



Southeastern Pennsylvania Transportation Authority

RAILROAD DIVISION

TIMETABLE NO. 4

Effective 2:01 A.M. Sunday April 6, 2008

SUPERSEDING TIMETABLE NO. 3 FOR THE GOVERNMENT OF EMPLOYEES ONLY

R. J. Hanratty Chief Rail Transportation Officer







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KNOW YOUR TIMETABLE

SEPTA's Timetable consists of two parts:

- 1. A printed booklet of Special Instructions which affect the movement of trains, and
- A series of Schedule Folders, which list the schedules of trains. Schedule folders contain information on all scheduled trains operated over SEPTA RD Territory.

Special Instructions are referenced according to the operating rule to which they apply. Special Instructions relating to a specific line are contained on the station pages for that Line and are further identified by letters, as follows:

- AL: Airport Line BE: Bethlehem Line CE: Chestnut Hill East Line CW: Chestnut Hill West Line
- DT: Doylestown Line
- FC: Fox Chase Line

IR: Ivy Ridge Line ML:- Main Line NE: Neshaminy Line NO: Norristown Line WA: Warminster Line WC: West Chester Line

STATION PAGE INFORMATION

For ease of reference, station pages are arranged as follows:

- Station Pages: Line information is indicated by schematic diagram. Speeds indicated in the schematic diagram are for quick reference only; specific speed information is indicated in the Maximum Authorized Speed table.
 - The following letters or symbols apply on schematic diagram:
 - I: Interlocking
 - Al: Automatic Interlocking
 - R: Remotely controlled from
 - CS: Controlled siding
 - DIB: Delayed-in-Block Location, see Instruction 504 for each specific Line.

Passenger Station:

Wayside Signals: L (where a number is shown, the number indicates signal number)

Overhead Bridge (OHB):

Undergrade Bridge (UGB):

Highway Grade Crossing:

- 2. Signal Rules are listed by a table immediately following the schematic diagram. The table is identified as Rules in Effect.
 - Where Rule 251 is in effect, ABS rules apply and DCS rules apply against the current of traffic
 - Where Rule 261 is in effect, ABS rules apply.
 - Where Rule 251 is in effect, the letter in parentheses () indicates the current of traffic N = North, S = South, E = East, W = West
- 3. Maximum Speeds are listed by a table immediately following the Rules In Effect Table.
 - · Where two speeds are shown, the higher speed applies to



passenger trains and the lower speed applies to freight trains.

- For example, 50 / 30 indicates 50 MPH for passenger trains and 30 MPH for freight trains.
- Where a speed restriction exists for one type of train (i.e. passenger or freight) but not the other, the restriction will be shown by a number. The speed not effected will be shown by a dash. For example, 25 / - indicates a 25 MPH speed restriction for passenger trains and no speed restriction for freight trains.
- 4. Operating Rules are designated by Rule letter or number.
- Reporting accidents, incidents, unusual weather conditions and speeds associated with unusual weather conditions are designated under Rule F.
- 6. Electrical Operations are designated under Rule S.
- 7. Close Clearance is designated under Rule S.
- 8. Location of Rail Lubricators is designated under Rule S.
- 9. Running tracks are listed under Rule 97.
- 10. Yard locations are listed under Rule 98.
- Equipment height, weight and width restrictions are listed under Rule 119.
- 12. Highway Grade Crossing information is listed under Rule 138.
- 13. Radio stations monitored is listed under Rule 706.

Special Instructions that do not relate to one specific Line are in the System Special Instructions identified by the associated Rule designation and the letter 'S' indicating System Special Instruction. They are listed in numerical order according to the Rule.

Subsequent General Order replacement pages will have the latest revision date indicated in the bottom corner.

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SCHEDULED TRAINS

Schedule Folders contain information pertaining to train schedules such as train numbers, stations, stops, and times when trains are operating in Revenue Service. Unless otherwise noted, all times shown in Schedule Folders are departure times.

SEPTA employees must, while on duty, possess Schedule Folders identified as follows:

T.T.4 R1-3	T.T.4 R6N-5
T.T.4 R2N-4	T.T.4 R6S-3
T.T.4 R2S-4	T.T.4 R7-8
T.T.4 R3N-2	T.T.4 R8-5
T.T.4 R3S-3	
T.T.4 R5N-4	
T.T.4 R5S-5	

These codes are printed on the back of the folder near the bottom. They are the same folders that are issued to the public

In addition, on-duty employees are governed by scheduling information pertaining to deadhead trains, which are included as a part of working assignments. Trains, which are identified with a "D" prefix on work assignment schedules operate wholly in non-revenue service. Trains that operate both in non-revenue and revenue service are identified on work assignment schedules and will work in conjunction with public schedule folders.



Each Scheduled Train is given a train number for identification purposes.

Trains Numbered	Are Trains That
With an even last number	Operate northward through SEPTA territory
With an odd last number	Operate southward through SEPTA territory
Between *100 and *199	Operate as R1 trains between Glenside and Philadelphia International Airport
Between *200 and *299	Operate as R2 trains between Warminster and Newark, DE
Between *300 and *399	Operate as R3 trains between West Trenton and Elwyn
Between *500 and *599	Operate as R5 trains between Doylestown and Thorndale
Between *600 and *699	Operate as R6 trains between Norristown and Cynwyd
Between *700 and *799	Operate as R7 trains between Chestnut Hill East and Trenton, NJ
Between *800 and *899	Operate as R8 trains between Fox Chase and Chestnut Hill West
Between 1000 and 1999	Operate only on Saturdays, except when otherwise indicated
Between 2000 and 2999	Operate only on Sundays, except when otherwise indicated
Between 4000 and 4999	Originate at a station on one route pair and run through Center City Philadelphia to a destination on a different route pair. The number following the "4" prefix designates the route to which the train is destined
Between 5000 and 5999	Operate only on weekdays and turn at Wayne Junction and/or Fern Rock Transportation Center
Between 6000 and 6999	Originate or terminate at Powelton Ave Yard
Between 7000 and 7999	Originate or terminate at Suburban Station
Between 8000 and 8999	Originate or terminate at Vine or Market East
Between 9000 and 9999	Originate or terminate at Roberts Ave Yard





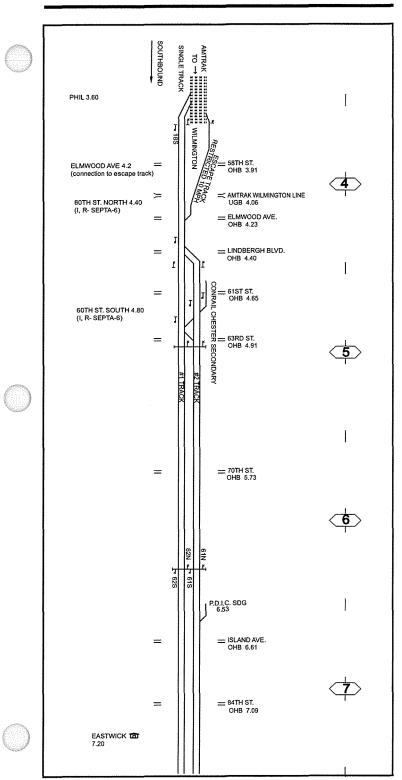


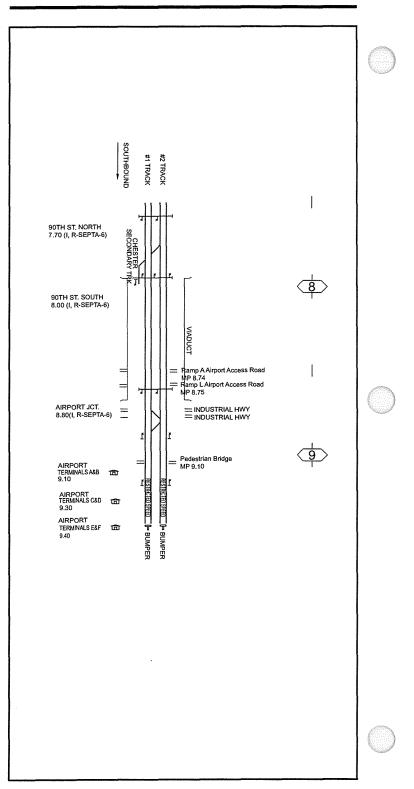


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	RULES IN	EFFECT			
Between	And	(Numbe		ack Nest 1	Γo East)
		Single	N	o.1	No.2
Phil	60th St North	261/CSS			
60th St North	Airport Junction		261	/CSS	261/CSS
Southern limits	End of Track	No.1 Stat	lon	No.:	2 Station
Airport Junction	End of Track	Rule 98	3	R	Rule 98
Elmwood Ave	Phil	E	scap	e Trac	k
Linwood Ave	F111		Rul	e 97	

MAXIMUM AUTHORIZEI) SPEEI	DS	
Between/At			
Southern limits Phil and northern limits 60t	th	30 / 10	
Patwaan/At		Tra	nck
Between/At		No.1	No.2
Northern limits 60th St North and northern 60th St South	limits	30 / 10	30 / 10
Within 60th St South Interlocking	Within 60th St South Interlocking		30 / 25
Southern limits 60th St South and the north limits 90th St North	Southern limits 60th St South and the northern imits 90th St North		79 / 40
Northern limits 90th St North and southern Airport Junction	thern limits 90th St North and southern limits ort Junction		45 / 25
Exceptions			
Diverting routes at Airport Junction: 35 / 2	5		
Between/At		No.1 Station	No.2 Station
Southern limits Airport Junction to End of T	rack	Restricte	d Speed
Elmwood Ave and Phil on Escape Track	ve and Phil on Escape Track Restricted Speed not exceeding 10 MP		1

A-AL1. REQUIRED BOOKS: CSX AND CONRAIL CREWS

CSX and Conrail employees working between 60th St South and 90th St North are not required to carry SEPTA Timetable Special Instructions.

F-AL1. UNUSUAL OPERATING CONDITIONS: EXCESSIVE HEAT OPERATIONS

When excessive heat operations are in effect, trains operating between 90th St North and Airport Jct must not exceed 30 MPH.



K-AL1. COURTESY TOWARD PUBLIC: DESTINATION SIGNS

Northward trains departing from Airport Terminals E-F, C-D, and A-B must display "CENTER CITY PHILADELPHIA" signs. Prior to arrival at 30th St, destination sign indicating final destination must be displayed.

S-AL1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

A. Tracks Equipped: Main, escape, station and interlocking tracks, except:

1. trailing point crossover (No. 13) at 60th St South.

- B. Special Operating Conditions: pantograph(s) must not be raised or lowered between the northern limits of Airport Jct and the end of track unless traction power has been removed from the catenary. Requests for traction power removal will be made to the SEPTA-6 Train Dispatcher. The Train Dispatcher will then contact the Power Dispatcher to request the power be removed. Once the Train Dispatcher advises the requesting personnel that the desired circuit has been de-energized, pantographs may be lowered. Before maintenance personnel perform any work on the roof or on high voltage circuits of electric equipment, the grounding switch must be closed.
- C. Maximum Car Heights At Overhead Bridges

The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Airport Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		Single Track		ck No.1 Track		No.2 Track	
Mile Post	Overhead Bridge Location	Wire to Rail Height	Max. Equip.	Wire to Rail Height	Max. Equip. Height	Wire to Rail Height	Max. Equip. Height
3.91	58th St	15' 4"	14' 7"				
4.23	Elmwood Ave	18' 3"	17' 6"				
4.40	Lindburgh Boulevard	17' 9"	17' 0"				
4.65	61st St			19' 1"	18' 4"	19' 5"	18' 8"
4.91	63rd St			19' 2"	18' 5"	19' 3"	18' 6"
5.73	70th St			19' 2"	18' 5"	19' 2"	18' 5"
6.61	Island Ave			18' 2"	17' 5"	17' 11"	17' 2"
7.09	84th St			20' 6"	19' 9"	19' 9"	19' 0"
8.74	Ramp 'A' Airport Access Road			16' 8"	15' 11"	16' 7"	15' 10"
8.75	Ramp 'L' Airport Access Road			16' 4"	15' 7"	16' 4"	15' 7"
9.10	Pedestrian Bridge 'A' to End of Track			16' 0"	15' 3"	16' 0"	15' 3"





S-AL2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

1.	Eastwick Station:	No.1 Track south end
		No.2 Track north end
2.	Airport Terminal A-B:	No.1 and No.2 Tracks (full high level)
3.	Airport Terminal C-D:	No.1 and No.2 Station Tracks
		(full high level)
4.	Airport Terminal E-F:	No.1 and No.2 Station Tracks
		(full high level)

S-AL3. SAFETY: TRAIN OPERATIONS AT EASTWICK STATION The following procedures govern the operation of trains at Eastwick Station:

- 1. 84th St overhead bridge is located at MP 7.09, 600 feet north of Eastwick Station.
- All trains must approach Eastwick Station prepared to stop short of the platform limits. The platforms at Eastwick Station are staggered. The platform limits are defined as the area on both tracks between the northern end of the platform on No.2 track and the southern end of the platform on No.1 track.
- 3. A train must not enter Eastwick Station while a passenger train is standing in or passing through the platform limits on an adjacent track. A train waiting for a passenger train on an adjacent track to clear the platform must not enter the station until the track area is seen to be clear of pedestrians.
- 4. While a southbound passenger train is between Eastwick Station and 84th St overhead bridge, a northbound train approaching Eastwick Station must stop short of the platform limits and must not enter the station until the southbound train clears the platform and the track area is seen to be clear of pedestrians.
- 5. Freight trains must not exceed 15 MPH within the limits of Eastwick Station until the head end clears the platform.
- 6. No train must pass passenger equipment standing on an adjacent track within Eastwick Station unless authorized by the Train Dispatcher. After receiving authorization, the crew must provide protection on the platform for pedestrians.

Location	Mile Post	Track
North of 60th St North	4.19	Single
North of 60th St South	4.60	No.1
North of 60th St South	4.61	No.2

S-AL4. SAFETY: LOCATION OF RAIL LUBRICATORS

91-AL1. STARTING PASSENGER TRAINS: AIRPORT TERMINALS A-B, C-D, AND E

A baggage claim platform is in service on the east side of the train at Airport Terminals A-B, C-D and E. On all trains, doors must be opened on both sides of the train at these stations to accommodate passenger travel. Conductors must ensure crew members are positioned to observe both sides of the train prior to and during departure from these stations.





When the number of crew members is insufficient to provide observation of both sides of the train, the Conductor must ensure all side doors are closed on one side of the train before positioning him/ herself on the opposite side and authorizing departure from the station. This instruction does not supercede the crew positioning requirements specified in SPO-1.

91-AL2. STATION STOPS: AIRPORT TERMINAL A-B

Trains scheduled to receive/discharge passengers must make separate station stops at "A" end of terminal platform and "B" end of terminal platform.

97-AL1. ESCAPE TRACK

- A. SEPTA-6 Train Dispatcher in charge of the Escape Track.
- B. Before any trains are permitted to occupy the Escape Track at Elmwood Ave, permission must be obtained from the SEPTA-6 Train Dispatcher. Amtrak CETC 4 must not display signal at Phil, nor authorize any trains to occupy Escape Track at Phil until permission has been obtained from SEPTA-6 Train Dispatcher.

98-AL1. STATION TRACKS

- A. SEPTA-6 Train Dispatcher in charge of the Station Tracks.
- B. The arrival of trains at Airport Terminal E-F must be reported to the SEPTA-6 Train Dispatcher. Trains must not depart without the permission of the SEPTA-6 Train Dispatcher.

104-AL1. ELECTRICALLY LOCKED HAND-OPERATED SWITCHES NOTE: See 104-S1 for operation of specific type.

Switch	Mile	Track	Туре	Time	-Out
Identification	Post	HACK	Type	Min.	Sec.
Escape Track (see note)	4.20	Single	GRS-M10	6	10
Phila. Devel. Corp.	6.53	No. 2	GRS-10	6	13

NOTE: To activate electric-lock, train occupying main track must be positioned a minimum of 10 feet north of catenary pole HSL/163.

104-AL2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at 60th St North, 60th St South, 90th St North and Airport Jct. are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (K).







162-AL1. FORM D ADDRESSES: PHIL

The Amtrak Train Dispatcher in charge of Phil will not be required to copy Form D, lines 2, 3, 4, or 13. The SEPTA Train Dispatcher will accept verbal confirmation of hold and blocking device application record from the Amtrak Train Dispatcher. The SEPTA Train Dispatcher must record the time blocking devices are applied and removed and the name of the Amtrak Train Dispatcher involved.

550-AL1. TRAINS NOT EQUIPPED WITH CAB SIGNAL APPARATUS

The following trains not equipped with cab signals are authorized:

- 1. Work and wreck trains to and from the Chester Secondary Track.
- 2. Trains destined to and from industries on the Chester Secondary track.

An absolute block must be maintained in advance of the train. Such movements must not exceed 20 MPH.

706-AL1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Airport Line must have the 70 radio selector switch set as follows:

	DUPLEX RADIO CI	ANNELS	
Use Channel		All Other	Radios
Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel
SEPTA South Road	6	71	16



900-AL1. TRAIN DISPATCHER IN CHARGE

SEPTA-6 Train Dispatcher in charge of the Airport Line



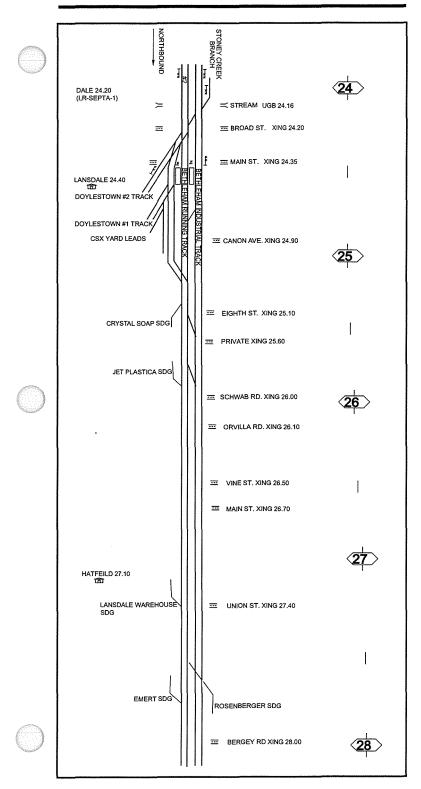
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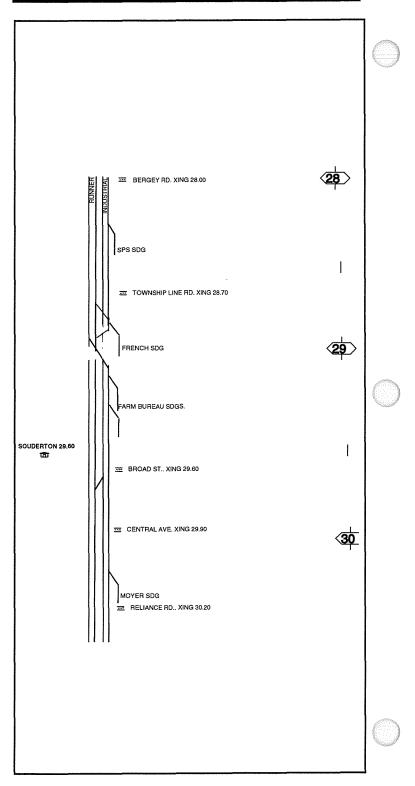


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BETHLEHEM LINE



BETHLEHEM LINE



Dale	Division Point	Bethlehem Running	Rule 97
Between	And	Track	
P (ES IN EFFECT	

NOTE: Division Point is indicated by sign erected at a point 300 feet north of Third St highway grade crossing (MP 30.50), Telford.

