820' E. Lewisburg
University Avenue	2000' E. Lewisburg
St. Louis Street	400' E. Lewisburg
Market Street	170' W. Lewisburg
St. Mary's Street	1130' W. Lewisburg
Buffalo Road	1910' W. Lewisburg
N. 4th Street	2870' W. Lewisburg

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Sunbury:

On Main Track at:
Awl St.
Fourth St.

Engines or trains having stopped within the limits of the control points for automatic highway protection equipment shall not exceed a speed of 10 miles per hour until arriving at the crossing.

Westward trains approaching Awl Street on Sunbury Siding or Freight House Track must stop with leading end of movement clear of the crossing and shall not cross or foul the crossing until flashing light signals are operating and crossing is clear of highway traffic.

Eastward trains with cars to be set off at Sunbury will stop and make cut at Clement in order to have train clear of crossing circuit.

Lewisburg:

When Westward Interlocking signal displays a "Stop" indication, trains or engines shall stop east of (C) sign located 36 feet east of Market Street crossing.

Westward Interlocking signal will display a "Stop" indication while shifting movements are being made east of Market Street crossing, and will remain in "Stop" position until crew member notifies operator at Milton Tower that train is ready to proceed.

Eastward trains having set off and/or pick up will stop train a sufficient distance west of North Fourth Street crossing so that when recoupling to train prior to departure engine will clear crossing. If necessary for eastward through trains to stop in excess of 5 minutes, train should be parted and crossing opened to permit movement of highway traffic.

Federal Penitentiary Branch—Route 15.

Before crossing highway, a member of the train or engine crew will activate manual highway crossing signals by inserting switch key in receptacle of control box on signal mast (on approach side of crossing) marked START and turning key. After signals are flashing and highway traffic is stopped, remove key from control box, and proceed over crossing. When movement is entirely clear of crossing, member of crew must stop signals by inserting switch key in receptacle of control box on signal mast (on leaving side of crossing) and turning key.

Winfield:

Limekiln Side Track—Route 15.

Before crossing highway, a member of train or engine crew will activate manual highway crossing signals by inserting switch key in receptacle of control box marked START (on approach side of crossing) and turn key. After signals are flashing and highway is clear of traffic, remove switch key from control box and proceed over crossing

When movement is entirely clear of crossing, member of crew must stop signals by inserting switch key in receptacle of control box marked STOP (on leaving side of crossing) and turn key.

Control boxes are located on cable poles adjacent to track on both sides of crossing.

IMPORTANT:—Switch key must not be inserted in STOP receptacle of either control box until entire movement is clear of crossing.

West Milton:

Westward trains picking up and/or setting off from Rack Tracks at West Milton will stop and make cut a sufficient distance to hold entire pick-up east of westward Interlocking signal.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Lewisburg:

Nail Mill side track.
Alley, 660 feet from junction switch.
Ninth Street (Route 15).

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
550 ft. west of Lewisburg station	Milton Tower
1625 ft. west of Lewisburg	Milton Tower
1710 ft. west of Lewisburg	Milton Tower
8780 ft. west of Lewisburg	Milton Tower
5980 ft. east of West Milton station	Milton Tower
1280 ft. east of West Milton station	Milton Tower

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
West Milton Agent's Office	x	x	

18. Wayside Telephones.

Location	Connects With
Paxinos—Box on Post	Haven, Sunbury and Milton Tower
Snydertown—Box on Post	
Sunbury:	
Box on post, Front Street	
Box on freight station platform	
Clement—Booth	
Lewisburg:	Milton Tower
Box on pole west side Market St.	
Nail Mill Branch Switch	
Relay house	
Opposite eastward Home signal	
Penitentiary Switch—Box on post	
East and west ends West Milton Storage Track	
West Milton—Box on post opposite westward Interlocking signal	

19. Bell Telephones.

Location	Exchange	Number
Lewisburg Freight Station	Lewisburg	524-0444
Sunbury "SF"	Sunbury	286-1612

20. Interlocking.

Location	Controlled From
Sunbury	Sunbury
Lewisburg	Milton Tower
West Milton	Milton Tower

21. Miscellaneous Instructions.

None

SHENANDOAH BRANCH

Shenandoah Jct. — Shenandoah

Shenandoah Jct. to Shenandoah is Westward

Grade	Distance from Shenandoah Jct.	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 Ft. Cars
	0.0				SHENANDOAH JCT.		
—0.9	1.4			Rule 93	RAPPAHANNOCK		
—0.9	1.8				PRESTON JCT.		20
—0.9	2.2				COLORADO		
	2.9			Train-On-Branch Signal	LOST CREEK	1	
+0.8	3.7				FIDELITY		
+0.8	4.1				SHAFT		
+1.6	4.6				HUDSON		
+2.1	5.2				KOHINCOR JCT.		
+2.3	6.0				SHENANDOAH		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Shenandoah Jct. and Shenandoah				15
Shenandoah Jct.-Bridge 0/10				10

2. Yard Limits.

Shenandoah Jct.:

From turnout switch in M. & S. main track to clearance point at Preston Junction.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

Between Shenandoah Jct. and Shenandoah:

3600–3656
5201–5212
5300–5311
6300–6304
7600–7604

West Shenandoah Colliery Track:

9151–9166

Raven Run Colliery Track:

All engines barred under loading wharf

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Preston Colliery Track:

9151–9166

West Shenandoah Colliery Track:

444–524	660–666
600–636	900–907

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

8. Location of Train-on-Branch Signals.

Preston Jct.:

Signal governing operation to Shenandoah is located 400 feet west of junction.