MAXIMUM AUTHORIZED SPEEDS				
Between	Track	Speed		
Northern limits Dale and derails north of "End Contact Wire" sign	Bethlehem Running, Bethlehem Industrial	Restricted Speed		
Derails north of End Contact Wire sign and Division Point	Bethlehem Running, Bethlehem Industrial	Restricted Speed not exceeding 10 MPH		

S-BE1. AC ELECTRICAL OPERATING INSTRUCTIONS

A. Tracks Equipped: Interlocking, Running and Industrial track, to a point 325 feet north of Lansdale as designated by a sign "END OF CONTRACT WIRE" suspended between the running and industrial tracks

S-BE2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following location where close clearance exists between the train and the platform. 1. Running Track (partial high level platform)

19-BE1. HIGHWAY GRADE CROSSING WARNING SIGNALS

For southward moves over Main St (MP 24.35), the highway grade crossing warning signal must begin between 330' and 440' in advance of the grade crossing.

For all grade crossings from Cannon Ave (MP 24.9) to Third St (MP 30.50), inclusive, the highway grade crossing warning signal must begin between 221' and 294' in advance of the grade crossing.

97-BE1. EMPLOYEE IN CHARGE: BETHLEHEM RUNNING TRACK

Signal indication, or verbal permission from the SEPTA-1 Train Dispatcher in lieu of signal indication, will be the authority to occupy the Running Track.

97-BE2. QUAKERTOWN LINE OPERATING PROCEDURES

The segment of trackage north of Division Point (MP30.5) is designated as the Quakertown Line and is the connection between East Penn Railway and CSX.

The dividing point between the Bethlehem Running Track and the Quakertown Line is located at a point 300 feet north of Third St highway grade crossing (MP 30.50) and is identified by a sign erected at that location.



A point of interchange between East Penn Railway and Conrail is established at Telford Middle Siding, which extends between Washington St (MP 31.10) and Meetinghouse Rd. (MP 32.10). Derails are located at the south end of the fouling points on the Quakertown Running Track and Telford Middle Siding.



Trains are authorized to occupy the Quakertown Running Track. Prior to occupancy a crew member must contact the Operations Manager, East Penn Railway, and make verbal notification of the date, time, and limits of the track segment to be occupied. When clearing, verbal notification must be made in the same manner. Notification can be made by calling any of the following telephone numbers: 1) 215-679-0555, 2) 215-757-4002, or 3) 215-317-8875.

Verbal permission of the Operations Manager, East Penn Railway, is the authority to occupy the Quakertown Running Track north of the Division Point sign.

Verbal permission of the SEPTA-1 Train Dispatcher is the authority to occupy the Bethlehem Running Track south of the Division Point sign.

All movements between Division Point and the north end switch of Telford Middle Siding must be made at Restricted Speed not exceeding 10 MPH.

98-BE1. BETHLEHEM INDUSTRIAL TRACK

Certain portions of track out of service.

99-BE1. FRA EXCEPTED TRACK

Bethlehem Running Track and Bethlehem Industrial Track north of the derails located 50 feet north of END CONTACT WIRE are classified as EXCEPTED TRACK (49 CFR 213.4). NORAC Operating Rule 99 applies to all movements.

104-BE1. DERAILS

Derails are located approximately 50 feet north of the End of Contact Wire sign on the Running and Industrial Tracks.

119-BE1. EQUIPMENT RESTRICTIONS

Cars, loads, or other equipment measuring in excess of 16 feet above top of rail must not be moved north of Cannon Avenue without authorization of the CSX Dispatcher.

121-BE1. INTERVENING TRACKS

Refer to Doylestown Line Instruction 121-DT1 for station stops at Lansdale .



Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Broad St	Lansdale	24.20	All	X	X		
Main St	Lansdale	24.35	All	Х	Х		
Cannon Ave	Lansdale	24.90	All	X			
Eighth St	Lansdale	25.10	All	Х			
Private	Hatfield Twp.	25.60	All				Х
Schwab Rd	Hatfield Twp.	26.00	All	X			
Orvilla Rd	Hatfield Twp.	26.10	All	X			
Vine St	Hatfield	26.50	All	X			
Main St	Hatfield	26.70	Ali	Х	Х		
Union St	Hatfield	27.40	All	X	Х		
Bergey Rd	Hatfield Twp.	28.00	All	Х			
Township Line Rd	Hatfield Twp.	28.70	All	Х			
Broad St	Souderton	29.60	All	X	Х		
Central Ave	Souderton	29.90	All	X			
Reliance Rd	Souderton	30.20	All	Х			
Third St	Telford	30.50	All	X			

138-BE1. HIGHWAY GRADE CROSSINGS

138-BE2. HIGHWAY GRADE CROSSING: MAIN ST

- A. Reference to Main St in Movement Permit Form D's should use MP 0.10 to correspond with Doylestown Line.
- B. Car markers are in service on the Industrial and Running Tracks.
- C. "CC" sign indicating the beginning of the crossing circuit, are in service on Industrial track and Running track for southbound movements at Main St, Lansdale.
- D. All passenger trains performing station work in either direction on the Bethlehem Running track or the Bethlehem Industrial track at Lansdale must stop with the entire train clear of Main St (MP 24.35). Northbound MU trains are required to stop at the designated car marker. This will ensure that the train clears both interlocking and grade crossing starts.
- E. Southbound trains must stop north of the "CC" signs. A crew member must contact the Desk 1 Train Dispatcher when ready to depart, off the Running Track.

If unable to contact the train dispatcher within one minute, the lead end of the train must be positioned on the grade crossing starting circuit between the "CC" sign and the home signal to begin the highway grade crossing warning sequence. Grade crossing warning devices will not start until train is positioned over crossing starting circuit and a 20-second pre-emption cycle has expired. Trains departing off the Industrial Track must be positioned on the grade crossing starting circuit between the "CC" sign and the home signal to begin the highway grade crossing warning sequence.

- F. Northbound trains in turn-around service must stop one half car past the appropriate car marker, after passengers are discharged. This will ensure southbound movements will activate crossing warning properly.
- G. Trains must not proceed over Main St crossing until it has been ascertained that crossing warning has been provided.

138-BE3. HIGHWAY GRADE CROSSINGS: PROTECTION

Trains must approach all non-private grade crossings north of Lansdale Station prepared to stop. Trains must ascertain if the crossing protection

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is operating properly. If it is not operating properly, provide flag protection for the movement.

706-BE1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Bethlehem Line must have the radio selector switch set as follows:

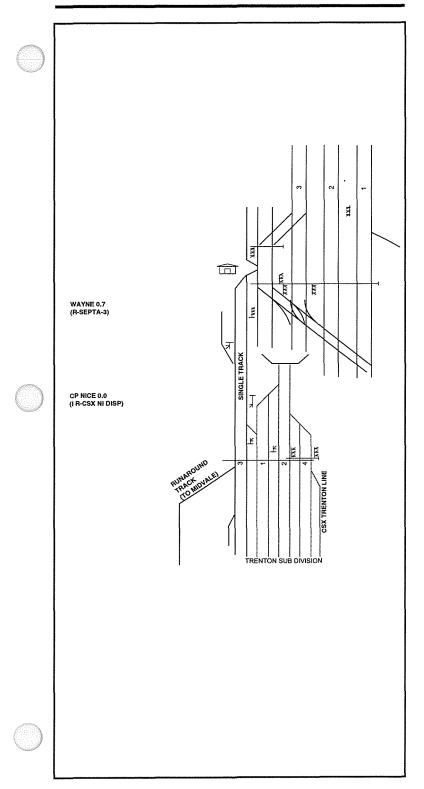
: Duplex Radio Channels				
Use Channel	SL II and SL III	All Other Radios		
Named	Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel	
Conrail Road #2	13*	64	64	

NOTE: * Channels not included on SL II and SL III equipment-

900-BE1. TRAIN DISPATCHER IN CHARGE

SEPTA-1 Train Dispatcher in charge of the Bethlehem Line.

BLUE LINE BRANCH (CSX TRENTON SUBDIVISION)



BLUE LINE BRANCH (CSX TRENTON SUBDIVISION)

	RULES	N EFFECT
Between And		Track (numbered west to east)
		Single
CP Nice	Wayne	261
	MAXIMUM AUTI	IORIZED SPEEDS
Potu	een/At	Track
Delw	een/At	Single
CP Nice and Wa	yne	10 / 10

A-BL1. REQUIRED BOOKS

Blue Line Branch information is co-published with the permission of CSX for SEPTA RD operations. SEPTA crews are not required to carry CSX System Bulletins, General Bulletins, Signal Book or Equipment Handling Instructions.

N-BL1. **CSX SPECIAL INSTRUCTIONS**

The following are Special Instructions from the CSX Timetable applicable on the Blue Line Branch:

SP-1 Restricted Speed

In the application of Restricted Speed, trains other than passenger trains and track cars must not exceed 15 MPH.

135-1 Working Limits

In the application of Rule 135, Working Limits Speed Limit Signs (Rule 297b) and Working Limits Resume Speed Signs (Rule 297c) will not be used for the protection of MW. Resume Speed Sign (Rule 296c) will be used in place of Working Limits Resume Speed Sign (Rule 297c). Working Limits Speed Limit Signs will not be substituted for Stop Signs.

243-1 Next Governing Signal Approach Slow, Approach Medium or Approach Limited aspect may be used at interlockings or controlled points to govern diverting routes. A train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, respectively, until:

A more favorable signal aspect has been received, or 1.

The Engineer has determined that the train is not going to divert. 2 EXCEPTION: This restriction does not apply to a train whose last signal aspect was Clear.

1-BL1. CSX TRENTON DISPATCHER BULLETINS

SEPTA crews operating on the Blue Line must contact the CSX Trenton Line Dispatcher (518-767-6119) for the current Dispatcher's Bulletin for the Blue Line. The following information must be given:

- Train / movement code Z918
 Crew information
 Engine number & train consist information

706-BL1. DUPLEX RADIO CHANNEL MONITORED

All trains operating on the Blue Line must have the radio selector switch set as follows:

Duplex Radio Channels				
Lies Channel		All Other Radios		
Use Channel Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel	
Conrail Road #4	11	58	58	

900-BL1. TRAIN DISPATCHER IN CHARGE

CSX Trenton Line Dispatcher in charge of CSX Trenton Blue Line Branch.

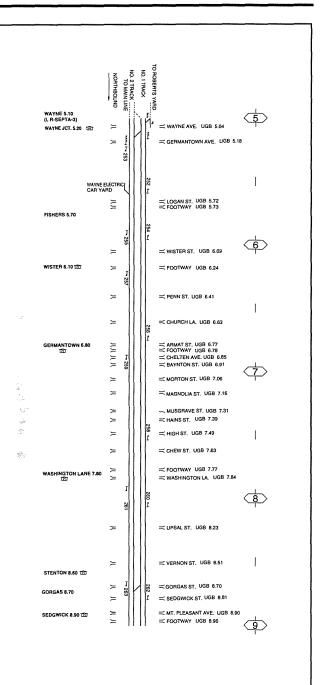




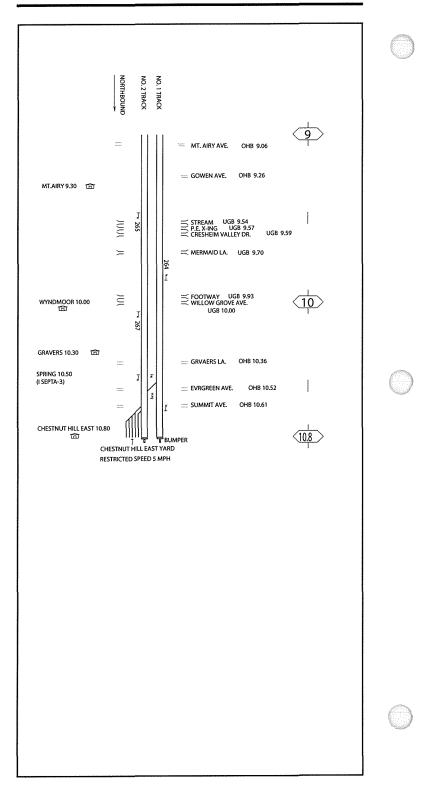








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	RULES IN E	FFECT	
Between And (numbered west to e			
		No.1	No.2
Wayne	North end of Spring	251 (S)	251 (N)
North end of	Choctnut Hill Foot	No.1 and No.2 Running	
Spring	Spring Chestnut Hill East		e 97
Chostput Lill East Vard		All	
Chestric	Chestnut Hill East Yard		e 98

MAXIMUM AUTHORIZED SPEEDS				
Between/At	Track			
Detweeni/At	No.1	No.2		
Wayne Interlocking (from diverging point of No. 4 track Main Line to northern limits Wayne)	15 / 10	15 / 10		
Wayne and Gravers	40/30	40 / 30		
Exceptions				
1st Curve North of Wayne	35 / 10	35 / 10		
Curve south of Wister	35	35		
Curve at Germantown station	15 / 15	15 / 15		
Between/At	No.1	No.2		
Gravers and north end of Spring	15/10	15 / 10		
	No.1 and No.2 Running			
North end of Spring and end of track	Restricted Speed not exceeding 10 MPH			
Chestnut Hill East Yard	Restricted Speed not exceeding 5 MPH			

S-CE1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped: Main, interlocking, running tracks and crossovers at Gorgas and Spring.
- B. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Chestnut Hill East Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		No.1	Track	No.2	Track
Mile Post	Overhead Bridge Location	Wire to Rail Height	Max. Equip. Height	Wire to Rail Height	Max. Equip. Height
9.06	Mt. Airy Ave	16'6"	15' 9"	16' 9"	16' 0"
9.26	Gowen Ave	16' 2"	15' 5"	16' 5"	15' 8"
10.36	Gravers Lane	17' 0"	16' 3"	16' 8"	15' 11"
10.52	Evergreen Ave	17' 10"	16' 11"	17' 11"	17' 2"
10.61	Summit St	16'9"	16' 0"	16' 11"	16' 2"

S-CE2. SAFETY: LOCATION OF RAIL LUBRICATORS

Location	Mile Post	Track
North of Fishers	5.70	No.2
South of Wister	6.10	No.1
South of Germantown Curve	6.84	No.2
North of Germantown Curve	6.95	No.1
Spring	10.6	No.2

2-CE1. STANDARD CLOCKS

Standard Clock located at Chestnut Hill East

91-CE1. NEXT TRAIN DEPARTURE SIGN

A "Next Train Departure" sign is located at the north end of Chestnut Hill East Station platform, adjacent to No.2 Running Track. The conductor, or designated crew member, of all southbound trains must follow the following procedure.

- 1. Open the "Next Train Electrical Control Box" located at the north end of No.2 Running Track. The switches inside the box correspond to the station tracks.
- 2. Set the timer for the track the train is on in "total minutes" before your departure.
- 3. Close and lock the box.

97-CE1. EMPLOYEES IN CHARGE OF RUNNING TRACKS

SEPTA-3 Train Dispatcher in charge of No.1 and No.2 Running Tracks.

98-CE1. CHESTNUT HILL EAST YARD

A. SEPTA-3 Train Dispatcher in charge of Chestnut Hill East Yard.

B. Yard Track Designations and Lengths

Track Name/Number	Length in Feet	From Fouling Point To Opposing
1	551	Bumper
2	400	Bumper
: 3	400	Bumper
4	532	Bumper
5	Out of Service	Bumper

C. Equipment Restrictions: Silverliner IV equipment prohibited from occupying No.2 Yard Track.

104-CE1. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Spring are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (k).

109-CE1. STORING MU EQUIPMENT: CHESTNUT HILL EAST During daylight savings time and at other times when directed by the Train Dispatcher, MU equipment must be secured with the pantograph(s) down. Refer to SAB-1 for procedures to be followed when storing equipment.

121-CE1. INTERVENING TRACKS: WAYNE JCT STATION Only one train at a time is permitted to occupy the limits of Wayne Junction Station platform on the Chestnut Hill East Line.

122-CE1. SPECIAL STOPS FOR RAIL TRANSPORTATION EMPLOYEES AT WAYNE ELECTRIC CAR YARD

A qualified employee must inspect the switches and route prior to the issuance of Rule 241 when a Stop Signal is displayed on any signal at Spring.

706-CE1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Chestnut Hill East Line must have the radio selector switch set as follows:

DUPLEX RADIO CHANNELS				
Line Channel		All Other Radios		
Use Channel Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel	
SEPTA North Road	1	90	32	

G.O. 404 900-CE1. TRAIN DISPATCHER IN CHARGE SEPTA-3 Train Dispatcher in charge of the Chestnut Hill East Line.

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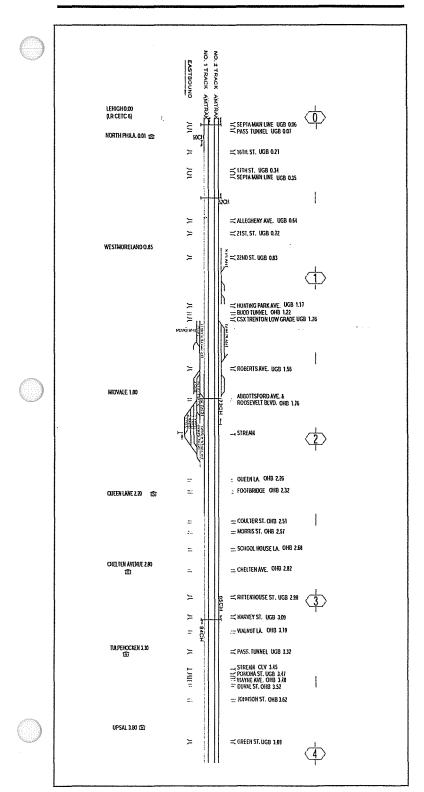
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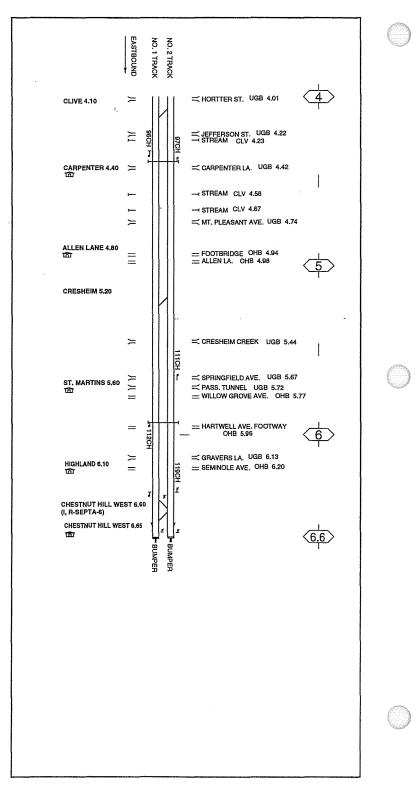
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RULES IN EFFECT					
Between	And South to no		ered from		
		No.1	No.2		
Lehigh	Chestnut Hill West	251 / CSS (E)	251 / CSS (W)		
Eastern limits Chestnut	End of Track	No.1 and No.2 Station Trac			
Hill West Interlocking		Rule 98			

MAXIMUM AUTHORIZED SPEEDS			
Between/At	Track		
BetweenAt	No.1	No.2	
Lehigh and MP 6.0	50 / 10	50 / 10	
Exceptions			
Curve at North Philadelphia passenger station	15 / 10	15 / 10	
Curve between Queen Lane and Chelten Ave	40 / 10	40 / 10	
Passing under Schoolhouse Lane overhead bridge (first bridge west of Chelten Ave) and the west end of Chelten Ave	30 / 10	30 / 10	
Between/At	No.1	No.2	
MP 6.0 and western limits of Chestnut Hill West Interlocking	40 / 10	40 / 10	
Within Chestnut Hill West Interlocking	15 / 10	15 / 10	
Eastern limits of Chestnut Hill West Interlocking and End of Track	Restricted Speed not exceeding 10 MPH		
Movements Against the Current of Traffic	No.1	No.2	
Lehigh and MP 6.0	40 / 10	40/10	

F-CW1. FLOOD WARNING AREA

In the application of Special Instruction F-S1, paragraph C, 2, the following area is designated as a potential Flood Warning Area. When a Flood Warning is issued, trains must not exceed Restricted Speed between the Flood Warning Area Speed Limit Sign and the Flood Warning Area Resume Speed Sign. Restriction applies to the entire movement.