Operation on the Preston Colliery Track (former Preston Branch) is governed by Train-on-Branch signal located 215 feet west of connection with Shenandoah Branch.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Flicker Crossing	3390' E. Rappahannock
State Highway	7127' E. Shenandoah

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

When switching over crossings equipped with flashing light signals, or when it is necessary to cross the road crossing after reversal in direction of movement, a member of crew must provide protection in accordance with Operating Rule T.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Shenandoah:

Turkey Run

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

Location	Connects with
Preston Jct.—Box on post	Haven-Sunbury and Milton Towers

19. Bell Telephones.

None

20. Interlocking.

None

21. Miscellaneous Instructions.

Preston Jct:

The normal position of switches is to give right of way to eastward trains from Shenandoah Branch.

Westward trains will stop 300 feet east of Preston Junction Station, and eastward trains from Preston Colliery Track will stop clear of sign "Clearance Point" located 215 feet west of Preston Junction Station, line switches for route of movement before fouling clearance point, and after passage of train will restore switches to normal position.

STONY CREEK BRANCH
Dale — Elm

Dale to Elm is Eastward

Grade	Distance from Dale	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0	X		Rules 261-264	DALE	1	
—0.5	2.5				WEST POINT		
—0.7	4.9				BELFRY		
—0.8	7.5				HARTRANFT		
0.8	9.9	X			ELM		
					NOTE: The following location is controlled from WIND: West Point		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Elm and Dale				19
Belfry:				
North Wales Road crossings 2824 ft. east of Belfry and 7380 ft. east of Belfry				15

Yard speed will govern on all other tracks.

2. Yard Limits.

Dale:

Bethlehem Branch connecting switch to a point 1803 feet east thereof.

Elm:

Elm to a point 2673 feet west thereof.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

No engines barred

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

3620–3656	6300–6304
5201–5212	7600–7604

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

No cranes barred

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Germantown Pike	158' W. Hartranft
Skippack Pike	158' E. Belfry
Hancock Street	3030' E. Lansdale

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Germantown Pike (150 ft. west of Hartranft)
Skippack Pike (150 ft. east of Belfry) :

Before moving over these crossings, train and engine crews must observe that flashing light crossing signals are operating properly. If not, movements over these crossings must be protected by a member of the crew in accordance with Operating Rule T.

Hancock Street (2937 ft. east of Lansdale):

All train and engine movements must stop before passing over crossing. If flashing light crossing signal does not function as intended, all movements over the crossing must be protected by a member of the crew in accordance with Operating Rule T.

Sterigere St.
Elm St.

Eastward trains from Stony Creek Branch exceeding more than 8 cars will contact Operator at "NORRIS" before blocking Sterigere Street Highway Grade Crossing, located 3325 feet west of "ELM", and Elm Street Highway Grade Crossing, located 1334 feet west of "ELM".

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Norristown:

Sterigere St.
Elm St.

12. Location of Electrically Locked, Hand Operated Switches. (sec Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

315 ft. west of Elm
495 ft. west of Elm
1150 ft. west of Elm
1600 ft. west of Elm
3600 ft. west of Elm
6565 ft. east of Hartranft station
460 ft. west of Hartranft station
730 ft. east of Belfry station
30 ft. east of Belfry station
310 ft. west of Belfry station
2850 ft. east of West Point station
160 ft. east of West Point station
420 ft. west of West Point station
900 ft. west of West Point station
2350 ft. west of West Point station
4175 ft. west of West Point station
6650 ft. west of West Point station
7365 ft. west of West Point station
1815 ft. east of Dale

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Norristown—Elm St.—Locker Room		x	

18. Wayside Telephones.

Location	Connects With
Dale—Westward Home signal	Wind

19. Bell Telephones.

Location	Connects With
West Point:	
Box on pole	Rdg. Term'l. (922-6100)
Adjacent to westward signal	Rdg. Term'l. (922-6100)

20. Interlocking.

Location	Controlled From
Dale	Wind
Elm	Norris

21. Miscellaneous Instructions.

West Point:

All engines are restricted from operating beyond the 12th span of trestle serving Kingston Concrete Co.

TAMAQUA, HAZLETON & NORTHERN BRANCH

Hazleton Jct. — Silverbrook

Hazleton Jct. to Silverbrook is Westward

Grade	Distance from Hazleton Jct.	Interlocking (Rules 605-612)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
.....	0.0			Train-On Branch Signal	HAZLETON JCT.	1	
+1.8	2.8				SILVERBROOK JCT.		
.....	3.5				SILVERBROOK		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Hazleton Jct. and Silverbrook				15

Yard speed will govern on all other tracks.

2. Yard Limits.

None

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

5211–5212
5300–5311
6300–6304
7600–7604

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

No engines restricted other than noted in Item 4.

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901

8. Location of Train-on-Branch Signals.

200 feet west of Hazleton Jct.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Lofty Junction	4008' E. Silverbrook Junction
Silverbrook Junction	778' E. Silverbrook Junction

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Silverbrook:

Movements in either direction over Highway Route 309 must be preceded by 2 members of train crew, who must stop approaching highway traffic in both directions before each movement is made. Train crew members must remain on crossing until each movement is entirely clear of crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Silverbrook:

State Highway Route 309

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

Station	Standard clocks	Bulletin boards	Train registers

None

18. Wayside Telephones.

None

19. Bell Telephones.

None

20. Interlocking.

None

21. Miscellaneous Instructions.

Silverbrook to Hazleton Jct:
Empty equipment must be hauled on rear of train.