Highland Station	No.1 & No.2	6.00 to 6.20	Restricted Speed	Philadelphia
Area	Tracks	MP to MP	Maximum Speed	County
Flood Warning Area				



S-CW1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped: Main, interlocking, station tracks and crossovers at Cresheim, Midvale, and Clive.
- B. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Chestnut Hill West Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		No.1 Track		No.2 Track	
Mile Post	Overhead Bridge Location	Wire to Rail Height	Max. Equip. Height	Wire to Rail Height	Max. Equip. Height
1.22	Budd Building	19' 4"	18'7"	19'4"	18' 7"
1.76	Abbottsford Ave	17'9"	17'0"	17'6"	16'9"
1.76	Roosevelt Expressway	17' 10"	17' 1"	17'6"	16'9"
2.26	Wissahickon Ave	16' 0"	15'3"	15' 9"	15' 0"
2.32	Foot Bridge, Queen Ln	16'9"	16'0"	16' 9"	16 ' 0"
2.51	Coulter St	16'8"	15' 11"	16'7"	15' 10"
2.57	Morris St	15' 11"	15' 2"	15'9"	15' 0"
2.68	School House Ln	16'1"	15'4"	16'8"	15' 11"
2.82	Chelten Ave	15'9"	15' 0"	15' 9"	15' 0"
3.19	Walnut Ln	15'9"	15' 0"	16'0"	15'3"
3.48	Wayne Ave	16'1"	15' 4"	16' 0"	15' 3"
3.52	Duval St	16'5"	15'8"	16'5"	15'8"
3.62	Johnson St	16' 10"	16'1"	16'1"	15'4"
4.94	Foot Bridge, Allen Ln	16'6"	15' 9"	16'4"	15'7"
4.98	Allen Ln	16'0"	15' 3"	16' 3"	15'6"
5.77	Willow Grove Ave	15' 10"	15' 1"	16'1"	15' 4"
5.96	Hartwell Ave Footway	16' 3"	15'6"	16'9"	16' 0"
6.20	Seminole Ave	16' 3"	15'6"	16' 0"	15'3"

S-CW2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform:

- 1. Queen Lane: No.1 and No.2 Tracks (partial high level)
- 2. Chestnut Hill West: No.1 and No.2 Tracks (full high level)
- 3. Chelten Avenue: No.1 and No.2 Tracks (full high level)

S-CW3. SAFETY: LOCATION OF RAIL LUBRICATORS

Location	Mile Post	Track
East of North Philadelphia	0.33	No.1, No.2

2-CW1. STANDARD CLOCKS

Standard Clock located at Chestnut Hill West

90-CW1. DISPATCHER NOTIFICATION

Westward trains must contact Amtrak CETC-6 when departing Queen Lane and notify the Dispatcher of their approach.

91-CW1. CHESTNUT HILL WEST: NEXT TRAIN DEPARTURE SIGN

A "Next Train Departure Sign" is in service at Chestnut Hill West Station, located on the platform adjacent to No.1 track. The following procedure must be followed by the Conductor, or other designated crew member of all westbound trains.

- Open the "Next Train Electrical Control Box" located on the platform of No.1 Track, using a standard SEPTA AA3 key. The switches inside the box correspond to the station tracks.
- 2. Set the timer for the track the train is on in "total minutes" prior to your departure.
- 3. Close and lock the box.

98-CW1. EMPLOYEE IN CHARGE OF STATION TRACKS AT CHESTNUT HILL WEST

SEPTA-6 Train Dispatcher in charge of the Station Tracks.

98-CW2. DERAILS AT CHESTNUT HILL WEST

Power operated split rail derails in service on No.1 and No.2 tracks, controlled by the SEPTA-6 Train Dispatcher. The Train Dispatcher must place the derail in non-derailing position before authorizing any movement through the interlocking.

109-CW1. STORING MU EQUIPMENT: CHESTNUT HILL WEST

During daylight savings time and at other times when directed by the Train Dispatcher, MU equipment must be secured with the pantograph(s) down.

119-CW1. EQUIPMENT RESTRICTIONS

- A. Cars 89 feet 6 inches in length when coupled to cars less than 50 feet in length are prohibited on the lead to Midvale Hepenstall, second curve from connection to run-around track.
- B. Cars, loads or other equipment measuring in excess of 16 feet above top of rail must not be moved eastward on Chestnut Hill West Line from a point 1235 feet east of Midvale crossover. This location is indicated by a sign with white letters on black background suspended from crossover span at catenary pole No. H-47 reading: LIMIT HIGH CUBE CARS.

119-CW2. ENGINE RESTRICTIONS

- A. Column 4 and column 5 locomotives are prohibited from operating on the Chestnut Hill West Line.
- B. GP9 locomotives are prohibited from operating on the lead to Midvale Hepenstall, second curve from connection to run-around track.



124-CW1. WASH / GEL TRAIN

The following table indicates the maximum authorized speeds for SEPTA Wash / Gel Train.

MAXIMUM AUTHORIZED SPEEDS			
Debugos / Ad	Track		
Between / At	No.1	No.2	
Lehigh and MP 6.0	30	30	
Exceptions			
Curve at North Philadelphia passenger station	10	10	
Sig. 72CH and MP 2.0	10	10	
Curve between Queen Lane and Chelten Ave	10	10	
Passing under Schoolhouse Ln overhead bridge (first bridge west of Chelten Ave and the west end of Chelten Ave	10	10	

500-CW1. PERMISSION TO ENTER ABS TERRITORY

In accordance with Rule 500, trains entering ABS territory at a handoperated switch on the Chestnut Hill West Line must obtain verbal permission from the SEPTA-6 Train Dispatcher.

504-CW1. DELAYED IN BLOCK IN ABS, CSS TERRITORY WITH CSS FAILURE

Rule 504, paragraph b applies at the following locations if the cab signals are not in service due to on-board failure (Rule 555) or wayside failure (Rule 561).

Station	Track	Direction	
Highland	I No.1	eastward	

550-CW1. OPERATING AGAINST CURRENT OF TRAFFIC

When operating westward on No.1 track against the current of traffic, the ATC System must be placed in the cab signal territory mode at Lehigh Interlocking home signal prior to entering the interlocking.

706-CW1. DUPLEX RADIO CHANNEL MONITORING

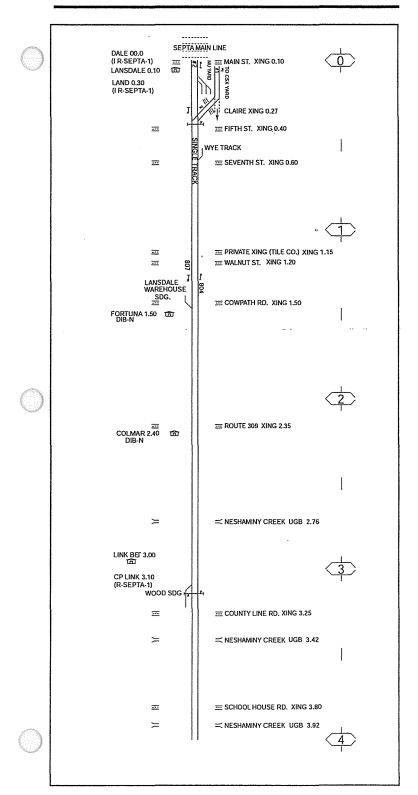
All trains operating on the Chestnut Hill West Line must have the radio selector switch set as follows:

Duplex Radio Channels			
Use Channel Named		All Other F	
	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel
SEPTA South Road	6	71	16

900-CW1. TRAIN DISPATCHER IN CHARGE

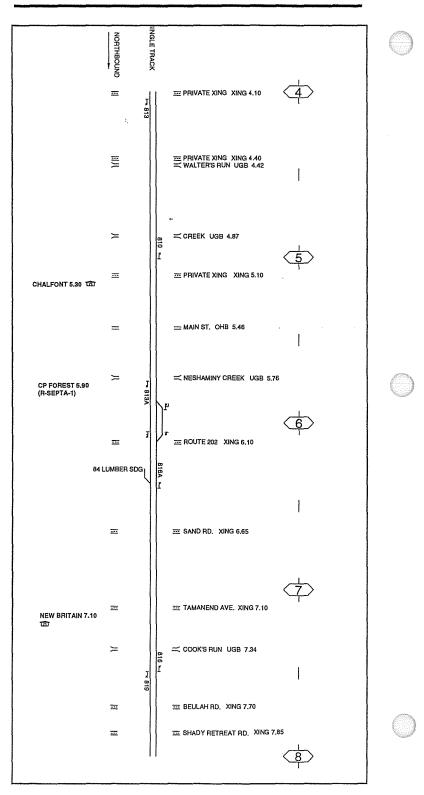
SEPTA-6 Train Dispatcher in charge of the Chestnut Hill West Line.

DOYLESTOWN LINE



DOYLESTOWN LINE

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SINGLE TRACK NORTHBOUND 8 DEL VAL COLLEGE 8.40 ධ ≤ PRIVATE RD. UGB 8.53 \geq)___ ≤NEW BRITAIN RD. UGB 8.90 9 E LOWER STATE RD. XING 9.00 m ROUTE 611 OHB 9.13 821 LONG SDG CP DOYLE 9.90 (R-SEPTA-1) DOYLESTOWN 10.00 **<u>HESTRIC</u>TED SPEED 5 MPH)** ŵ DOYLESTOWN (10)

DOYLESTOWN LINE

DOYLESTOWN LINE

RULES IN EFFECT					
Between	veen And (numbered from west to ea				
		Single	No.1	No.2	
Dale	Land		261, 562, CSS	261, 562, CSS	
Land	CP Doyle	261			
Wood Siding		Rule 96			
Forest	Siding	Rule 96	(Assigned north	n direction)	
	Devlectovia		Station		
CP Doyle	Doylestown		Rule 98		
Lansdale Yard		Rule 98			
Doylestown	Yard	Rule 98			
Long Siding			Rule 96		

MAXIMUM AUTHORIZED SPEEDS				
	- 194	Tra	ck	
Betwe	en/At	No.1	No.2	
Diverging routes at Dale		15 / 15	15 / 15	
Within limits of Dale Interl	ocking	15/15	15/15	
Dale and northern limits L	and	10/10	30 / 25	
Northward: Southern limit (MP 0.40)	s of Land and Fifth St	5/5	5/5	
Lansdale Yard	Restricted Speed r	not exceedir	ng 5 MPH	
E	Between/At		Track	
	00.0.1		Single	
Northern limits Land and	-		40 / 25	
	xceptions			
Northward: Southern limit	······································	P 0.40)	5/5	
Fifth St (MP 0.40) Southward			20/20	
Northward: Catenary 2/5 and Route 309 (MP 2.35)			20/20	
Southward: Catenary 2/18 and Route 309 (MP 2.35)			20/20	
Northward: CP Forest and Route 202 (MP 6.10)		10/10		
Forest Siding		20/10		
Northward thru spring switch at south end of Forest Siding 15		15/10		
Southward thru spring switch at south end of Forest Siding		t Siding	10/10	
Northward thru spring swi	tch at north end of Fores	Siding	10/10	
Southward thru spring sw	itch at north end of Fores	t Siding	40 / 25	
Route 202 (MP 6.10)		20/20		
Wood Siding	Restricted Speed not e	exceeding 1	0 MPH	
Long Siding	ng Siding Restricted Speed not exceeding 10 MPH			
Doylestown Yard	oylestown Yard Restricted Speed not exceeding 5 MPH			
Station Track	tion Track Restricted Speed not exceeding 5 MPH			
Semi-automatic switches at Dovlestown	Restricted Speed not e	exceeding 5	MPH	





S-DT1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped:
 - 1. Main and station track,
 - 2. All tracks Lansdale Yard,
 - 3. No.1, No.2, and No.3 tracks Doylestown Yard,
 - 4. Wood, Forest and Long sidings and the crossover at Doylestown.
- B. Trains consisting of MU equipment must not exceed controller position "P2" between Dale and End of Track.
- C. Maximum Car Heights At Overhead Bridges
 - The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Doylestown Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

Balla		Single Track		
Mile Post	Overhead Bridge Location	Wire to Rail Height	Max. Equip. Height	
5.46	Main St Chalfont	17'7"	16' 10"	
9.13	Route 611 (north)	20' 10"	20'1"	
9.13	Route 611 (south)	20' 11"	20' 2"	

S-DT2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. Doylestown: Station Track (partial high level)
- 2. Del. Val. College: Single Track (high level)
- 3. New Britain: Single Track (high level)
- 4. Chalfont Station: Single Track (high level)
- 5. Link Belt Station: Single Track (high level)
- 6. Colmar Station: Single Track (high level)
- 7. Lansdale: No. 1 and No. 2 Tracks (partial high level)

2-DT1. STANDARD CLOCKS

Standard Clock located at Doylestown and Lansdale crew quarters.

19-DT1. MULTIPLE CROSSING AREAS

5th St (MP 0.40) and 7th St (MP 0.60), Lansdale, and Beulah Rd (MP 7.70) and Shady Retreat Rd, (MP 7.85), Doylestown Twp., designated Multiple Crossing Areas. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.

96-DT1. LONG SIDING

SEPTA-1 Train Dispatcher in charge of Long Siding.



98-DT1. LANSDALE YARD

A. SEPTA-1 Train Dispatcher in charge of Lansdale Yard.

B. Yard Track Designations and Lengths

Track Name/Number	Length in Feet	From Fouling Point To Opposing
No.1	540	Bumper
No.2	392	Bumper
No.3	352	Bumper

98-DT2. DOYLESTOWN YARD

A. SEPTA-1 Train Dispatcher in charge of Doylestown Yard.

B. Yard Track Designations and Lengths

No.2	351	Bumper
No.3	348	Bumper
Public Delivery	160	Bumper

98-DT3. DOYLESTOWN STATION TRACK: EMPLOYEE IN CHARGE

SEPTA-1 Train Dispatcher in charge of the Station Track.

104-DT1. ELECTRICALLY LOCKED HAND-OPERATED SWITCHES NOTE: See 104-S1 for operation of specific type.

Switch	Mile	Track TYPE	Time	Time-Out		
Identification	Post	HACK	TIPE	Min.	Sec.	
MU Yard #1*	0.20	No. 2	USS-SL-25	3	24	
MU Yard #2*	0.20	No. 2	USS-SL-25	3	24	
WYE	0.60		GRS-M9B	7	24	
Wood Siding	3.00	Single	GRS-M9B	7	26	
Long Siding	9.40		GRS-M10	6	30	

* At Lansdale MU Yard, after releasing the electric lock on No. 1 and No. 2 yard track, employees must operate the switch before removing the derail.

104-DT2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switch at Land is dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (K).

105-DT1. LOCATION AND NORMAL POSITION OF SPRING SWITCHES: FOREST

Lossett - of Outback	Normal Pos	ition is Lined:
Location of Switch	From	То
South end of Forest Siding	Single Track	Forest Siding
North end of Forest Siding	Single Track	Single Track

106-DT1. LOCATION OF SEMI-AUTOMATIC SWITCHES

Doylestown Station Track and Doylestown Yard has semi-automatic switches. The switch levers lie at a 45degree angle from the ground. Employees must be alert to the raised switch lever to avoid tripping or other potential hazards.



119-DT1. EQUIPMENT RESTRICTIONS

A. MU consists must not exceed 6 cars

B. Electric trains restricted from Wood Siding

121-DT1. INTERVENING TRACKS BETWEEN STANDING TRAIN AND PLATFORM: LANSDALE

At Lansdale station, trains receiving/discharging passengers across an intervening track to reach the station platform are not required to obtain protection. However, the following procedure applies: When a train is approaching a passenger station where a passenger train is found to be standing, the train must not pass between the standing equipment and the platform until a qualified crew member determines if the standing train is receiving/discharging passengers.

If passengers are being received or discharged, the crew of that train must secure the traps in a closed position, provide protection for boarding or leaving passengers, and pass a proceed signal to the approaching train to permit movement through the platform. Movement must be made at Restricted Speed.

If passengers are not being received or discharged, before the train passes through the platform, a qualified crew member of the passing train must determine if all side doors are closed. If all doors on standing equipment are closed, movement may proceed. If any door on standing equipment is open, a qualified crew member must provide protection on the platform before permitting movement through the platform. Movement must be made at Restricted Speed.

Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Main St		0.10	All	X	Х		
Claire Crossing	Lansdale	0.27	All	Х	Х		
Fifth St		0.40	All	X	Х		
Seventh St		0.60	All	Х	Х		
Tile		1.15	All				X
Walnut St		1.20	All	X	Х		
Cowpath Rd	Hatfield Twp.	1.45	All	X	Х		
Route 309		2.35	All	X	Х		
County Line Rd		3.25	All	X	Х		
School House Rd		3.80	All	X	Х		
Private	New Britain Twp.	4.10	All				X
Private		4.40	All				X
Private	Chalfont	5.10	All				X
Route 202		6.10	All	X	Х		
Sand Rd	New Britain Twp.	6.65	All	Х	Х		
Tamanend Ave		7.10	All	Х	Х		
Beulah Rd		7.70	All	X	Х		
Shady Retreat Rd	Doylestown Twp.	7.85	All	X	Х		
Lower State Rd		9.00	All	Х	Х		

138-DT1. HIGHWAY GRADE CROSSINGS

138-DT2. HIGHWAY CROSSING: MANUAL INTERRUPTION The following highway grade crossing is equipped with manual interruption devices.

138-DT3 HIGHWAY GRADE CROSSING: 5TH STREET

While operating over 5th St on the Wye Track, trains must stop before occupying the crossing and a member of the crew must provide warning in advance of each movement.

138-DT4. HIGHWAY GRADE CROSSING: MAIN ST

- A. Car markers are in service on No. 1 & 2 track at Lansdale.
- B. "CC" sign indicating the beginning of the crossing circuit, are in service on No. 1 & 2 track for southbound movements at Main St, Lansdale.
- C. Southbound trains must stop north of the "CC" signs. A crew member must contact the Desk 1 Train Dispatcher when ready to depart.

If unable to contact the train dispatcher within one minute, the lead end of the train must be positioned on the grade crossing starting circuit between the "CC" sign and the home signal to begin the highway grade crossing warning sequence. Grade crossing warning devices will not start until train is positioned over crossing starting circuit and a 20-second pre-emption cycle has expired.

- D. All passenger trains performing station work in either direction on No.1 or No. 2 tracks at Lansdale must stop with entire train clear of Main St (MP 0.10). Northbound MU trains are required to stop at the designated car marker. This will ensure that the train clears both interlocking and grade crossing starts.
- E. Northbound trains in turn-around service must stop one half car past the appropriate car marker, after passengers are discharged. This will ensure southbound movements will activate crossing warning properly.
- F. Trains must not proceed over Main St crossing until it has been ascertained that crossing warning has been provided.
- G. New "discharge only" low level platforms are placed in service on No.1 and No. 2 tracks. The platforms are located north of the high level handicap platforms at the appropriate car markers. These platforms are for the discharging of passengers only for northbound trains consisting of 5 or more cars in use. A train crew member must be positioned on these platforms when used to discharge passengers. Upon completion of passenger discharging, crew members must immediately close traps located on this platform. No passenger boarding will be permitted at these platforms. Signs are posted on the platforms notifying passengers about the no boarding policy.



138-DT5. HIGHWAY GRADE CROSSING WARNING DEVICES: CLAIRE CROSSING

A. Northward trains only: To prevent unnecessary continuous operation of crossing apparatus, when trains are berthed for turnaround purposes or stopped for extended periods of time on No. 1 track north of the Lansdale partial high level platform, crew members must observe whether the crossing warning has been activated. Activation will occur where the head-end passes the crossing start circuit (indicated by a paint mark) which is located between the partial high level platform and the emergency control panel box (approximately 125 feet north of the platform). When activated, a crew member must immediately interrupt the warning by opening the control panel box and pressing the "RAISE" button. Crew members must visually observe that the crossing warning has been interrupted (i.e. gates raise and flashers de-activate). Crew members must ensure that the ... panel box is properly secured when unattended.

If the train is to later continue northward, prior to movement, a crew member must press the "LOWER" button to re-activate the crossing warning. Movement is then governed by applicable portions of Rule 138, "Highway Crossing Warning". If the train is to later continue movement southward, no further action is required.

B. Trains operating on yard track must stop short of the crossing, occupy the island track circuit, and allow full activation of the warning prior to movement. Movement is then governed by applicable portions of Rule 138, "Highway Crossing Warning".

138-DT6. HIGHWAY GRADE CROSSING : Route 309 (MP 2.35) All northbound trains making a passenger stop at Colmar must stop at the corresponding car marker to ensure that the entire train clears Route 309 highway grade crossing.

261-DT1. NON-ELECTRIC LOCK HAND-OPERATED SWITCHES IN 261 TERRITORY

Location	Track	Identification
Lansdale	No.1	Freight Yard (Wye Track)
South of Fortuna	Single	Lansdale Warehouse
North of CP Forest	Single	84 Lumber

504-DT1. DELAYED IN BLOCK

The following stations are between the distant signal and the home signal or controlled point signal in the direction listed. Trains making station stops at these locations are delayed in the block and must comply with Rule 504, paragraph b.

Station	Track	Direction
Fortuna	Single	northward
Colmar	Single	northward



706-DT1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Doylestown Line must have the radio selector switch set as follows:

Duplex Radio Channels				
Llas Chemal		All Other	Radios	
Use Channel Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel	
SEPTA North Road	1	90	32	

900-DT1. TRAIN DISPATCHER IN CHARGE

SEPTA-1 Train Dispatcher in charge of the Doylestown Line.

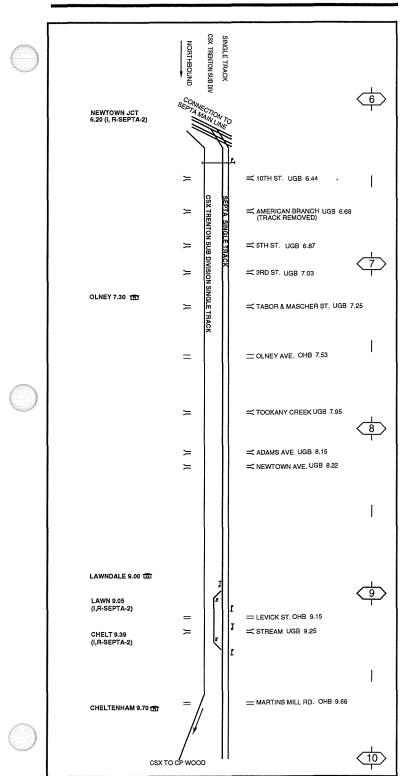
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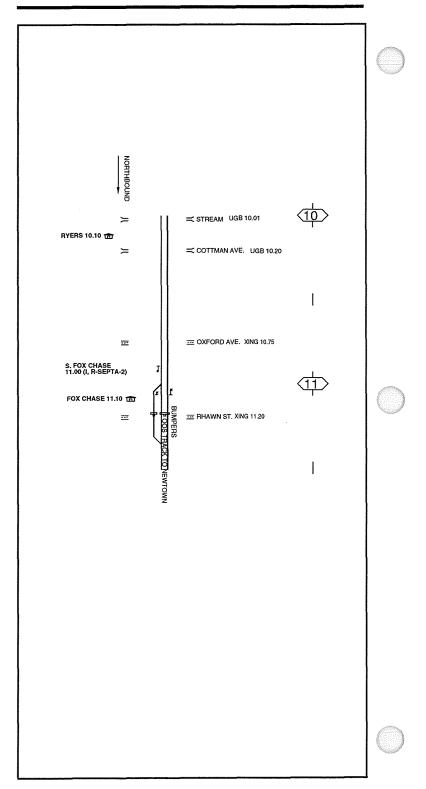
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FOX CHASE LINE

RULES IN EFFECT			
Between	And	Single Track	
Newtown Jct	South Fox Chase	261, 562, CSS	
Lawndale Siding		261, 562, CSS	
Fox Chase Station Track		98	
Fox Chase Siding		96	

MAXIMUM AUTHORIZED SPEEDS			
Between/At		Single Track	
Newtown Jct diverting between SEPTA Main L Fox Chase Line	ine and	40 / 25	
Newtown Jct and MP 8.1		60 / 40	
MP 8.1 and Chelt		50 / 40	
Northern limits Chelt and southern limits Chelte passenger station	enham	30 / 25	
Southern limits Cheltenham passenger station and Oxford Ave		50 / 25	
Oxford Ave and south end Fox Chase station p	latform	25 /25	
Fox Chase Station Track		cted Speed not eding 10 MPH	
Fox Chase Siding	Restricte		
Exceptions		Single Track	
Curve north of Newtown Jct (MP 6.3 and MP 6	6.5)	40 / 40	
Curve between MP 7.2 and Olney		40 / -	
Diverting routes at Lawn		30 / 25	
Lawndale Siding		30 / 25	
Diverting routes at Chelt		30 / 25	

C-FC1. REQUIRED EXAMINATIONS: ON-TRACK SAFETY TRAINING

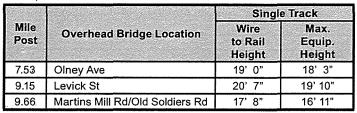
SEPTA accepts CSX on-track safety / roadway working safety training for CSX roadway workers and contractors whose duties require fouling SEPTA's Fox Chase Line.

S-FC1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Power Dispatcher in charge: SEPTA RROC
- B. Tracks Equipped: Single Track, Interlocking tracks, Lawndale Siding, Fox Chase Station Track and Fox Chase Siding
- C. Special Operating Conditions: Catenary ends at pole located Approximately 200 feet north of Pine Road overhead bridge (Bridge 11.34)
- D. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Fox Chase Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the



Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.



S-FC2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists.

- 1. Lawndale: Single Track (partial high level)
- 2. Cheltenham: Single Track, Martins Mill Rd OHB (MP 9.66)
- 3. Cheltenham: Single Track (full high level)
- 4. Fox Chase: Siding Track (partial high level)
- 5. Fox Chase: Station Track (partial high level)

S-FC3. SAFETY: LOCATION OF RAIL LUBRICATORS

Lawndale	8,90	Single
Location	Mile Post	Track

104-FC1. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Lawn, Chelt and South Fox Chase are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (K).

121-FC1. INTERVENING TRACKS: FOX CHASE STATION

At Fox Chase Station, trains receiving/discharging passengers across the Fox Chase Station Track are not required to obtain protection. However, the following procedure applies:

When a train is approaching Fox Chase and a passenger train is standing on Fox Chase Siding, the train must not pass between the standing equipment and the platform until a qualified crew member determines if the standing train is receiving/discharging passengers.

If passengers are being received or discharged, the crew of that train must secure the traps in a closed position, provide protection for boarding or leaving passengers, and pass a proceed signal to the approaching train to permit movement through the platform. Movement must be made at Restricted Speed.

If passengers are not being received or discharged, before the train passes through the platform, a qualified crew member of the passing train must determine if all side doors are closed. If all doors on standing equipment are closed, movement may proceed. If any door on standing equipment is open, a qualified crew member must provide protection on the platform before permitting movement through the platform. Movement must be made at Restricted Speed.



133-FC1. TRACKS REMOVED FROM SERVICE

Fox Chase Station Track and Fox Chase Siding are removed from service from bumpers erected at the northern limits of Fox Chase Station platforms, but may be used by work trains or track equipment when authorized by Train Dispatcher. Trains must stop short of the bumpers.

138-FC1. HIGHWAY GRADE CROSSINGS

Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Oxford Ave	Philadelphia	10.75	All	Х	Х		

138-FC3. Pedestrian Crossings

Pedestrian crossings not associated with highway grade crossings are in service at the following stations:

Lawndale	9.00
Station	Mile Post

At Lawndale passenger station, passenger trains that are ready to depart after completing station work must not proceed if a train is seen or heard approaching on the CSXT single Track within one half mile of the station. The standing train may only proceed after the approaching train has entered the station.

292-FC1. CATENARY SECTION BREAK

Northbound electric trains receiving a Stop Signal at Chelt on the single track must stop at the "CATENARY SECTION BREAK" sign located on catenary pole 9/7, 2 catenary poles south of the signal.

706-FC1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Fox Chase Line must monitor radio channels according to the following chart.

Duplex Radio Channel Chart					
Between / At	Use Channel Named	SL II and SL III Equipment Channel	All Othe A.A.R. TX Channel	r Radios A.A.R. RX Channel	
Newtown Jct and Olney	SEPTA North Road	1	90	32	
Olney and End of Track	Conrail Road #4	11	58	58	
NOTE: Radio channel changeover may be made while within Olney station platform limits.					

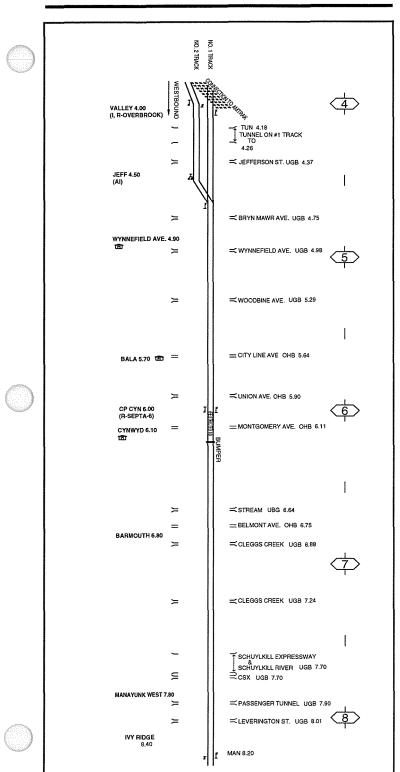
900-FC1. TRAIN DISPATCHER IN CHARGE

SEPTA-2 Train Dispatcher in charge of the Fox Chase Line between Newtown Jct and End of Track.



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IVY RIDGE LINE

IVY RIDGE LINE

	RULES IN EF	FECT		
Between	And	Tracks (numbered south to no		to north)
		Single	No.1	No.2
Jeff	Valley		251 (E)	251 (W)
Jeff	CP Cyn	261		
CP CVm	End of Track	Running Track		ck
CP Cyn			Rule 97	

MAXIMUM AUTHORIZED SPEEDS					
Patrice	Between/At	Tra	Tracks		
Betwe	en/At	No. 1	No. 2		
Valley and Jeff		25 / 10	25 / 10		
Excep	otions				
Jeff over spring switch No	. 2 track to Single Track		10 / 10		
Curve at Valley			15 / 10		
Curve between Jefferson Valley	St Bridge (MP 4.3) and	20 / 10			
Betwe	en/At	Sin	gle		
Jeff and CP Cyn		25 /	′ 10		
CP Cyn and End of Track	Restricted Speed not exc	eeding 10	MPH		

S-IR1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped: Main and interlocking tracks
- B. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Ivy Ridge Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		Single	Track
Mile Post	Overhead Bridge Location	Wire to Rail Height	Max. Equip. Height
5.64	City Ave	17'6"	16' 9"
5.90	Union Ave	17' 4"	16'7"
6.11	Montgomery Ave	17'7"	16' 10"

46

S-IR2. CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform:

- 1. Bala: Single Track (partial high level)
- 2. Ivy Ridge: Single Track (full high level)

97-IR1. PORTION OF RUNNING TRACK REMOVED FROM SERVICE

Running track is removed from service from a barricade erected 1000 feet west of Cynwyd to End of Track, but may be used by work trains or track equipment when authorized by the Train Dispatcher. Trains must stop short of the barricade.

105-IR1. LOCATION AND NORMAL POSITION OF SPRING SWITCHES: JEFF

Jeff	Single Track	No.1 Track
Location of Switch	From	То
Location of Switch	Normal Pos	tion is Lined:

119-IR1. EQUIPMENT RESTRICTIONS

Column 5 locomotives are prohibited from operating on the Ivy Ridge Line.

241-IR1. PASSING A STOP SIGNAL

A qualified employee must inspect the switches and route prior to the issuance of Rule 241 when a Stop Signal is displayed on any signal at Jeff.



551-IR1. ACTIVATION OF ATC SYSTEM

On No.1 track between Jeff and Valley, the track circuit is coded to perform a test of the cab signal apparatus while the equipment is moving. Engineers must acknowledge cab signal changes to prevent a penalty application. This does not constitute a test of the ATC system. The ATC system must remain in the cab signal territory mode after completion of the test

706-IR1. DUPLEX RADIO CHANNEL MONITORED

All trains operating on the Ivy Ridge Line must have the radio selector switch set as follows:

	Duplex Radio Ch	annels	
Line Channel		All Other	Radios
Use Channel Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel
SEPTA South Road	6	71	16

900-IR1. TRAIN DISPATCHER IN CHARGE

SEPTA-6 Train Dispatcher in charge of the Ivy Ridge Line.

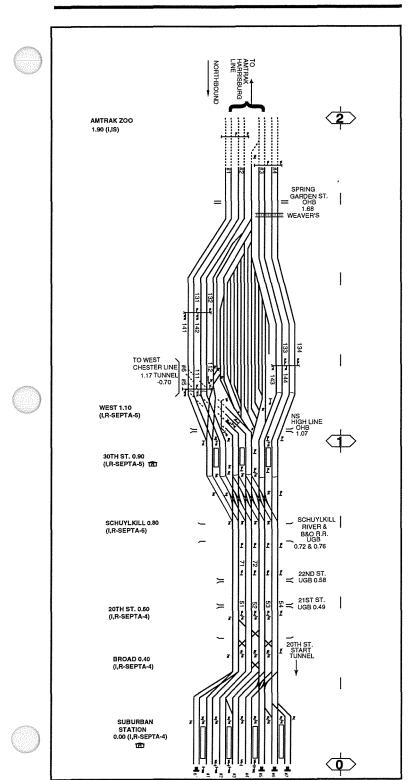


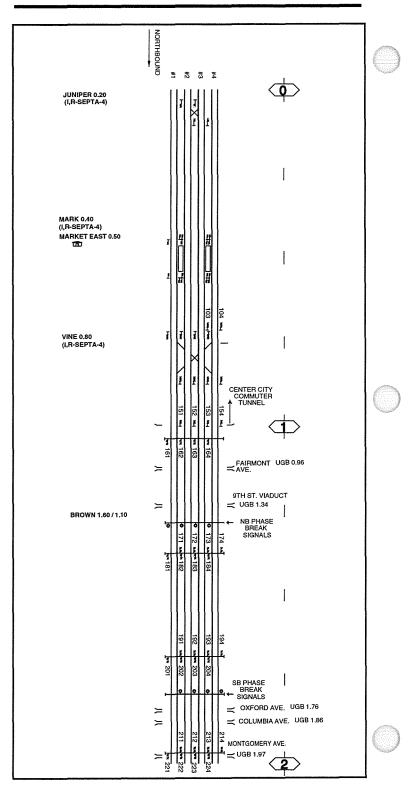


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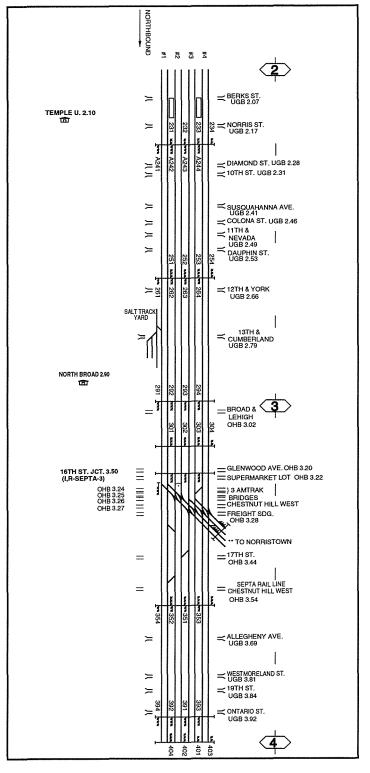