TRENTON BRANCH

Trent — Trenton

Trent to Trenton is Eastward

Grade	Distance from Trent	Interlocking (Rules 643-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0		X	T.T.	TRENT	1	9
+0.1	1.5			Train	AGASOTE		
−0.5	3.4			Orders	PROSPECT STREET		
−1.0	3.7			Yard Rules	TRENTON		Yard

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Trent and Trenton	20	20	15	
Approaching all crossings:				
Between (c) sign and crossing				6
Trent:				
To and from New York Branch				15
East Trenton Industrial Track				10
East Trenton:				
Cherry Tree Lane crossing				6
Trenton-Princeton Traction Company Industrial Track				10

Yard speed will govern on all other tracks.

2. Yard Limits.

Between Maple Avenue, 11,845 feet east of Trent and Trenton.
East Trenton Industrial Track.
Trenton-Princeton Traction Company Industrial Track.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

Trenton-Princeton Traction Co. Industrial Track:

444–524	5201–5212
600–636	5300–5311
660–666	6300–6304
3600–3656	7600–7604

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Between Trent and Trenton:

900–903	5201–5212
2750–2760	6300–6304
3600–3656	7600–7604

East Trenton Industrial Track:

2750–2760

Trenton-Princeton Traction Co. Industrial Track:

16–24
2750–2760

6. Maximum Gross Weight of Car and Lading.

Between Trent and Trenton:

263,000 lb.

East Trenton Industrial Track:

263,000 lb.

Trenton-Princeton Traction Co. Industrial Track:

210,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

East Trenton Industrial Track:

90906

Trenton-Princeton Traction Co. Industrial Track:

90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Trent to Trenton:

90901, 90906

East Trenton Industrial Track:

90901

8. Location of Train-on-Branch Signals.

None

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Lower Ferry Road	1883' W. Agasote
Hillcrest Avenue	4973' E. Agasote
Maple Avenue	5452' E. Agasote
Hoffman Avenue	4422' W. Trenton
Prospect Street	1892' W. Trenton
Marion Street	992' W. Trenton

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Trenton:

Engine or train movements on all tracks must stop with leading end clear of crossing and crew must observe that automatic highway protection equipment operates for 15 seconds and crossing is clear of highway traffic before proceeding onto the following crossing:

Marion St.—992 ft. W. Trenton

Shifting movements on side tracks must stop with leading end of movement clear of crossing and crew must observe that automatic highway protection equipment operates for 15 seconds and crossing is clear of highway traffic before proceeding onto the following crossings:

Prospect St.—1892 ft. W. Trenton
Hoffman Ave.—4422 ft. W. Trenton
Maple Ave.—6442 ft. W. Trenton
Hillcrest Ave.—6922 ft. W. Trenton
Lower Ferry Road—13757 ft. W. Trenton

East Trenton Industrial Track (former East Trenton Branch):

At Olden Avenue, boxes housing switches for manual control of traffic signals are mounted on pipe standards, along curb line, one on each side of Olden Avenue.

Each train or engine movement over Olden Avenue crossing must be protected by a member of the crew and by operation of the traffic signal manual control switches, as follows—

1. Train or engine must be stopped clear of crossing.
2. Member of crew must operate traffic signal manual control switch on the approach side of crossing to opposite position from that in which it is found and close and lock door of switch housing. This operation will cause all traffic signals to display RED.
3. Member of crew must protect movement over crossing in accordance with Operating Rule T.
4. After entire train has cleared, the crossing traffic signal control switch on leaving side of crossing must be operated to opposite position from that in which it is found, and door of switch housing must be locked. This operation will restore traffic signals to normal operation.

Any irregularities in the operation of the traffic signals must be immediately reported to the train dispatcher.

Trenton-Princeton Traction Company Industrial Track:

Olden Avenue crossing, 1970 feet east of main track switch leading to R. F. Carroll must not be used by any engine or train between the hours of 10:00 P. M. and 12:00 mdt., 5:00 A. M. and 8:00 A. M., and 2:00 P. M. and 5:00 P. M. daily. Movements over crossing must be protected by a member of the crew in accordance with Operating Rule T.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Agasote:

Stuyvesant Ave.—State Hospital Track, Trenton
Oakland St.—North end of Wye track
Calhoun St.—side tracks

East Trenton Industrial Track:

All crossings

Trenton-Princeton Traction Company Industrial Track:

All crossings

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Trent	x	x	

18. Wayside Telephones.

Location	Connects With
West Trenton—E. end of Wye	Trent

19. Bell Telephones.

Location	Exchange	Number
Prospect St.	Trenton	695-6441

20. Interlocking.

Location	Controlled From
Trent	Trent

21. Miscellaneous Instructions.

Trenton:

Engines turning on Trenton Wye must stop clear of East Trenton Industrial Track crossing and be preceded over crossing by a member of the crew.

Arrival of westward extras at West Trenton must be promptly reported to Trent.

Train and engine crews will report arrival and departure at Trenton to operator at Trent.