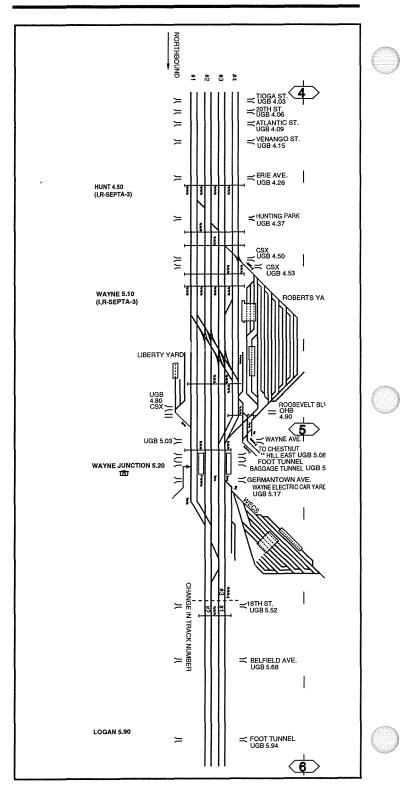


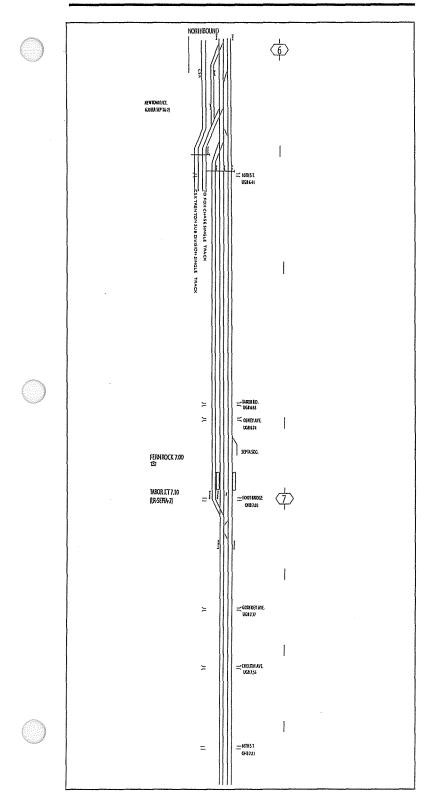


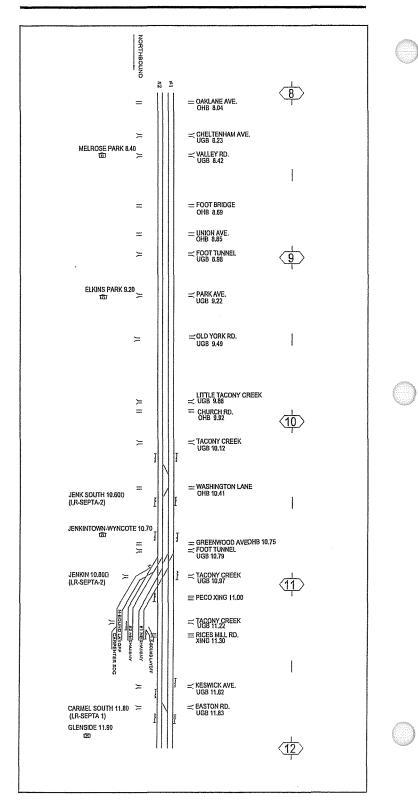


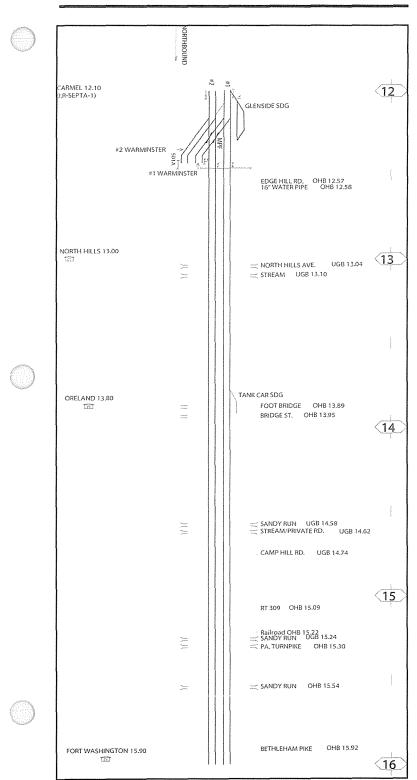


MAIN LINE



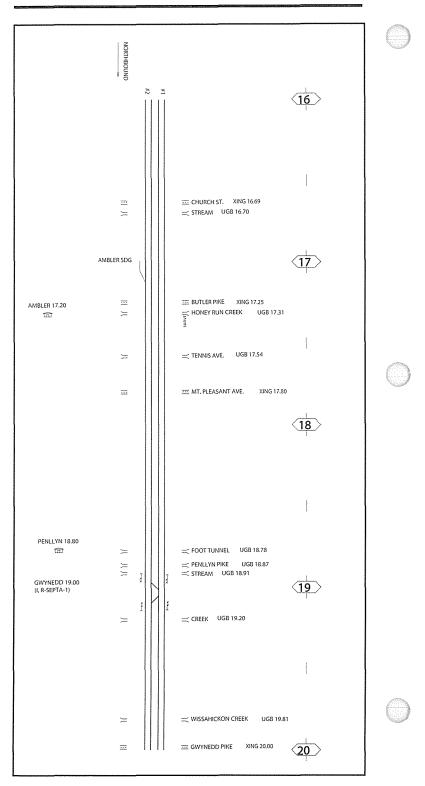




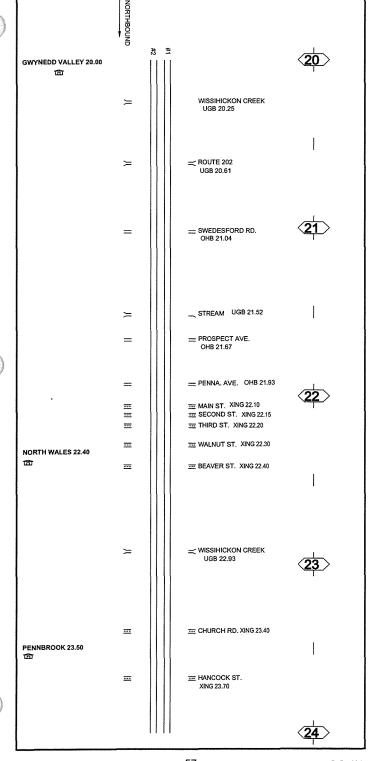


MAIN LINE

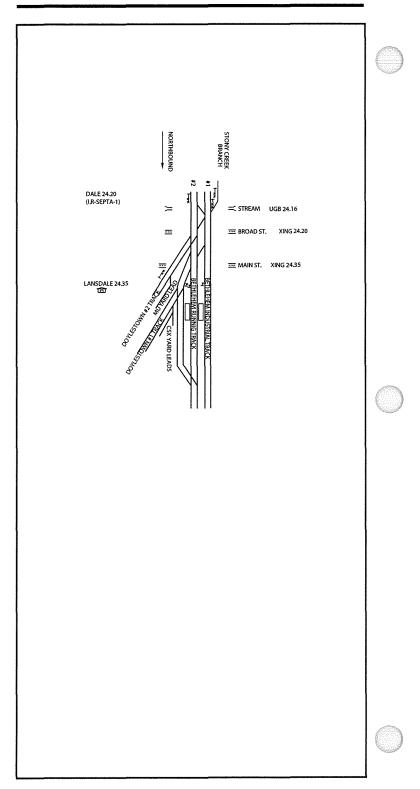




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NOTE: Brown denotes location of mile post transition from Suburban Station to distance from former Reading Terminal, i.e., mileage 1.6 from Suburban Station equals mileage 1.1 from former Reading Terminal.

	RULE	S IN EFI	FECT	(1994) (1994) (1997)				
Between	And	Track (numbered east to west)					st)	
		No.1 No		0.2	No.3	1.5	No.4	
Zoo	West	261 CSS					261/ CSS	
Girard	West			:61/ :SS	261/ CSS			
Powelton	Ave Yard	Rule 98						
West	Suburban Station		Interio	cking R	ules /	CSS	5	
Suburba	n Station	No.	0 N	lo.5 Rule	No.6		No.7	
	[No.	1 N	0.2	No.3		No.4	
Suburban Station	Wayne	261	261/ 26 CSS CS		261/ CSS		261/ CSS	
Roberts	Ave Yard	+		Rule				
	Track (numbered west to east)							
Between	And	No.1		No.	2	NX Siding		
Wayne	Newtown Jct	261, 562, CSS			261, 562, CSS		Int, CSS	
Libert	Rule 98							
Wayne Elec			Rule	98				
		No	No.1		2		No.0	
Newtown Jct	Tabor Jct		261, 562, CSS		261, 562, CSS		1, 562, CSS	
Tabor Jct	Dale	261, CS	562, SS	•	261, 562, CSS			
Glensid	e Siding		d-	Rule	96			
	MAXIMUM AU	THORIZ	ZED SF	PEEDS				
		Tracks						
Between/At		No.1	No.2	No.3	8 No).4	Run- down	
Within limits of k						30/10		
Zoo and southe	Zoo and southern limits Kay				50	/20	之影响。 1943年	
Girard and Kay	Girard and Kay			30/10				
Southern limits north of Powelto bridge	Southern limits Kay and curve north of Powelton Ave signal bridge			30/10	30	/10	dverde Serie Se	





MAXIMUM AUTHORIZED S	PEEDS	(contin	ued)						
Between/At	No.1	No.2	No.3	No.4					
Curve North of Powelton Ave signal bridge and southern limits of Schuylkill	25 / 10	25 / 10	25 / 10	25 / 10					
Exceptions	No.1	No.2	No.3	No.4					
Signal No. 133 to northern limits of West			20 / 10						
Powelton Ave Yard: Restricted Speed n	ot excee	ding 5 N	1PH						
Diverging routes at West Between No.1	and No.	2 Tracks	s: 15 / 10)					
Southern limits of Schuylkill and northern end of Market East platform	20 / 10	20 / 10	20 / 10	20 / 10					
Exception	1S 😳								
Diverging routes at Schuylkill and 20th	St: 15 /	10							
	No.0	No.5	No.6	No.7					
Suburban Station	R	estricted	Speed	Not					
		Exceedir	ng 15 MF	ЭΗ					
Diverging routes at Broad and Juniper:	15/10								
Between/At	No.1	No.2	No.3	No.4					
Northern end Market East Platform and southern limits Vine	15 / 10	15 / 10	15 / 10	15/_10					
Northward: Southern limits Vine and signal bridge (signal nos. 181-184)	50 / 25	50 / 25	50 / 25	50/25					
Northward: Signal bridge (signal nos. 181-184) and southern limits 16th St Jct	45 / 25	45 / 25	45 / 25	45/25					
Southward: Southern limits 16th St Jct and signal bridge (signal nos. 191-194)	45 / 25	45 / 25	45 / 25	45/25					
Southward: Signal bridge (signal nos. 191-194) and southern limits Vine	35 / 10	35 / 10	35 / 10	35 / 10					
Exceptions	No.1	No.2	No.3	No.4					
Curve south of Temple U.				30/10					
Curve north of Temple U.	40/10	40/10	40/10	30/10					
Within limits 16th St Jct	30/10	30/10	45/25	45/25					
Between/At	No.1	No.2	No.3	No.4					
16th St Jct to Wayne	50/25	50/25	50/25	50/25					
Exceptions									
Diverting routes at Hunt: 20 / 20									
Roberts Ave Yard: Restricted Speed no	t exceed	ling 5 MI	эн						
Roberts Ave Yard Lead to and from Hunt: Restricted Speed									
Roberts Ave Yard Lead to and from Chestnut Hill East Line: Restricted Speed									
Between/At No.1 No.2 No.3 No.3									
Within limits Wayne Int	30/25		50/25						
Exceptions	No.1	No.2	No.3	No.4					
From the Northern limits of Wayne interlocking to Roosevelt Blvd Expressway OHB			30 / 10						
Southern limits of Wayne Int and the switch to CSX Blue Line			litte fu til som	30 / 25					





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	At	No.1	No.2	-	No.3	No.4		
Switch to CSX Blue Line Southern end Wayne Jo					20/1			
Northern end Wayne Jct platform and northern limits Wayne 30 / 2								
Liberty Yard: Restricted								
Wayne Electric Car Yar	d: Restricted Sp	eed not	exceed	-	_	PH		
Be	tween/At	STATE:		$\sum_{i=1}^{n}$	Vo.1	No.2		
Northern limits Wayne a	and southern lim	iits Jenk	in	60 / 25		60/25		
Ex	ceptions		galar.	-33				
	NX Siding to a Line	ind from	I No. 2	Ma	in "	30 / 10		
	Between No. 1	I and No	o. 2 Ma	in	Line	30 / 20		
Newtown Jct Diverting Moves	No. 2 Main Lin Fox Chase Lin	e				40 / 25		
	NX Siding to a Fox Chase Lin	ie				30 / 20		
	Between No. 2 Main Line and No. 0 Track					15 / 10		
NX Siding						15 / 10		
Northern limits Newtow				No.0				
southern limits Tabor Jo					2	0/10		
	South end crossover betwee No. 1 and No. 2 Main Line					15 / 10		
Tabor Jct Diverting Moves	North end crossover between No. 2 and No. 1 Main Line					30 / 20		
	Between No. 2 No. 0 Track	2 Main L	ine and	1 		15 / 10		
Diverting routes at Jenk								
	tween/At		397	No.1		No.2		
Within Jenkin					45/10 30/1			
	Exceptions							
Diverting routes at Jenk		<i>t. r</i>						
Diverting to and from No.		1:5				No.2		
Between/At					Vo.1	60/30		
Northern limits of Jenkin and southern limits of Carmel								
Within Carmel				50	/ 20	50/20		
Northern limits of Carmel and northern limits of Gwynedd				55	/ 25	55/25		
Northern limits of Gwynedd and southern limits of Dale					/ 40	55/40		
e indrindered in Ex	ceptions							
		10						
Diverting routes at Car	mei South: 307	10						

Glenside Siding: Restricted Speed not exceeding 5 MPH							
Butler Pike (MP 17.25) grade crossing							
Diverting routes at Gwynedd: 45 / 10							
Northward: Cat Pole 21/18 and Beaver St (MP 22.40) 30/30							
Southward: Cat Pole 22/16 and Main St (MP 22.10)	30/30	30/30					
Between/At	No.1	No.2					
Within Dale	15/15	15/15					
Diverting routes at Dale: 15 / 15							

F-ML1. UNUSUAL OPERATING CONDITION ALERT

At Suburban Station, Unusual Operating Condition Alert lights are in service. When the alert lights are activated they are white oscillating lights. The alert lights are located at the south end of the platforms between No. 0 track and No.1, and 2, No.3 and 4, No.4 and 5, and No.6 and 7 tracks. The alert lights are located at the north end of the platforms between the tracks for No.1 and 2, No.3 and 4 tracks.

When activated, the lights indicate an unusual operating condition exists.

Crew members will be advised of the specific nature of the unusual condition via system-wide radio broadcasts in accordance with Special . Instruction F-S1. If the lights are illuminated and the crew received no unusual operating condition information:

- 1. The engineer of northbound trains must contact the SEPTA-4 Train Dispatcher, and
- 2. The engineer of southbound trains must contact the SEPTA-5 Train Dispatcher

For information as soon as practical without delay to the train.

The engineer must advise the conductor of the nature of the unusual condition as soon as practical without delaying the train.

In the event a light on any track is not working while the lights on other tracks are activated, the engineer must contact the appropriate train dispatcher to report the condition.

F-ML2. FLOOD WARNING AREA

In the application of Special Instruction F-S1, paragraph C, 2, the following area is designated as a potential Flood Warning Area. When a Flood Warning is issued, trains must not exceed Restricted Speed between the Flood Warning Area Speed Limit Sign and the Flood Warning Area Resume Speed Sign. Restriction applies to the entire movement.

Flood Warning Area								
Area	Tracks	MP to MP	Maximum Speed	County				
Jenkintown	No.1 & No.2	10.12 to 11.22	Restricted Speed	Montgomery				
Limekiln Cut	No.1 & No.2	12.40 to 12.75	Restricted Speed	Montgomery				
Gwynedd	No.1 & No.2	20.75 to 22.0	Restricted Speed	Montgomery				

S-ML1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped:
 - 1. Main, interlocking and station tracks between Zoo/Girard and Dale,
 - 2. All tracks within Powelton Ave Yard except No.17 track,
 - 3. All tracks within Roberts Ave Yard except Centennial track and No.15 track south of Roberts Car Shop and inside the shop.
 - All tracks within Wayne Electric Car Yard except No.1, No.2, No.3, No.4 and No.5 inside the shop, No.8 inside the wheel house, and Wayne Hole,
 - 5. Glenside Siding,
 - Bethlehem Running and Industrial tracks to a point 325 feet north of Lansdale as designated by a sign "End Of Contact Wire" suspended between the Running and Industrial tracks.
- B. Special operating conditions:
 - Pantograph(s) must not be raised or lowered between southern limits of 20th St Interlocking and first signal bridge (signal nos. 161-164) north of the portal unless traction power has been removed from the catenary. Requests for traction power removal will be made to the Train Dispatcher who will then communicate with Power Dispatcher. Once the Train Dispatcher advises the requesting personnel that the desired circuit has been deenergized, pantographs may be lowered. Before maintenance personnel perform any work on the roof or on high voltage circuits of electric equipment, the grounding switch must be closed.
 - 2. Phase Break in service on No.1, No.2, No.3 and No.4 tracks on catenary pole 1/12. Phase break signs and position light phase break indicators are in service. The master controllers must remain in the "OFF" position while all raised pantographs are between catenary poles 1/11 and 1/13. Footage signs are in service to provide guidance in judging the distance from the phase break to the sign and catenary poles.
- C. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Main Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		No.1	No.1 Track No.2		Track No.3		Track	No.4	Track	
Mile Post	Overhead Bridge Location	Wire to Rail Height						Wire to Rail Height		
2.10	34th St	20'9"	20'0"					20'2"	19'5"	
2.25	36 St Tunnel			16'3"	15'6"	15'10"	15'1"			
1.68	Spring Garden St	17'6"	16'9"	17'5"	16'8"	16' 11"	16' 2"	17' 0"	16' 3"	
0.90	30th St Station	16' 1"	15' 4"	16'0"	15'3"	16'1"	15' 4"	16' 0"	15' 3"	
0.90	Between 30th St and	15' 6"	14' 9"	15' 6"	14' 9"	15' 6"	14' 9"	15' 6"	14' 9"	
0.60	20th St Center City	15' 9"	15' 0"	15' 9"	15' 0"	15' 9"	15' 0"	15' 9"	15' 0"	
- 1.0	Tunnel Broad St &			·						
3.02	Lehigh Ave Glenwood	16' 6"		16' 6"	15' 9"	16' 8"	15' 11"	16' 7"	15'10"	
3.20	Ave Supermarket	17' 2"	16' 5"	17' 1"	16' 4"	17' 1"	16' 4"	17' 1"	16' 4"	
3.22	Lot Amtrak	16'6"	15' 9"	16' 5"	15'8"	16'6"	15' 9"	16'7"	15'10"	
3.24	(commercial, south)	16'2"	15'5"	16' 1"	15'4"	16' 1"	15'4"	16' 3"	15' 6"	
3.25	Amtrák (commercial, north)	16' 2"	15'5"	16'1"	15' 4"	16' 1"	15'. 4"	16'2"	15' 5 <u>"</u>	
3.26	Amtrák Main Line NEC	16'2"	15'5"	16'2"	15'5"	16'3"	15'6"	16'2"	15' 5"	
3.27	CHW Line (lower)	16' 2"	15' 5"	16'2"	15' 5"	16'5"	15'8"	16' 2"	15' 5"	
3.44	17th St & Indiana Ave	16' 4"	15' 7"	16'4"	15' 7"	16'0"	15' 3"	16' 1"	15'4"	
3.54	Indiana Ave CHW Line (upper)	16'0"	15' 3"	15'7"	14' 10"	15' 10"	15' 1"	15' 11"	15' 2"	
4.90	Roosevelt Blvd	21'0"	20'3"	21'1"	20' 4"	20'7"	19'10"	20' 11"	20'2"	
7.83	66th St	16'8"	15' 11"	16'3"	15' 6"					
8.04	Oaklane Ave	17'3"	16'6"	16' 11"	16' 2"					
8.69	Foot Bridge	20'8"	19' 11"	20'6"	19'9"					
8.85	Union Ave	20'8"	19' 11"	19' 11"	19'2"					
9.92	Church Rd	20'10"	20' 1"	20'4"	19' 7"					
10.41	Washington Ln	19'10"	19' 1"	19'7"	18'10"					
10.75	Greenwood Ave	17' 4"	16'7"	17' 3"	16'6"					
12.57	Edge Hill Rd	21' 5"	20'8"	21' 11"	21'2"					
13.89	Foot Bridge, Oreland	18'7"	17' 10"	18' 9"	18' 0"					
13.95	Bridge St	18' 2"	17'5"	18'3"	17'6"					
15.09	Route 309	19' 7"	18'10"	19' 11"	19'2"					
15.22	Railroad OHB	16' 11"	16' 2"	16'7"	15' 10"					
15.30	Pennsylvania Turnpike	18' 0"	17'3"	17'7"	16'10"					
15.92	Bethlehem Pike	16'10"	16' 1"	16" 3"	15' 6"					
21.67	Prospect Ave	16' 8"	15' 11"	16'9"	16' 0"					
21.93	Pennsylvania Ave	19'5"	18' 8"	19'8"	18' 11"					

S-ML2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. 30th St: All Tracks (full high level)
- 2. Suburban Station: All Tracks (full high level)
- 3. Market East: All Tracks (full high level)
- 4. Temple U.: All Tracks (full high level)
- 5. North Broad S: No.1 and No.4 Tracks (partial high level)
- 6. Wayne Jct: No.1 and No.2 Tracks (full high level)
- 7. Liberty Yard: Close clearance exists 1089 feet south of the lead track clearance point (fence line)
- 8. Wayne Electric Car Yard: No.6 and No.7 Tracks, north of vehicle crossing
- 9. Fern Rock Transportation Center:

All Tracks (full high level)

- 10. Melrose Park: No.1 and No.2 Tracks (full high level)
- 11. Ambler: No.1 and No.2 Tracks (partial high level)
- 12. Fort Washington: No.1 and No.2 Tracks (full high level)
- 13. Pennbrook: No.1 and No.2 Tracks (partial high level)
- 14. Lansdale: Bethlehem Running Track (partial high level)

S-ML3. SAFETY: ELECTRIC THIRD RAIL

Employees performing service on the SEPTA City Division siding, south of Tabor Jct are prohibited from stepping, sitting or walking upon or brushing against the third rail.