WEST END BRANCH

Mine Hill Crossing — Buck Run, Keffers & Pine Grove

Mine Hill Crossing to Buckley and Keffers is Westward
Tremont Jct. to Pine Grove is Eastward

Grade	Distance from Mine Hill Crossing	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 50 ft. Cars
	0.0			Yard	MINE HILL CROSSING		
+0.8	0.9			Rules	WEST CRESSONA		
+0.8	1.8			Time Table & Train Orders	BECKS		
+0.6	4.3				ALLISON		
+0.2	5.1				WESTWOOD		
+0.3	5.3				MORRIS		
+0.3	5.6				WEST END JCT.		
+0.3	5.8				WESTWOOD SWITCH		
+0.3	7.2				MINERSVILLE		
+0.3	7.4			Train-On-Branch Signal	MINE		
+0.3	7.8				OAK HILL JCT.		
+2.2	8.5				BUCKLEY		
+0.6	5.1			Time Table and Train Orders	WESTWOOD		
+0.5	7.0				SILVERTON		
+0.7	9.0				FERN SIDING		27
−0.4	10.7				SWATARA JCT.	1	
−0.4	14.3				TREMONT JCT.		
−0.4	14.6				TREMONT		
+2.9	15.6				DONALDSON		
+2.9	16.1				NECHO		
−2.3	17.4				WEST END SIDING		
+1.8	19.2				HAZELBROOK JCT.		
+2.0	19.9			Train-On-Branch Signal	GOOD SPRING		
+2.3	21.7				KEFFERS		
−1.0	14.3			Train-On-Branch Signal	TREMONT JCT.		
−1.1	18.1				LORBERRY JCT.		
	20.9				PINE GROVE		

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Mine Hill Crossing and Silverton	25	25	20	
Westwood:				
Curve west of station				15
Silverton:				
Curve west of station				15
Between Silverton and Tremont Jct.				15
Between Westwood and Buckley				15
Between Tremont Jct. and Keffers				15
Between Tremont Jct. and Pine Grove	25	25	20	
Pine Grove:				
Over crossings within Borough limits				6

Yard speed will govern on all other tracks.

Revised 1/1/73

2. Yard Limits.

West Cressona:
Mine Hill Crossing to Becks.

Pine Grove:
400 feet east of Wood Street to 4788 feet west of station.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

Barred at Minersville Station Platform:

7600–7604

Between Tremont Jct. and Keffers and between Tremont Jct. and Pine Grove:

3600–3656	6300–6304
5201–5212	7600–7604
5300–5311	9151–9166

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

Entire Branch:

444–524	660–666
600–636	

Between Mine Hill Crossing and Tremont Jct., and between Westwood and Buckley:

900–903	6300–6304
3600–3656	7600–7604
5201–5212	9151–9166
5300–5311	

6. Maximum Gross Weight of Car and Lading.

Between Mine Hill Crossing and Buckley:
263,000 lb.

Between Westwood and Tremont Jct.:
263,000 lb.

Between Tremont Jct. and Keffers:
251,000 lb.

Between Tremont Jct. and Pine Grove:
251,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.
Between Westwood and Buckley:
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

Between Tremont and Keffers:
90901, 90906

Between Tremont and Pine Grove:
90906

8. Location of Train-on-Branch Signals.

West End Jct.:
Operation on the Peoples Railroad is governed by Train-on-Branch signal located 200 feet west of junction switch.

Mine:
Signal is located at Mine.

Silverton:
Operation on the Muddy Colliery Track (former West West Branch and former Muddy Branch) is governed by Train-on-Branch signal located 300 feet west of Silverton.

Swatara Jct.:
Operation on the Swatara Colliery Track is governed by Train-on-Branch signal located 300 feet west of Swatara Jct.

Tremont Jct.:
Signal is located 25 feet east of Tremont Jct.

Hazlebrook Jct.:
Operation on the Hazlebrook Colliery Track is governed by Train-on-Branch signal located 200 feet east of Hazlebrook Jct.

Good Spring:
There are 2 Train-on-Branch signals 600 feet west of Good Spring station. Signal on south side governs operation to Keffers. Signal on north side governs operation on the Good Spring Colliery Track.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
Becks	At Becks
Sunbury Street	At Minersville
Marlin	3127' E. Minersville

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Tremont Jct.:
Mine Hill storage track.
Trains and engines must stop before moving over State Highway crossing 1105 feet east of Tremont Jct. A member of the crew will open box equipped with switch lock located along main track southwest of crossing and pull knife switch located in box, which will cause flashing light signals to operate.

After clearing crossing, knife switch must be closed and box locked to permit signals to operate automatically for movements on main track.

Tremont:
Main Street.

Engines or trains moving in either direction on either main track must stop with leading end of movement clear of crossing, and must not foul crossing until flashing light signals are operating and crossing is clear of highway traffic.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Westwood Jct.:
Colitz Coal Co. crossing, 1356 feet east of Westwood switch.
Westwood switch crossing, on connection to Peoples Railway.

Silverton:
State highway at Branchdale on the Muddy Colliery Track.

Swatara Jct.:
Tremont Street crossing, Middle Creek Jct. on Swatara Colliery Track.

Tremont:
Laurel Street.
Pine Street.

Donaldson:
Lower Donaldson, side track, 55 feet east of.

Lorberry Junction:
State highway,3200 feet west of.

Pine Grove:
Mill Street.
Pottsville Street.
Tulpehocken Street.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

None

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
West Cressona—Yardmaster's office	x	x	

18. Wayside Telephones.

None

19. Bell Telephones.

Location	Exchange	Number
West Cressona:		
Yard Office	Schuylkill Haven	385-3518
	Schuylkill Haven	385-3519
3010' east of, box	Schuylkill Haven	385-1673
East side, box	Schuylkill Haven	385-3525
Becks—Booth	Schuylkill Haven	385-0589
Westwood—Booth	Pottsville	622-1447
West End Jct.—Booth	Pottsville	622-9609
Minersville—Booth opposite freight station	Minersville	544-3808
Oak Hill Jct.—Booth	Minersville	544-3891
Pine Grove—Box outside station		345-3191
Lorberry Jct.—Booth		345-3718
Tremont Jct.—Booth, Tremont		695-3450
Tremont—Box on front of station		695-3284
Good Spring—Box on front of station		695-3826

20. Interlocking.

None

21. Miscellaneous Instructions.

Westwood:

The normal position of switches is:

Turnout in Main track east of Westwood is aligned from Morris to Allison.

A switch indicator on Main Track, 48 feet west of Westwood, governing movements from Morris, will display green when switch outlined above is in normal position. When indicator displays red, switch points are not in normal position and crew member must check position of switches and examine switches for obstruction between switch point and stock rail. If switches are in normal position and no obstruction is found, notify train dispatcher.

Buckley:

Crew members are prohibited from riding on side of cars moving under or along side of Reading Anthracite Company Cleaner Plant, 1085 feet west of Buckley station. Movement of engines or cabooses not permitted under Cleaner Plant.

Silverton:

At West West Jct. on the Muddy Colliery Track (former West West Branch and former Muddy Branch), the normal position of switch is aligned from Silverton to Branchdale.

Tremont:

While operating between points 80 feet and 280 feet east of Tremont station, cab storm windows must be kept in closed position on all engines, account close clearance.

Pine Grove:

Employes are forbidden to ride or work on south side of cars or engines between Yard Limit sign 4788 feet west of and point 1900 feet west of Pine Grove account close side clearance.

WILMINGTON AND NORTHERN BRANCH
Wilmington (King St.) — W. & N. Jct.
Wilmington to W. & N. Jct. is Westward

Grade	Distance from Wilmington	Interlocking (Rules 605-672)	Train Order Office	Method of Operation	STATIONS	No. of Main Tracks	Location of Sidings and Car Capacity Based on 56 Ft. Cars
	0.0			Yard	WILMINGTON (King St.)		
+0.30	1.1			Rules	WILMINGTON (Sixth Ave.)		
+1.15	3.1	X			ELSMERE JCT.		
+1.10	4.3				SILVERBROOK		
+1.00	5.0				KENTMERE JCT.		
+1.05	6.2				GREENVILLE		
+0.76	7.1		X		MONTCHANIN		
−0.54	8.3				WINTERTHUR		
−0.64	11.2				GRANOGUE		
−0.20	13.3				COSSART		
+0.22	15.2	X			CHADDS FORD		
+0.07	18.0				POCOPSON		
+0.07	18.8				LENAPE		
+0.18	20.8				WAWASET		
+0.16	22.9				NORTHBROCK		
+0.04	25.9				EMBREEVILLE		
+0.37	30.2				SOUTH MODENA		
+0.50	30.9				MODENA		
+0.31	32.6		X		COATESVILLE ("CV" Office)		
−0.88	33.2				COATESVILLE	1	
+1.00	34.7				VALLEY		
+1.00	36.5				WAGONTOWN		
+0.51	39.9				BRANDAMORE		
+0.26	41.0				ICEDALE		
+0.40	42.8				BIRDELL		
+0.50	45.1				SUPLEE		
−0.05	46.9				FONTAINE		
	50.3				CONESTOGA		
−0.34	51.7				ELVERSON		
−0.34	52.0				FRENCH CREEK JCT.		
	53.9				JOANNA		
−1.00	58.1				GEIGER		
−0.55	60.2				COMPANY FARM		52
−1.01	61.9				TRAP ROCK		
−0.04	63.4				BIRDSBORO		
	63.6	X	X		BROOKE		
	63.9	X		Rules	BIRD		
	64.7	X		261-264	W. & N. JCT.		

Time Table & Train Orders

Rule 93*

Time Table & Train Orders

* The movement of yard engines and trains between Valley and South Modena will be directed by yardmaster at "CV", Coatesville. Conductors must obtain permission to use main track, and such permission must be communicated verbally to engineer, who must acknowledge his understanding. Conductors shall report when clear of main track.

When "CV" Office is closed, by train order or otherwise, the movement of all trains will be governed by Time Table and Train Order authority and in accordance with Operating Rule 93.

1. Maximum Speed of Trains on Main Tracks, Unless Otherwise Restricted.

	Miles Per Hour			
	Passenger and Passenger Train Equipment	Symbol, Freight and Coal Extras	Relief Train	All Trains
Between Wilmington and Elsmere Jct.	25	25	20	15
Between Elsmere Jct. and South Modena				
Granogue:				
Curve at station				10
Between South Modena and Valley				15
Between Valley and Trap Rock	25	25	20	
Between Trap Rock and W. & N. Jct.				15
French Creek Industrial Track				15
Rockland Industrial Track				10
Kentmore Industrial Track				15
Delaware River Extension				15
Drawbridge over Christiana River				10

Yard speed will govern on all other tracks.

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2. Yard Limits.

Wilmington:
All tracks east of yard limit sign at Elsmere Junction.

Coatesville:
Between yard limit sign at Valley and yard limit sign at South Modena.

Birdsboro:
From 1,987 feet east of Birdsboro station to W. & N. Jct.

3. Employes Designated to Authorize FORM TD-116 Under Direction of Train Dispatcher.

None

4. Engines Not Permitted to Operate.

All engines barred from Pigeon Point float bridge

5. Engines Which May Be Operated In Accordance With Clearance Appendix In Hands of Operating Officers.

444–524	5201–5212
600–636	5300–5311
660–666	6300–6304
900–903	7600–7604
3600–3656	

Rockland Industrial Track:

444–524	660–666
600–636	900–903

Kentmere Industrial Track:

2750–2760	5300–5311
3600–3656	7600–7604
5201–5212	

Maryland Ave. Industrial Track:

2750–2760	5300–5311
3600–3656	7600–7604
5201–5210	

South Walnut Street Industrial Track:
All engines

Christiana Avenue Industrial Track:
All engines

6. Maximum Gross Weight of Car and Lading.

263,000 lb.