S-ML4. PASSENGER TRAIN STOPPING LOCATION: WAYNE JCT, FERN ROCK, AND JENKINTOWN-WYNCOTE STATIONS

Passenger trains making station stops at Wayne Jct on No.1 track, or at Fern Rock on No.0 or No.2 tracks to receive or discharge passengers must stop south of Train Stop Sign.

Car stop markers for southbound trains have been placed in service on the inner track fence at Jenkintown-Wyncote Station on No.1 track. Engineers must stop their southbound trains in compliance with the car stop markers. This applies only to the number of in service cars.



Location	Mile Post	Track
North of Weaver's Crossing	1.60	No.4
South of West	1.36	No.1
South of West	1.36	No.2
South of 30th St	1.06	No.3
South of 30th St	1.06	No.4
North of Suburban Station	Tunnel wall ID 19+91	No.2
South of Market East	Tunnel wall ID 21+85	No.2
South of Market East	Tunnel wall ID 31+54	No.1
South of Market East	Tunnel wall ID 33+06	No.4
South of Market East	Tunnel wall ID 33+0.65	No.3
South of Market East	Tunnel wall ID 35+52	No.1
South of Market East	Tunnel wall ID 35+70	No.4
South of Market East	Tunnel wall ID 35+70	No.4
South of Vine	Tunnel wall ID 55+13	No.3
South of Vine	Tunnel wall ID 55+37	No.3
North of Market East	Tunnel wall ID 45+35	No.4
North of Market East	Tunnel wall ID 45+35	No.1
Wayne Jct	4.80	No.2
Wayne Jct	4.90 (loop)	No.4
Wayne Jct	4.90	No.3
Wayne Jct	5.00	No.4
Melrose Park	8.50	No.2
Elkins Park	9.00	No.1
North of Jenkin	10.9	No.2
Rices Mill Rd	11.4	No.1

S-ML5. SAFETY: LOCATION OF RAIL LUBRICATORS

S-ML6. SAFETY: LOCATIONS OF EMERGENCY EXITS - 20TH ST TO NORTHERN PORTAL OF CENTER CITY COMMUTER TUNNEL

Locations of emergency exits are indicated in feet, starting with "0" feet being at 20th St Interlocking and "8650" feet being at the northern portal of tunnel. Exits are adjacent to the tracks indicated.

	Emergency Exits					
Track No.	Distance in feet from 20th St	Exits To:				
4	7745	north side of Noble St, between 8th and 9th Sts				
4	7272	south side of Callowhill St, between 8th and 9th Sts				
4	5708	south side of Cherry St, between 8th and 9th Sts				
4	2401	north side of JFK Blvd, between Broad and 15th Sts				
1	6348	Chinatown Station (Broad-Ridge Subway), then up one level to street, exits between 8th and 9th Sts at Race and Vine intersection				
1	3206	east side of 13th St, between Filbert and Commerce Sts				



1-ML1. REPORTING FOR DUTY: SUBURBAN STATION, MARKET EAST

Engineers and Conductors, unless otherwise instructed must contact the Train Dispatcher to ascertain if there are any Form D's or instructions when reporting for duty at Suburban Station and Market East

2-ML1. STANDARD CLOCKS, BULLETIN BOARDS

Standard clocks, bulletin boards, are posted as follows:

- 1. Powelton Ave Yard Crew Quarters: standard clock, bulletin board, includes Amtrak Bulletin Orders
- 2. Powelton Ave Yard Supervisor's Office: standard clock
- 3. Regional Rail Operations Center: standard clock, bulletin board, includes Amtrak Bulletin Orders
- 4. Suburban Station (Passenger Services Office): standard clock, bulletin board, includes Amtrak Bulletin Orders
- 5. Suburban Station Crew Quarters: standard clock
- Market East (Passenger Services Office): standard clock, bulletin board
- 7. Roberts Ave Yard Crew Quarters: standard clock, bulletin board and employee register, includes Amtrak Bulletin Orders

16-ML1. BLUE SIGNALS

The following is in accordance with a waiver with the Federal Railroad Administration:

- Blue signals are permanently mounted adjacent to all stub-end tracks in Suburban Station and are in service.
- Equipment being inspected will be north of, or behind, the lighted Blue Signal.

Rule 16(c) (responsibility of employee controlling remotely controlled switches providing access to a track on which equipment is located) does not apply, and switches may be lined for a train to enter that track. Trains entering Suburban Station must be on the lookout for lighted Blue Signals, and must stop south of the lighted Blue Signals.

19-ML1. MULTIPLE CROSSING AREAS

The following areas are designated Multiple Crossing Areas

- A. Church Rd. (MP 23.40) and Hancock St, (MP 24.70) Lansdale. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.
- B. Northward, Main St (MP 22.10), Second St (MP 22.15), Third St (MP 22.20), Walnut St (MP 22.30) and Beaver St (MP 22.40), North Wales. The locomotive horn must be sounded in accordance with Rule 19(b)1, for Main St, then one sequence prolonged over Second, Third and Walnut Sts., and a third sequence sounded between Walnut and Beaver Sts. even if the warning for Beaver St will be for less than 15 seconds. For passenger trains stopping at North Wales Station, the third sequence must be sounded for 15 20 seconds before occupying Beaver St crossing.
- C. Southward, Beaver St (MP 22.40), Walnut St (MP 22.30), Third St (MP 22.20), Second St (MP 22.15), and Main St (MP 22.10), North Wales.
 - For southward passenger trains stopping at North Wales Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for Beaver and Walnut Sts, then one sequence prolonged over Third, Second, and Main Sts.





 For southward trains that do not stop at North Wales Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for Beaver and Walnut Sts, even if the warning for Walnut St will be for less than 15 seconds, then one sequence prolonged over Third, Second, and Main Sts.

20-ML1. USE OF THE ENGINE BELL

The sounding of the engine bell when running through the Center City Commuter Tunnel, located between 20th St and the northern portal of Center City Commuter Tunnel, is prohibited except when passing a train standing on an adjacent track or in an emergency.

96-ML2. SIDING TRACKS: GLENSIDE SIDING

- A. SEPTA-1 Train Dispatcher in charge of Glenside Siding.
- B. Glenside Siding at Carmel is 1750 feet long.

98-ML1. SUBURBAN STATION

Yard Supervisor Powelton Ave Yard in charge of No. 0, 5, 6, 7 tracks at Suburban Station.

98-ML2. POWELTON AVE YARD

- A. Employee In Charge: Yard Supervisor, Powelton Ave, on duty continuously from 3:00 PM Sunday to 7:00 AM Saturday. Roberts Ave Yard Supervisor in charge 7:00 AM Saturday to 3:00 PM Sunday. Supervisor monitors SEPTA Yard Channel, TX channel 19, RX channel 19 and equipment channel 8.
- B. Verbal permission must be received from the Yard Supervisor prior to commencing movement.
- Track Lenath In From Fouling Point Name/Number Feet To Opposing No. 1 1530 Fouling Point No. 2 1530 Fouling Point No. 3 600 Fouling Point No. 4 1020 Signal No. 5 425 Fouling Point 425 Fouling Point No. 6 No. 7 510 Fouling Point No. 8 340 Fouling Point No. 9 340 Fouling Point No. 10 1190 Fouling Point 1275 No. 11 Fouling Point No. 12 1275 Fouling Point No. 13 850 Fouling Point No. 14 510 Fouling Point No. 15 425 Fouling Point No. 16 680 Signal No. 17 255 Bumper
- C. Yard Track Designations And Lengths:



D. Blue Signal Display

In the application of Rule 16, when Blue Signal paddle/light is required to be placed on the control stand of equipment, it will be placed on control stand at the north end of equipment in Powelton Ave Yard. Crews must check for Blue Signal paddle/light at the above indicated control stands prior to commencing movement.

E. Switch Stands

Semi-automatic switch levers lie at a 45-degree angle from the ground. Employees must be alert to the raised switch lever to avoid tripping or other potential hazards.

F. AC Motor Stop

Located in the catenary approximately 130 feet east of No.16 track switch points is an AC Motor Stop Sign.

98-ML3. ROBERTS AVE YARD

- A. Employee In Charge: Roberts Ave Yard Supervisor. Supervisor monitors SEPTA Yard Channel, TX channel 19, RX channel 19 and equipment channel 8 continuously.
- B. A private road crossing is in service on the north and south end of Roberts Ave Yard. Employees must exercise caution when occupying the crossing.
- C. Roberts Ave Car Washer Instructions
 - 1. To use the car washer, pull up to the Car Wash Control Stanchions located approximately 50 feet south of the car wash building. These stanchions are elevated to cab height and cannot be reached from ground level. The car washer has two modes of operation, "Wash Mode" and "Run Through Mode". Once in position, a crew member must select the desired mode by pushing the proper button on the Car Wash Control Stanchion (green light above the button will come on indicating the selection that was made). After the selection is made, observe the illuminated sign affixed to the car wash building to the right of the bi-fold doors. This sign has two indications, "WAIT" and "PROCEED". Do not operate through the car washer until the word "PROCEED" is illuminated.
 - 2. Trains must not exceed 3 MPH while operating through the car washer.
 - 3. Also inside the car wash building, approximately 40 feet up the side walls, are red lights. These lights indicate the condition of the catenary system and are not associated with the car wash itself. When these lights are illuminated, the catenary system is energized. Electric trains must not enter the car washer building unless illuminated red lights are observed.
 - 4. Washing must not be done in a south direction.
 - 5. Southward movements must not exceed 1 MPH while any portion of the train is in the car wash.
 - 6. Reverse movements must not be made while any portion of the train is in the car wash.
 - 7. When washing equipment, crew member must communicate with Rail Equipment Department employee before entering the car washer.



- D. Roberts Car Shop
 - 1. Train crews are not permitted to shift within shop building without communicating with a person from R.E.D.
 - 2. Close clearance exists on No.13 and No.14 tracks inside shop building.
 - 3. No.13 track within the Car Shop is wired but pantographs must be lowered before entering or exiting the Car Shop on No.13 track.
 - 4. Blue lights are erected outside and inside the building doors on No.13, No.14, and No.15 tracks.
 - Lights to indicate catenary condition in shop are located on shop walls and display the following indications:

Color	Indication
Red	Catenary on (energized)
Yellow	Catenary about to be energized
Green	Catenary off and grounded
No Light	Catenary off and NOT grounded

 When boarding standing equipment in Roberts Ave Yard, prior to commencing movement verbal permission must be received from Yard Supervisor.

Track Name/Number	Length In Feet	From Fouling Point To Opposing
Centennial track	1200	Fouling Point
No. 1	570	Fouling Point
No. 2	600	Fouling Point
No. 3	615	Fouling Point
No. 4	625	Fouling Point
No. 5	785	Fouling Point
No. 6	825	Fouling Point
No. 7	992	Fouling Point
No. 8	985	Fouling Point
No. 9	968	Fouling Point
No. 10	920	Fouling Point
No. 11	900	Fouling Point
No. 12	1482	Fouling Point
No. 13	658	Fouling Point
No. 14	668	Fouling Point
No. 15	738	Fouling Point
Wash track	534	Fouling Point

E. Yard Tracks Designations And Lengths:

F. Location of Rail Lubricators in Roberts Ave Yard Rail lubricators are located on the north and south ends of the South End Lead track.

- G. Blue Signal Display In the application of Rule 16, when Blue Signal paddle/light is required to be placed on the control stand of equipment, it will be placed on the south end control stand of equipment in Roberts Ave Yard. Crews must check for Blue Signal paddle/light at the above indicated control stands prior to commencing movement.
- H. Prior to moving a train or equipment into or through the shop, the crew must ensure the public address announcement has been made.



98-ML4. WAYNE ELECTRIC CAR YARD

- A. Employee In Charge: Yard Supervisor, Roberts Ave Supervisor monitors SEPTA Yard Channel, TX channel 19, RX channel 19 and equipment channel 8 continuously.
- B. A Private road crossing is in service at the south end of the shop building. Employees must exercise caution when occupying the road crossing
- C. Yard Track Designations And Lengths

Track Name/Number	Length In Feet	From Fouling Point To Opposing
Coal track	680	Fouling Point
D	255	Bumper
С	255	Bumper
В	170	Bumper
A	340	Bumper
No. 1 (north end)	255	Door
No. 1 (south end)	170	Door
No. 2 (north end)	255	Door
No. 2 (south end)	340	Door
No. 3 (north end)	255	Door
No. 3 (south end)	255	Door
No. 4 (north end)	340	Door
No. 4 (south end)	255	Door
No. 5 (north end)	425	Door
No. 5 (south end)	255	Door
^{~~~} No. 6	680	Fouling Point
No. 7	1020	Fouling Point
No. 8 (north end)	425	Door
No. 8 (south end)	85	Door
Wire Train Track (Wayne Hole)	770	Bumper

D. Blue Signal Display

In the application of Rule 16, when Blue Signal paddle/light is required to be placed on the control stand of equipment, it will be placed on south end control stand of equipment at Wayne Electric Car Yard. Crews must check for Blue Signal paddle/light at the above indicated control stands prior to commencing movement. E. Switch Stands

- Semi-automatic switch levers at the north and south end of Wayne Electric Car Yard lie at a 45-degree angle from the ground. Employees must be alert to the raised switch lever to avoid tripping or other potential hazards.
- F. Prior to moving a train or equipment into or through the shop, the conductor must ensure the shop horn/buzzer is sounded. The number of sounds must correspond to the track number to be occupied. For example, one sound for No. 1 track, two sounds for No. 2 track, etc.



98-ML5. LIBERTY YARD

- A. SEPTA-3 Train Dispatcher in charge of Liberty Yard
- B. Equipment Restrictions: Limited to M&W and non-electrified equipment.
- C. Yard Track Designations And Lengths

Track Name/Number	Length In Feet	From Fouling Point To Opposing
Yard lead	379	Fouling Point
No. 1	1026	Bumper
No. 2	515	Bumper
No. 3	455	Bumper
No. 4 (including Facilities Bldg.)	732 (64 within building)	Bumper

Tracks are numbered west to east

98-ML6. SUBURBAN STATION DEPARTURE

Trains must contact the Train Dispatcher when ready to depart No. 0, 5, 6, or 7 tracks at Suburban Station.

98-ML7. POWELTON Ave YARD DEPARTURE

Trains must contact the Train Dispatcher when ready to depart north end of Powelton Ave Yard.

104-ML1.	ELECTRICALLY LOCKED HAND-OPERATED SWITCHES
NOTE: See	e 104-S1 for operation of specific type.

Switch	Mile	Track	Tuna	Time-Out		
Identification	Post	HACK	Туре	Min.	Sec.	
Salt Track	2.80	No. 1	USS-SL25	3	14	
SEPTA Siding	6.82	No. 1	USS-SL25	3	0	
Tank Car Siding	13.7	No. 1	USS-SL25	3	0	
Ambler Siding	16.9	No. 2	USS-SL25	3	0	

104-ML2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Tabor, Jenk South, Jenkin, Carmel South, Carmel, Gwynedd and Dale are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (k).



114-ML1. DIESELS: CONFINED LOCATIONS AND TUNNELS

When a diesel locomotive is to be operated between 20th St and the northern portal of Center City Commuter Tunnel, the route must be lined for the entire movement before the train enters the tunnel.

When diesel locomotives are stopped while operating in tunnels or confined locations, all engines must be shut down after standing five (5) minutes. The engines may only be started up to pump off the brakes when the signal to proceed is given and movement of the train must be made promptly upon release of the brakes.

If the engine is shut down more than ten (10) minutes hand brakes must be applied to the train and engine and an alternate air supply used to charge the train.

119-ML1. EQUIPMENT RESTRICTIONS

- A. All equipment other than passenger cars, locomotives, SEPTA wire train and track cars are prohibited from occupying No. 0, No. 2, No. 3, No. 5, No. 6 and No. 7 tracks at Suburban Station.
- B. Due to close overhead clearance the Brown Hoist, Snow Removal Equipment, Ballast Cleaning Equipment and Track Sweepers are prohibited between 30th Street and Suburban Station.
- C. "High and Wide" freight cars are prohibited from occupying No.1 and No.2 tracks within the platform limits of Fern Rock TC.
 "High and wide" freight cars are prohibited from occupying No.0 track within the platform limits of Fern Rock TC unless authorized by the Train Dispatcher. The Train Dispatcher must assure that the following conditions are met prior to authorizing such movement:
 - Removal of the platform extension plates has been prearranged with the person who is designated in charge of their removal. The Train Dispatcher must communicate his/her intent to dispatch the movement and specify the approximate time when the movement will be made.
 - The person in charge of the removal has communicated with the Train Dispatcher informing him/her that the platform extension plates have been removed and it is safe to commence movement.

After the train movement has cleared the platform limits, the person in charge of the removal must restore the platform extension plates to their normal position and inform the Train Dispatcher when completed.