7. Operation of Relief Cranes.

A. Cranes not permitted to operate.

Between Wilmington and Pigeon Point:
90906

Kentmere Industrial Track—Bridge 1/83:
90901, 90906

B. Cranes which may be operated in accordance with Clearance Appendix in hands of Operating Officers.

90901, 90906

8. Location of Train-on-Branch Signals.

Kentmere Jct.:

Operation on the Kentmere Industrial Track (former Kentmere Branch) is governed by Train-on-Branch signal located 427 feet west of Kentmere Jct.

Montchanin:

Operation on the Rockland Industrial Track (former Rockland Branch) is governed by Train-on-Branch signal located 100 feet west of Montchanin station.

French Creek Jct.:

Operation on the French Creek Industrial Track (former French Creek Branch) is governed by Train-on-Branch signal located 1,286 feet east of French Creek Jct.

9. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates Only for Movement with the Current of Traffic, Main Track.

None

10. Highway Grade Crossings Protected by Automatic Highway Protection Equipment Which Operates for Movements in Either Direction, Main Track.

Name of Crossing	Location
First Street	618' W. Birdsboro
Furnace Street	205' W. Birdsboro
Office Street	115' E. Birdsboro
Mexico Road	1507' E. Birdsboro
South Birdsboro	3752' E. Birdsboro
Boyers	8185' W. Geiger
White Bear	7608' W. Geiger
Geigertown	78' E. Geigertown
Cold Run	8818' E. Geiger
Joanna Heights	5131' W. Joanna
State Highway	43' W. Joanna
Kenney's	4465' E. Joanna
Main Street	100' E. Elverson
Conestoga	108' W. Conestoga
Church Hill Road	3718' W. Fontaine
Dampman's	2457' W. Suplee
Horse Shoe Pike	4183' W. Birdell
Hibernia	3088' W. Wagontown
Wagontown	61' W. Wagontown
Lincoln Highway	87' E. Coatesville
Modena	62' E. Modena
Mortonville	10114' E. Modena
Upper Harvey's Bridge	5086' W. Embreeville
Lower Harvey's Bridge	4530' W. Embreeville
Embreeville	140' E. Embreeville
Unionville Pike	1493' W. Wawaset
Lenape	97' E. Lenape
Baltimore Pike	1052' W. Chadds Ford Jct.
Granogue	385' E. Granogue
West Chester Road	1624' E. Winterthur
Old Mill Road	615' W. Montchanin
Rockland Road	470' W. Montchanin
Du Pont Road	445' W. Montchanin
Kennett Pike	170' E. Greenville
Lancaster Pike	6448' W. Elsmere Jct.
Faulkland Road	3694' W. Elsmere Jct.
Elsmere Road	24' W. Elsmere Jct.
Maryland Avenue	4026' E. Elsmere Jct.

11. Highway Grade Crossing Instructions.

A. Special Operating Conditions.

Montchanin:
Engines or trains moving eastward from passing siding toward Du Pont Road must stop with leading end of movement clear of crossing, and crew must observe that highway crossing signals are operating and crossing is clear of highway traffic before proceeding onto the crossing.

Modena:
First Avenue-Youngsburg Road, 800 feet west of Modena.
Crews operating on Lukens Steel Co. side track at this crossing must stop with leading end of movement clear of crossing, and crew must observe that highway crossing signals are operating and crossing is clear of highway traffic before proceeding onto the crossing.

Coatesville:
Main St.
Trains and engines operating over this crossing, on either the main or side track, must stop with leading end of movement clear of the crossing, and crew must observe that gates are in lowered position and the crossing clear of highway traffic before proceeding onto the crossing.

B. Highway grade crossings which must be protected by a member of the train or engine crew in accordance with Operating Rule T.

Wilmington:
All crossings east of Sixth Avenue not protected by flashing light highway crossing signals.

Elsmere Jct.:
Elsmere Road (Union St.), side tracks.

Chadds Ford Jct.:
Old Highway, side track, 820 feet west of.

Coatesville:
First Avenue, yard tracks.

12. Location of Electrically Locked, Hand Operated Switches. (see Rule 104c).

Location	Controlled From
3425 ft. west of Bird	Oley
500 ft. east of Bird	Oley
1350 ft. east of Bird	Oley
1530 ft. east of Bird	Oley

13. Location of Hand Operated Switches Not Electrically Locked in Territory Where Rules 261-264 Are in Effect. (see Rule 104d).

None

14. Location of Dual Controlled Switches. (see Rule 104b).

None

15. Location of Dragging Equipment Detectors.

None

16. Location of Hot Journal Detectors.

None

17. Standard Clocks, Bulletin Boards and Train Registers.

	Standard clocks	Bulletin boards	Train registers
Wilmington:			
Yardmaster's office	x	x	
Engine house		x	
Coatesville—Yardmaster's office	x	x	
Birdsboro—Agent's office	x	x	

18. Wayside Telephones.

Location	Connects With
Brooke—4720 feet east of	Dispatcher
Birdsboro—Agent and yard office	
Brooke—Tower	
Valley:	Coatesville Yard Office
West end of yard	
Booth east of Greenwoods	
Hill switch	
Coatesville:	
Scale office	
Car Checker	
Main St., box on pole	
Freight station	
No. 4 switch	
First Avenue	
Shale Siding, booth	
Lenape—Box on station	Dispatcher
Chadds Ford Jct.—Box on pole at westward Interlocking signal	
Montchanin station—West side of bay window	
Elsmere Jct.—Station	
Wilmington—Yardmaster's office	

Telephones connected with train dispatcher's circuit, except at Wilmington, are not equipped with call bell. Employes using same should not expect train dispatcher to call them, but remain on the line until the conversation has been completed.

19. Bell Telephones.

Location	Exchange	Number
Joanna—Booth at Grace Mine Switch	Birdsboro	286-9790
Coatesville—Yardmaster's office	Coatesville	384-0859
Modena:		
Car Inspectors' Bldg.	Coatesville	384-2927
350' west of, box on pole	Coatesville	384-5870
Station	Coatesville	384-0760
South Modena	Coatesville	384-5872
Wilmington—South side of Wye, east of Pyles Crossing	Wilmington	655-0435
Ward Interlocking	Wilmington	658-4141

20. Interlocking.

Location	Controlled From
Elsmere Jct.	Baltimore, C.&O.-B.&O. R.R.
Chadds Ford	Automatic
Brooke	Brooke
Bird	Oley
W. & N. Jct.	Oley
Ward (Delaware River Extension)	Automatic

21. Miscellaneous Instructions.

Wilmington:

West Yard, 6th Avenue:
Grade crossing with B. & O. R. R.
All train and engine movements must stop at "STOP" signs located 50 feet east and west of crossing and must not proceed over crossing unless it is clear of B. & O. R. R. movements. Reading Company trains and engines shall have precedence over those of the B. & O. R. R.

Hazel Dell.

The normal position of signals at Hazel Dell crossing is for movements on Penn Central Co. tracks. Reading Company crews are required to set signals for Reading Company movements over this crossing, restoring them to normal position after such movements are made.

Mill Street Connection:

All rail movements must stop at "STOP" signs located 50 feet east of and 50 feet west of railroad grade crossing with C. & O.-B. & O. Railroad, and shall not proceed unless crossing is clear. Reading Company trains and engines have precedence over those of the C. & O.-B. & O. Railroad.

Mill Creek Junction:

All rail movements must stop at "STOP" signs and shall not proceed unless crossing is clear. Reading engines and trains will have precedence over those of the Penn Central Co.

Lobdell's:

At grade crossing where Reading Company track leading to Lobdell's Plant crosses Penn Central Co. track leading from their Lobdell's plant track to Reading Pyrites Company track, South Side, crews shall be governed as follows:
Engines and trains of both railroads shall come to a full stop at a distance of not less than 200 feet from point of crossing and shall not proceed until a member of their crew has gone forward to crossing, protecting same before giving signal for movement to be made over crossing. Reading trains and engines shall have precedence over those of the Penn Central Co.

REVISIONS

Revision No.	Item No.	Page No.	Date

REVISIONS

Revision No.	Item No.	Page No.	Date

REVISIONS

Revision No.	Item No.	Page No.	Date

REVISIONS

Revision No.	Item No.	Page No.	Date

REVISIONS

Revision No.	Item No.	Page No.	Date

REVISIONS

Revision No.	Item No.	Page No.	Date

OPEN HOURS OF STATIONS FOR TICKET SALES, TRAIN ORDERS, ETC.

Note: Unless otherwise indicated below, all train order offices designated on the Timetable are open continuously.