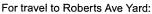
119-ML2. ENGINE RESTRICTIONS

- A. All non-SEPTA locomotives are prohibited between 30th St and Brown without verbal permission from the Train Dispatcher. The Train Dispatcher must receive verification that there are no equipment restrictions from the Mechanical Department before issuing permission.
- B. Wind deflectors (storm windows) on Model SW-1500 must be in the closed position for movement at 30th St



122-ML1. SPECIAL STOPS FOR RAIL TRANSPORTATION DIVISION EMPLOYEES AT ROBERTS AVE YARD

Route R5, R7, and R8 trains scheduled to stop at Wayne Jct. are permitted to stop at the Roberts Ave Crew Pick-up Platform for Rail Transportation Division employees without authorization from the Train Dispatcher subject to the following conditions.



- 1. Stops are permitted for Rail Transportation Division employees, only.
- 2. Authorization is for R5, R7, and R8 trains that are scheduled to stop at Wayne Jct. and are less than 3 minutes late.
- 3. The employee must contact the crew of the train and request a stop be made at Roberts Ave Yard.
- 4. Whenever possible, individuals must get off the train on the field side of No. 1 Track or No. 4 Track, away from an in-service track, or directly onto the platform adjacent to No. 3 Track.

For travel from Roberts Ave Yard:

- 1. Stops are permitted for Rail Transportation Division employees, only.
- 2. Authorization is for R5, R7, and R8 trains that are scheduled to stop at Wayne Jct. and are less than 3 minutes late.
- 3. Whenever possible, the individual must be on the platform adjacent to No. 3 Track and, at all times, be clearly visible to the engineer of the train he wishes to ride.

Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Weaver's	Philadelphia	1.70	3&4			Х	Х
PECO	Abington Two	11.00	All	Х			Х
Rices Mill Rd	Abington Twp.	11.30	All	Х	Х		
Church St	Ambler	16.69	All	Х	X		
Butler Pike		17.25	All	Х	Х		
Mt. Pleasant Ave		17.80	All	Х	Х		
Gwynedd Pike (Plymouth Rd)	Lower Gwynedd Twp.	20.00	All	х	х		
Main St		22.10	All	Х	Х		
Second St		22.15	All	Х	Х		
Third St	North Wales	22.20	All	Х	Х		
Walnut St		22.30	All	Х	Х		
Beaver St		22.40	All	Х	Х		
Church Rd		23.40	All	Х	Х		
Hancock St	Lansdale	23.70	All	Х	Х		
Broad St	Lansuale	24.20	All	Х	Х		
Main St		24.35	All	Х	Х		

138-ML1. HIGHWAY GRADE CROSSINGS



138-ML3. HIGHWAY GRADE CROSSING: WEAVER'S CROSSING (MP1.70)

Highway vehicle(s) using this grade crossing must approach prepared to stop. Always look both ways and listen for approaching trains before proceeding across the tracks.

138-ML4. HIGHWAY GRADE CROSSING: BUTLER PIKE (MP 17.25)

A. All passenger trains performing station work in either direction on No.1 and No.2 Tracks at Ambler must stop with entire train clear of Butler Pike highway grade crossing.

At Ambler Station on No.1 Track, a "six car marker" has been placed. The "marker" consists of a pole with the number 6 attached to it. Southbound passenger trains stopping at Ambler on No.1 Track with a consist of six cars must be positioned with the head end at the "six car marker" to prevent the continuous activation of highway grade crossing warning devices.

All trains switching, picking up or setting out cars in the vicinity of Ambler must approach Butler Pike crossing prepared to stop and must not move onto the crossing until protection is fully activated and crossing is clear of highway traffic

138-ML5. HIGHWAY GRADE CROSSING: HANCOCK STREET (MP 23.70)

Initial southward start circuit for automatic highway crossing protection No.1 and No. 2 track is located at southern limits of Dale; restart circuit for automatic highway crossing protection, indicated by yellow stripes painted on inside and outside of rail, is located 835 feet south of Dale (185 feet south of Cat Pole 23/31).

Southward train movements stopped or delayed between start and restart circuits on No.1 and No. 2 track are governed by Rule 138(g)(3) and must not pass over crossing until gates are in horizontal position and crossing lights are flashing.





138-ML6. HIGHWAY GRADE CROSSING: MAIN STREET (MP 24.35) AND BROAD STREET (MP 24.20)

- A. Reference to Main St in Movement Permit Form D's must use MP 0.10 to correspond with Doylestown Line.
- B. All northward and southward trains must approach Main St, and Broad St MP 24.20 Lansdale prepared to stop and not proceed over crossing until it has been ascertained that crossing warning has been provided.

170-ML1. FORM D INDICATORS: 30TH STREET

A system of oscillating yellow lights and indicating numbers are located as follows: 1) for northward movements, at the north end of 30th St Station Platform A (lights and illuminated numbers), Platforms B and C (lights only), and 2) for southward movements, at the south end of 30th St Station Platform C (lights and illuminated numbers), Platforms A and B (lights only).

When oscillating lights are illuminated, they will indicate that 30th St is open in the direction indicated in the paragraph above, and that Form D(s) are held for crews departing 30th St In conjunction with the oscillating lights, the numbers 1 through 8 will be displayed to designate that Form D(s) are held for crews operating trains to the designated lines/locations as indicated below.

1. For northward trains (illuminated numbers):

1	Trains Terminating on the Main Line between Carmel and Wayne, inclusive	5	Lansdale/Doylestown
2	Warminster	6	Norristown
3	Neshaminy/CR Trent	7	Chestnut Hill East
4	Main Line to Suburban Station, Market East, Vine, Roberts Ave Yard, or Wayne Electric Car Yard	8	Fox Chase

2. For southward trains (illuminated numbers):

1	Airport	5	Amtrak Main Line To Harrisburg
2	Amtrak Main Line to Washington	6	lvy Ridge
3	West Chester	7	Amtrak Main Line to New York
4	(Unused)	8	Chestnut Hill West

When oscillating lights are illuminated, trains destined to the line number displayed must not depart 30th St without stopping to receive Form D(s).

The Conductor must not authorize a train to proceed without communicating with the Engineer to ensure Form D's, when required, will be received.

170-ML2. FORM D INDICATORS: WAYNE

A system of oscillating yellow lights and indicating numbers are situated on catenary structure 4/24 (located directly opposite Wayne). When illuminated, they will indicate Form D(s) are held for crew members of trains departing southward from Wayne Junction. In conjunction with the oscillating yellow lights, illuminated numbers 1 through 8 (also situated on catenary structure 4/24) will be used as designated below to indicate that Form D(s) are held for crew members operating trains to designated line/location:

1	Airport	5	Amtrak Main Line To Harrisburg
2	Amtrak Main Line to Washington	6	Ivy Ridge
3	West Chester	7	Amtrak Main Line to New York
4	Main Line to Powelton Ave Yard	8	Chestnut Hill West

When oscillating lights are illuminated, trains destined to the respective line number displayed must not depart Wayne without stopping to receive Form D.

170-ML3. FORM D VERIFICATION: POWELTON AVENUE YARD Conductors and Engineers of trains originating at Powelton Avenue Yard must contact the Train Dispatcher before departure from yard to ascertain if there are any Form D's or instructions.

170-ML4. FORM D VERIFICATION: ROBERTS AVENUE YARD An oscillating yellow light is mounted on signal structure at Hunt. When illuminated, it will indicate Form D(s) are held for crew members of trains departing southward from Roberts Ave Yard.

When light is oscillating, crew members of southward trains must not depart without first ascertaining if there are any Form D's affecting their movement. Communication must be made in one of two ways.

- Face-to-face with employee performing the duties of Order Runner, who must either physically deliver applicable Form D's or verbally inform the crew member(s) that there are no Form D's to be delivered to their train, or
- Contact SEPTA-3 Train Dispatcher via radio/ telephone before departure, who must inform the crew member(s) whether there are Form D's to be copied which affect their movement.

Conductors and Engineers of trains originating at Roberts Avenue Yard departing northward from yard must contact SEPTA-3 Train Dispatcher prior to departure from yard to ascertain if there are any Form D's or instructions.

277-ML1. SIGNAL ASPECT - DIVERGING MOVE INDICATOR AT HUNT

Northward distant and northward home signals at Hunt equipped with lunar white diverging move indicators. When illuminated arrow is displayed, it indicates route is lined to enter Roberts Avenue Yard.

290-ML1. INTERLOCKING SIGNALS: SUBURBAN STATION AND MARK

Trains must stop and then proceed at Restricted Speed when an interlocking signal on No.1, No.2, No.3 or No.4 track is displaying Restricting (Rule 290) for trains entering Suburban Station or Market East station platform.

This does not change the requirements for passenger train stopping locations at Suburban Station and Market East



292-ML1. INTERLOCKING SIGNALS: SUBURBAN STATION

Southward movements must not start from station tracks (number 0, 5, 6, and 7) when the southward home signal at Broad indicates Stop, unless authorized verbally by the Train Dispatcher to advance to that signal.



When the engine stands south of the southward home signal at Broad so that the indication cannot be seen by the Engineer, the movement must not start southward until Engineer contacts the Train Dispatcher for permission to proceed.

508-ML1. AUTOMATIC BLOCK SIGNAL USED IN NON-ABS TERRITORY

In the application of Rule 508, signal No.10E governing northward movement on Roberts Ave Yard Lead will indicate the condition of the track between the signal and "End Automatic Block" sign.

508-ML2. AUTOMATIC BLOCK SIGNAL IN NON-ABS TERRITORY Rule 508 applies to signals 51, 52, 53, 54, 71 and 72 between Schuylkill and 20th St

550-ML1. CSX LOCOMOTIVES NOT EQUIPPED WITH CAB SIGNAL APPARATUS

CSX locomotives not equipped with cab signal apparatus are authorized to operate between Lansdale and the CSX Blue Line after receiving verbal permission from the Train Dispatcher.

Movements in 562 territory must operate at Restricted Speed unless authorized by Form D, Line 13 to operate in accordance with Rule 563. Trains receiving this Form D must:

- 1. Not exceed 40 MPH within the designated limits.
- 2. Approach all home signals prepared to stop until the signal can be clearly seen.
- Determine that all non-interlocked facing point switches are properly lined before passing over them.
- 4. Not occupy highway grade crossings equipped with automatic warning devices until it is determined that warning devices have been operating for at least 20 seconds or gates, if equipped, are horizontal.

Conductors of trains approaching 562 territory must remind the engineer of the above requirements when the train is two miles from 562 territory or, if entering the Main Line at a point within two miles of 562 territory, at the last station in advance of the entrance to 562 territory.

Movements within Wayne Interlocking must be made at Restricted Speed.

706-ML1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Main Line must have the radio selector switch set as follows:

Duplex Radio Channel Chart							
Between / At	Use Channel Named	Equipment	A.A.R.	r Radios A.A.R. RX Channel			
Zoo/Girard and Temple University	SEPTA City Road	4	82	18			
Temple University and Dale	SEPTA North Road	1	90	32			

NOTE: Radio channel changeover may be made while within Temple University Station platform limits.

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714-ML1. EMERGENCY PHONE LOCATIONS: CENTER CITY COMMUTER TUNNEL

Emergency phones (gray boxes, white lettering) are located throughout the Center City Commuter Tunnel on archway walls and in emergency exits to street level. All phones display this information inside: "In case of fire call #5111." Phones are designated by a number that corresponds to the tunnel footage marker, starting with '0' at the south portal and ending with '8650' at the north portal. Following are the locations of phones.

	Emergency Phones					
Phone Designation	General Location	Adjacent Track(s)				
Phone 2397	Archway along wall	No.3, No.4				
Exit 2401	Between Market East and Súburban Station – No phone in exit	No.4				
Phone 2525	Archway along wall	No.1, No.2				
Phone 2775	Archway along wall	No.3, No.4				
Exit 3206, Phone 3206	Between Market East and Suburban Station – Phone in exit	No.1				
Phone 3365	Archway along wall	No.1, No.2				
Phone 4700	Archway along wall	No.3, No.4				
Phone 5610	Archway along wall	No.3, No.4				
Exit 5708, Phone 5700	Middle of Vine – Phone in exit portal	No.4				
Phone 5976	Archway along wall	No.1, No.2				
Phone 6090	Archway along wall	No.3, No.4				
Exit 6348, Phone 6348	North end Vine Interlocking – Phone in exit portal	No.1				
Phone 6365	Archway along wall	No.3, No.4				
Phone 6465	Archway along wall	No.1, No.2				
Phone 6835	Archway along wall	No.3, No.4				
Exit 7272, Phone 7272E	Between Vine & north portal – Phone in exit portal	No.4				
Exit 7745, Phone 7745E	Between Vine & north portal – Phone in exit portal	No.4				
Phone 8287	Archway along wall	No.3, No.4				
2 Phones 8632	Archway along wall	No.3, No.4				

900-ML1. TRAIN DISPATCHER IN CHARGE

The following table identifies the train dispatcher territories on the Main Line.

Dispatcher	From	To Consider
SEPTA-1	Northern limits of Jenkin	Dale
SEPTA-2	Southern limits of Newtown Jct	Northern limits of Jenkin
SEPTA-3	16th St Jct	Southern Limits of Newtown Jct
SEPTA-4	20th St	16th St Jct
SEPTA-5	Zoo/Girard	20th St

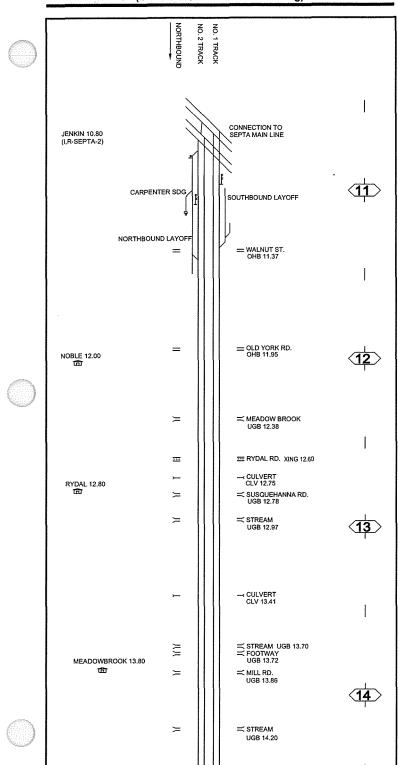
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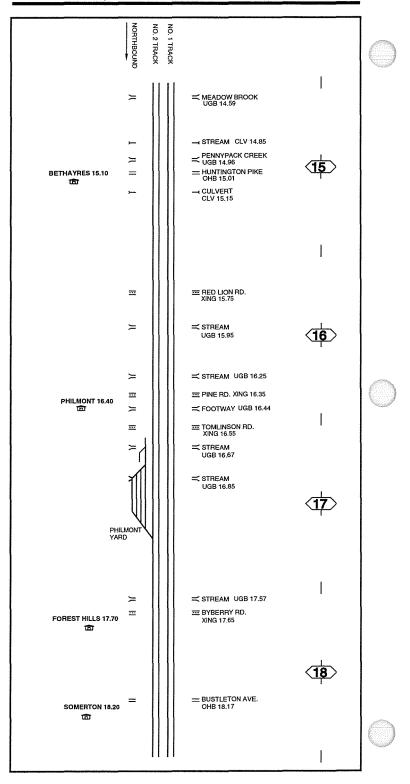
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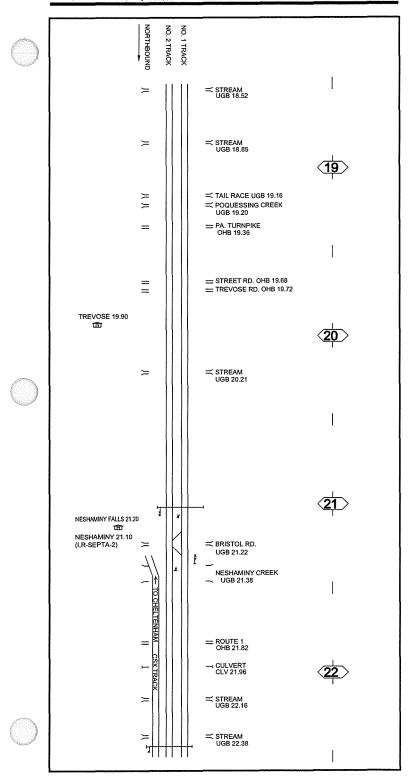
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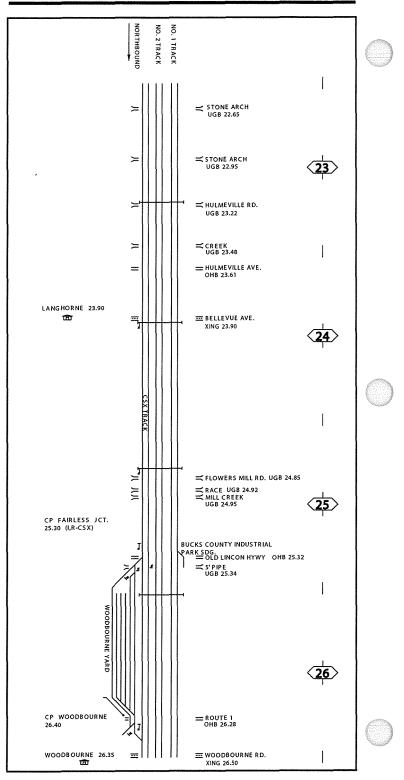
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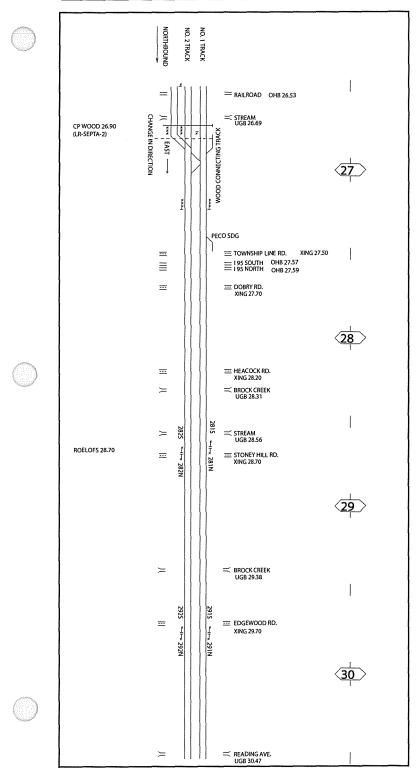
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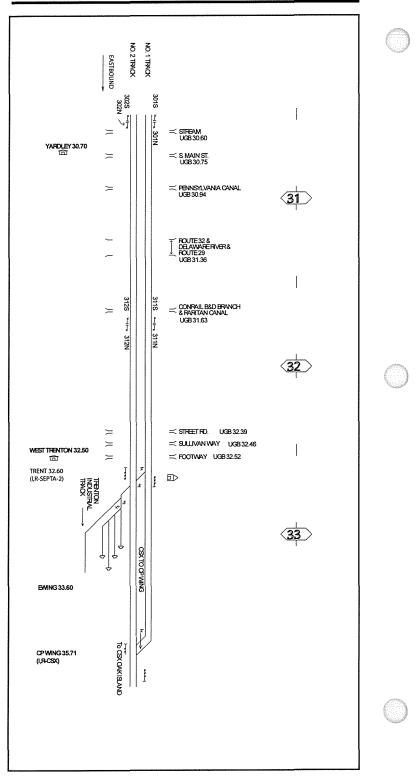












	RL	JLES IN EFFE	ECT			
Between	And	(numbe	Track ared from we	Frack rom west to east)		
Detween		No.1	No.2	C	SX Single Main	
Jenkin	CP Wood	261, 562, CSS	261, 562, CSS			
Nesh	CP Wood				261	
(numbered fr				th to	south)	
CP Wood	CP Wing	261	261		inder an an	
West Trenton	Yard		Rule 98			
Northbound L	ayoff		Rule 96 *			
Southbound L	.ayoff		Rule 96			
	MAXIMUM	AUTHORIZE	D SPEEDS			
	Between//	٩t		Tra	ick	
			No.	No.1		
Within Jenkin Interlocking			30/	30/10		
Jenkin and CF	P Wood		70/	70/30		
Exceptions				No.1 No.1		
Diverting route	es at Jenkin: 3	30 /10				
Diverting to an	nd from Northb	ound Layoff:	5			
Northbound L	ayoff: Restrict	ed Speed not	exceeding 5 N	ЛРН		
Southbound L	ayoff Siding: F	Restricted Spe	ed not exceed	ding	5 MPH	
Curves Jenkir			50/	20	50/20	
Southward be of Somerton) a Head End Onl	and Byberry R		45/	20	45 / 20	
Diverting rout	es at Nesham	iny: 30 / 10				
	Between//	At the second	CSX	Sin	gle Main	
Nesh and CP	Wood			- /	50	
	Between/	At an a cost	No.	19	No.2	
Between Cat Pole 23/15 (south of Bellevue Ave) and Cat Pole 23/20 (north of Bellevue Ave); Head End Only				20	30 / 20	
Between Route 1 OHB (MP 26.28) and Woodbourne Rd (MP 26.50); Head End Only			nly 30 / 2	20	30 / 20	
Between/At			No.	1	No.2	
Southern limit	s CP Wood an	id Trent	60/	40	60/40	
Trent and CP Wing				50	50/50	
	Yard: Restricte					

A-NE1. REQUIRED BOOKS

CSX Trenton Subdivision information is co-published with the permission of CSX for SEPTA RD Operations. SEPTA employees are not required to carry CSX System Bulletins, General Bulletins, Signal Book or Equipment Handling Instructions

F-NE1. CSX FORM H HEAT ORDER - CSX

When CSX trains have been notified that a CSX Form H Heat Order is in effect in CSX Dispatched territory, those restrictions also apply on those portions of the CSX Trenton Subdivision dispatched by SEPTA.