STATION	Monday — Friday	Saturday	Sunday	Holiday
AMBLER	6:15 AM— 2:00 PM	Closed	Closed	Closed
ARDSLEY	6:15 AM—12:12 PM 1:12 PM— 3:15 PM	Closed	Closed	Closed
BELLE MEAD	7:15 AM—11:15 AM; 12:15 PM— 4:15 PM	Closed	Closed	Closed
BETHAYRES	6:30 AM— 2:30 PM	Closed	Closed	Closed
BIGLERVILLE	7:00 AM— 7:45 AM; 12:15 PM— 4:00 PM	Closed	Closed	Closed
BURN	8:00 AM—12:00 N; 1:00 PM— 5:00 PM	Closed	Closed	Closed
BUSTLETON	8:00 AM—12:00 N; 1:00 PM— 5:00 PM	Closed	Closed	Closed
CAMP HILL	8:00 AM—12:00 N; 1:00 PM— 5:00 PM	Closed	Closed	Closed
CARL	7:30 AM— 6:00 PM	Closed	Closed	Closed
CHAPMAN	9:00 AM— 1:00 PM; 2:00 PM— 6:00 PM	Closed	Closed	Closed
CHELTENHAM	6:40 AM— 2:40 PM	Closed	Closed	Closed
CHESTNUT HILL	6:30 AM—12:00 N	Closed	Closed	Closed
CONSHOHOCKEN	6:30 AM—11:50 AM	Closed	Closed	Closed
DE KALB ST., NORRISTOWN	5:50 AM— 1:15 PM	Same as for Mon. - Fri.	Closed	Closed
DOWNINGTOWN	8:30 AM—12:30 PM 1:30 PM— 5:30 PM	Closed	Closed	Closed
[illegible]ESTOWN	5:45 AM—11:45 AM 12:45 PM— 2:45 PM	Closed	Closed	Closed
[illegible]T FALLS	6:20 AM—11:30 AM; 2:50 PM— 3:10 PM	Closed	Closed	Closed
ELKINS PARK	6:30 AM—11:00 AM	Closed	Closed	Closed
FT. WASHINGTON	6:30 AM—11:00 AM; 12:00 N — 3:30 PM	Closed	Closed	Closed
GERMANTOWN	7:00 AM—10:15 AM	Closed	Closed	Closed
GLENSIDE	6:00 AM— 2:00 PM	Closed	Closed	Closed
HATBORO	5:35 AM— 7:45 PM	5:35 AM— 1:35 PM	Closed	Closed
HATFIELD	6:00 AM— 2:00 PM	Closed	Closed	Closed
HOPEWELL	7:00 AM—11:30 AM; 12:30 PM— 4:00 PM	Closed	Closed	Closed
INFOR. BUREAU, READING TML.	DAILY: 5:45 AM to 12:45 AM			
JENKINTOWN	6:00 AM— 9:30 PM	6:00 AM— 2:00 PM	Closed	Closed
LANGHORNE	6:20 AM—12:05 PM 1:05 PM— 3:20 PM	Closed	Closed	Closed
LANSDALE	6:00 AM— 7:30 PM	6:00 AM— 1:00 PM	Closed	Closed
LITITZ	6:45 AM—12:00 N; 1:00 PM— 3:45 PM	Closed	Closed	Closed
MANAYUNK (Eastbound Side)	7:00 AM—12:00 N; 1:00 PM— 3:00 PM	Closed	Closed	Closed
MANHEIM	7:00 AM— 3:00 PM	Closed	Closed	Closed
MELROSE PARK	6:30 AM—11:00 AM	Closed	Closed	Closed
MIQUON	6:00 AM— 9:00 AM	Closed	Closed	Closed
MONTCHANIN	8:30 AM—12:30 PM; 1:30 PM— 5:30 PM	Closed	Closed	Closed
MUNCY	8:00 AM— 4:00 PM	Closed	Closed	Closed
MT. AIRY	11:20 AM— 2:00 PM	Closed	Closed	Closed
[illegible]RRY JCT.	8:00 AM—11:30 AM 12:30 PM— 5:00 PM	SAME AS FOR MONDAY TO FRIDAY		
NOBLE	6:45 AM—10:45 AM	Closed	Closed	Closed
N. BROAD ST. STA.	5:45 AM— 7:00 PM	Closed	Closed	Closed

Revised 1/1/73

STATION	Monday — Friday	Saturday	Sunday	Holiday
NORTH HILLS	6:30 AM— 2:30 P.M.	Closed	Closed	Closed
NORTH WALES	6:35 AM--11:35 AM; 12:35 PM— 3:35 PM	Closed	Closed	Closed
OLNEY	7:30 AM— 9:00 AM	Closed	Closed	Closed
ORELAND	6:20 AM— 2:20 PM	Closed	Closed	Closed
PENNSBURG-E. GREENVILLE	8:00 AM-- 4:00 PM	Closed	Closed	Closed
PHILMONT	7:00 AM—12:30 PM; 1:30 PM— 4:00 PM	Closed	Closed	Closed
PHOENIXVILLE	6:30 AM - 3:30 PM	Closed	Closed	Closed
POTTSTOWN	6:00 AM—12:10 PM; 1:10 PM— 3:00 PM	Closed	Closed	Closed
POTTSVILLE	9:30 AM— 5:30 PM	Closed	Closed	Closed
QUAKERTOWN	6:45 AM -11:45 AM; 12:45 PM— 3:45 PM	Closed	Closed	Closed
READING TML.	DAILY: 5:30 AM to 1:15 AM			
READING, FRANKLIN ST.	Monday Thru Thursday 5:30 AM — 1:30 PM Friday: 5:30 AM 9:30 PM	7:45 AM— 3:45 PM	1:45 PM 9:45 PM	Closed
ROSLYN	11:00 AM— 2:15 PM	Closed	Closed	Closed
ROYERSFORD	7:15 AM 11:00 AM 12:00 N.— 4:15 PM	Closed	Closed	Closed
RYDAL	6:30 AM—12:00 N.; 1:00 PM— 3:30 PM	Closed	Closed	Closed
SCHUYLKILL HAVEN	7:00 AM—11:00 AM; 12:00 N.— 4:00 PM	7:00 AM— 11:00 AM	Closed	Closed
SEDGWICK	11:20 AM— 2:00 PM	Closed	Closed	Closed
SHERIDAN	7:00 AM- - 6:00 PM	8:00 AM— 4:00 PM	Closed	Closed
SOMERTON	6:30 AM -12:00N.; 1:00 PM— 3:30 PM	Closed	Closed	Closed
SOUDERTON	8:00 AM—12:00 N.; 1:00 PM— 5:00 PM	Closed	Closed	Closed
STENTON	6.15 AM- - 2.15 PM	Closed	Closed	Closed
TABOR	6:30 AM 11:00 AM; 12:00 N.— 3:30 PM	Closed	Closed	Closed
TOPTON	8:00 AM—11:00 AM; 2:15 PM-- 5:00 PM	Closed	Closed	Closed
WAYNE JCT. (Westbound Side)	6:30 AM 9:30 PM	6:30 AM— 1:45 PM	Closed	Closed
WEST TRENTON	6:30 AM— 9:30 AM	Closed	Closed	Closed
WILLOW GROVE	6:10 AM— 2:10 PM	Closed	Closed	Closed
WISSAHICKON	12:40 PM— 2:40 PM	Closed	Closed	Closed
WYNDMOOR	1:15 PM— 3:05 PM	Closed	Closed	Closed
YARDLEY	6:00 AM—12:00 N.; 1:00 PM- 3:00 PM	Closed	Closed	Closed