F-NE2. CSX HEAT ORDER – SEPTA TRAINS

When CSX issues a Heat Order, the Train Dispatcher will notify SEPTA train crews verbally. When so notified, all SEPTA passenger trains are reduced to not exceeding 40 MPH and all SEPTA non-passenger trains are reduced to not exceeding 30 MPH between the southern limits of CP Wood and CP Wing.

F-NE3. SEVERE WEATHER WARNING – CSX TRENTON SUBDIVISION

When a severe weather warning is issued for flash floods on the CSX Trenton Subdivision, the Train Dispatcher will notify crews verbally. Trains operating between CP Wood and CP Wing must not exceed 40 MPH. Trains encountering:

- 1. high water reaching the base of the rail; or
- fast rushing water near the right-of-way that could cause a washout or
- excessively heavy rain that prevents the detection of such high water, must operate at Restricted Speed through the limits. The Train Dispatcher must be notified immediately if conditions exist that may interfere with the safe movement of trains.

F-NE4. FLOOD WARNING AREA

In the application of Special Instruction F-S1, paragraph C, 2, the following area is designated as a potential Flood Warning Area. When a Flood Warning is issued, trains must not exceed Restricted Speed between the Flood Warning Area Speed Limit Sign and the Flood Warning Area Resume Speed Sign. Restriction applies to the entire movement.

Flood Warning Area					
Area	Tracks	MP to MP	Maximum Speed	County	
Trevose	No.1 & No.2	19.60 to 19.90	Restricted Speed	Bucks	

N-NE1. CSX SPECIAL INSTRUCTIONS

The following are Special Instructions from the CSX Timetable applicable on the Trenton Subdivision:

- SP-1 Restricted Speed In the application of Restricted Speed, trains other than passenger trains and track cars must not exceed 15 MPH.
- 19-PH1. Engine Whistle-Horn State of New Jersey Engineers will use one long sound of the engine whistle or horn approaching a passenger station on a track adjacent to a platform during daylight hours. This signal is not required during hours of darkness except when Engineer observes persons on or near station platform.
- 135-1 Working Limits In the application of Rule 135, Working Limits Speed Limit Signs (Rule 297b) and Working Limits Resume Speed Signs (Rule 297c) will not be used for the protection of MW. Resume Speed Sign (Rule 296c) will be used in place of Working Limits Resume Speed Sign (Rule 297c). Working Limits Speed Limit Signs will not be substituted for Stop Signs.

243-1 Next Governing Signal: Signal Rules

Approach Slow, Approach Medium or Approach Limited aspect may be used at interlockings or controlled points to govern diverting routes. A train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, respectively, until: 1. A more favorable signal aspect has been received, or 2. The Engineer has determined that the train is not going to divert. **EXCEPTION:** This restriction does not apply to a train whose last signal aspect was Clear.

S-NE1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS A. Tracks Equipped:

- 1. No.1 and No.2 tracks from Jenkin to catenary pole 32/21 located north of Trent,
- 2. Northbound Layoff track at Jenkin,
- 3. the Runner, No.1, No.2, No.3 tracks within West Trenton Yard.
- B. Special Operating Conditions: during periods of high winds, electric trains must drop pantographs while crossing the Delaware River Bridge.
- C. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Neshaminy Line / CSX Trenton Subdvision. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

		No.1	Track	No.2	Track	Sid	ing
Mile Post	Overhead Bridge Location	to Rail			Equip.	Wire to Rail Height	
11.37	Walnut St	21'0"	20'3"	21'0"	20' 3"	20' 11"	20' 2'
11.95	Old York Rd	16' 10"	16'1"	17'1"	16'4"		
15.01	Huntington Pike	20'3"	19'6"	20'0"	19'3"		
18.17	Bustleton Ave	19'9"	19'0"	19' 10"	19'1"		
19.36	Pennsylvania Tpk	21'8"	20' 11"	21'0"	20'3"		
19.68	Street Rd	21'2"	20'5"	20'8"	19'11"		
19.72	Trevose Rd	20' 11"	20'2"	20'5"	19'8"		
21.82	Route 1	20'3"	19'6"	19'2"	18'5"		
23.61	Hulmeville Ave	19'9"	19'0"	19' 10"	19'1"		
25.32	Old Lincoln Hwy	19' 11"	19'2"	20'1"	19'4"		
26.28	Route 1	20' 11"	20'2"	20' 10"	20'1"		
26.53	Railroad OHB	17' 10"	17'1"	17'8"	16' 11"		
27.57	Interstate 95 (S)	21'7"	20' 10"	21'4"	20'7"		
27.59	Interstate 95 (N)	21'8"	20' 11"	21'5"	20'8"		



S-NE2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. Bethayres: No.1 and No.2 Tracks (partial high level)
- 2. Philmont: No.1 and No.2 Tracks (partial high level)
- 3. Forest Hills: No.1 and No.2 Tracks (partial high level)
- 4. Trevose: No.1 and No.2 Tracks (partial high level)
- 5. Neshaminy Falls: No.1 and No.2 Tracks (partial high level)
- 6. Langhorne: No.1 Track (partial high level)
- 7. Somerton: No.1 and No.2 Tracks (partial high level)
- 8. Woodbourne: No.1 Track (partial high level platform)

2-NE1. STANDARD CLOCKS

Standard Clock located in the old Trent Tower Crew Quarters.

19-NE1. MULTIPLE CROSSING AREAS

- The following areas are designated Multiple Crossing Areas
- A. Pine Rd. (MP 16.35) and Tomlinson Rd, (MP 16.55), Lower Moreland Twp.
 - For passenger trains stopping at Philmont Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for both crossings.
 - For trains that do not stop at Philmont Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.
- B. Township Line Rd. (MP 27.50), Middletown Twp., and Dobry Rd. (MP 27.70), Lower Makefield Twp. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.

96-NE1. NORTHBOUND LAYOFF

SEPTA-2 Train Dispatcher in charge of the Northbound Layoff.

98-NE1. WEST TRENTON YARD

A. SEPTA-2 Train Dispatcher in charge of West Trenton Yard.

B. West Trenton Yard Tracks

Track Name/Number	Length In Feet	From Fouling Point To:
Runner	510	End of Track
No. 1	938	Bumper
No. 2	512	Bumper
No. 3	776	Bumper

104-NE1. ELECTRICALLY LOCKED HAND-OPERATED SWITCHES NOTE: See 104-S1 for operation of specific type.

Switch	Mile	Track	Turne	Time-Out		
Identification	Post	Track	Туре	Min.	Sec.	
North end of the Southbound Layoff	11.30	No.1		3	34	
North end of the Northbound Layoff	11.40	No.2	USS-	3	00	
Philmont Yard	17.20	No.2	SL25	8	00	
Bucks County Industrial Park (BCIP)	25.3	No.1		3	00	

104-NE2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Trent, CP Wood (Wood Connecting Track to No.1 Track only), CP Wing, Neshaminy and Jenkin are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (k).

108-NE1. STORING MU EQUIPMENT: WEST TRENTON

1. During daylight savings time and at other times when directed by the Train Dispatcher, MU equipment must be stored with the pantograph(s) down.

119-NE1. EQUIPMENT RESTRICTIONS

Due to close clearance with the partial high level platform, "High and Wide" equipment is restricted from occupying No.1 Track within the platform limits of Woodbourne Station, unless authorized by the Train Dispatcher. The Train Dispatcher must assure the following conditions are met prior to authorizing such movement.

- Removal of the platform extension plates has been pre-arranged with the person who is designated in charge of their removal. The Train Dispatcher must communicate his/her intent to dispatch the movement and specify the approximate time when the movement will be made.
- The person in charge of the removal has communicated with the Train Dispatcher informing him/her that the platform extension plates have been removed and it is safe to commence movement.

After the train movement has cleared the platform limits, the person in charge of the removal must restore the platform extension plates to their normal position and inform the Train Dispatcher when completed.

121-NE1. INTERVENING TRACKS BETWEEN STANDING TRAIN AND PLATFORM: LANGHORNE AND WOODBOURNE

At Langhorne and Woodbourne passenger stations, the following applies:

Trains operating No.2 track at Langhorne and Woodbourne stations are to discharge and receive passengers across No.1 track. Rule 121(c) is in effect at these stations.





Trains operating on No.2 track are not required to obtain protection when making station stops to discharge and receive passengers, but must approach these stations prepared to stop. The platform limits must not be occupied while another train is passing through or standing within the platform limits on No.1 track.

Trains operating No.1 track must approach Langhorne and Woodbourne stations prepared to stop. The platform limits must not be occupied while another train is seen approaching the station or is standing within the platform limits on No.2 track.

The platform limits of Langhorne and Woodbourne stations are defined by the length of the platform to the west side of No.1 track (not the wooden crosswalks between tracks.)

If a train operating on No.1 track must pass equipment standing on No.2 track, crews must be authorized by the Train Dispatcher, proceed at Restricted Speed, and crew member(s) must provide protection on the platform for passengers.

124-NE1. SPEED INDICATOR CHECKING

Speed indicator checking mile posts exist between MP 28.0 and 29.0

132-NE1. ROADWAY WORKER PROTECTION: CSX SINGLE MAIN

CSX Single Main track is controlled by the CSX Trenton Line Dispatcher. When necessary to acquire protection for SEPTA roadway workers fouling the CSX Single Main Track, the employee responsible for providing on-track safety must contact the SEPTA Train Dispatcher, who will coordinate protection with the CSX Trenton Line Dispatcher.



Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Rydal Rd	Abington Twp.	12.60		X	X		
Red Lion Rd	L. Moreland Twp.	15.75	All	x	х		
Pine Rd	L. Moreland Twp.	16.35	All	х	Х		
Tomlinson Rd	L. Moreland Twp.	16.55	All	Х	Х		
Byberry Rd	Philadelphia	17.65	All	Х	Х		
Bellevue Ave	Langhorne	23.90	All	Х	Х		
Woodbourne Rd	Middletown Twp.	26.50	All	Х	Х		
Township Line Rd	Middletown Twp.	27.50	All	Х	Х		
Dobry Rd	L. Makefield Twp.	27.70	All			Х	
Heacock Rd	L. Makefield Twp.	28.20	All	Х	Х		
Stoney Hill Rd	L. Makefield Twp.	28.70	All	Х	Х		
Edgewood Rd	L. Makefield Twp.	29.70	All	Х	Х		

138-NE1. HIGHWAY GRADE CROSSINGS

138-NE4. WOODBOURNE STOPPING LOCATIONS

Southbound passenger trains stopping at Woodbourne on No.1 or No. 2 Track must be positioned with the head end at the appropriate "car marker" to prevent the continuous activation of highway grade crossing warning devices. The following car marker signs have been placed south of Woodbourne Station to assist in the spotting of trains.

- #5 for five car trains
- #6 for six car trains
- A for push/pull locomotives

138-NE5. Pedestrian Crossings

Pedestrian crossings not associated with highway grade crossings are in service at the following stations:

Station	Mile Post
Rydal	12.80
Bethayres	15.10
Forest Hills	17.70
Somerton	18.520
Trevose	19.90
Neshaminy Falls	21.10

550-NE1. EXCEPTION FOR CSX LOCOMOTIVES NOT EQUIPPED WITH CAB SIGNAL APPARATUS

CSX locomotives not equipped with cab signal apparatus are authorized to operate between CP Wood and BCIP switch after receiving verbal permission from the Train Dispatcher. After permission is received, the movement must be made at Restricted Speed.

The Train Dispatcher must not authorize such a movement until it is determined the block to be entered is not occupied.

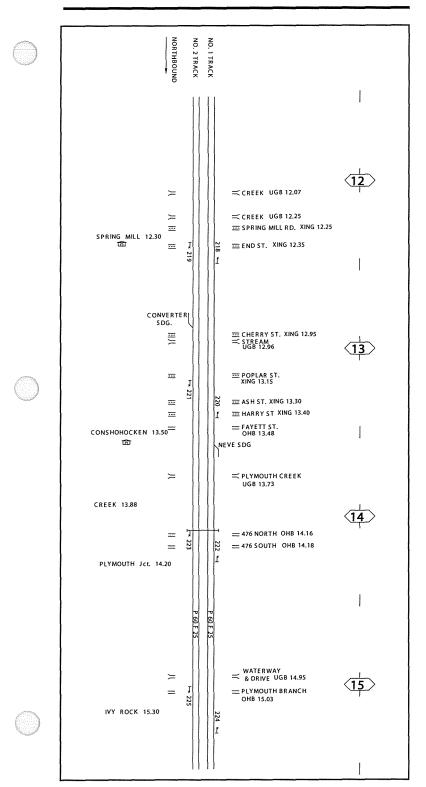
706-NE1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Neshaminy and CSX Trenton Subdivision must have the radio selector switch set as follows:

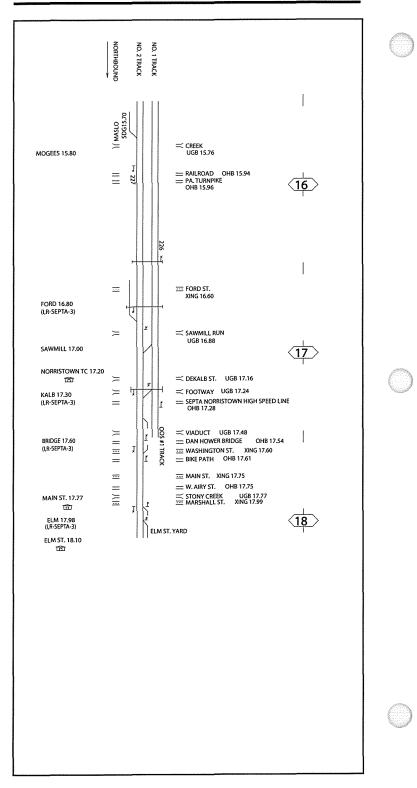
Duplex Radio Channel Chart							
Between / At	Use Channel	SL II and SL III Equipment	All Other Radios				
Dotwooli	Named			RX Channel			
Jenkin and Northern limits of Neshaminy	SEPTA North Road	1	90	32			
Northern limits of Neshaminy and CP Wing	Conrail Road #4	11	58	58			

900-NE1. TRAIN DISPATCHER IN CHARGE

- A. SEPTA-2 Train Dispatcher in charge of the Neshaminy Line and CSX Trenton Subdivision, Jenkin to CP Wing.
- B. CSX NI Dispatcher in charge of the Trenton Subdivision, CSX Single Main Track between CP Cheltenham Jct and CP Wood.



NORRISTOWN LINE



	Overhand		Track	No.1	Track	No.2 Track		
Mile Post	Overhead Bridge Location	Suburgerseenawie	Max. Equip. Height			Wire to Rail Height		
3.44	Indiana Ave			16'0"	15' 3"	16'1"	15'4"	
4.20	Fox St			16'2"	15' 5"	16'3"	15'6"	
4.74	Henry Ave			17' 3"	16'6"	17'4"	16'7"	
5.57	Calumet St			16'8"	15' 11"	16'6"	15'9"	
6.48	Foot Bridge, Ridge Ave			16'7"	15' 10"	16'8"	15' 11"	
6.54	Danson St			16' 10"	16'1"	17'0"	16'3"	
7.68	SEPTA Ivy Ridge Line			16' 10"	16'1"	16'5"	15'8"	
13.48	Fayette St			21'0"	20'3"	21'3"	20'6"	
14.16	Interstate 476 North			21'1"	20'4"	21'2"	20'5"	
14.18	Interstate 476 South			20'4"	19'7"	20'2"	19'5"	
15.03	Railroad OHB			21'6"	20'9"	21'1"	20'4"	
15.94	Railroad OHB			21'4"	20'7"	21'7"	20' 10"	
15.96	Pennsylvania Turnpike			21'6"	20'9"	21'5"	20'8"	
17.28	SEPTA Norristown High Speed Line	21' 2"	20'5"					
17.54	Dan Hower Bridge	21' 5"	20'8"					
17.61	Bike Path	20'2"	19'5"					

S-NO2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. Spring Mill: No.1 and No.2 Tracks (partial high level)
- 2. Elm St: Station Track (full high level)

S-NO3. SAFETY: LOCATION OF RAIL LUBRICATORS

North of Kalb	MP 17.50	Single
Location	Mile Post	Track

19-NO1. MULTIPLE CROSSING AREAS

The following areas are designated Multiple Crossing Areas

- A. Scotts Ln (MP 5.10) and Indian Queen Ln (MP 5.25), Philadelphia. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.
- B. Spring Mill Rd. (MP 12.25) and End St, (MP 12.35), Whitemarsh Twp.
 - 1. For passenger trains stopping at Spring Mill Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for both crossings.
 - For trains that do not stop at Spring Mill Station, the locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.

C. Cherry St (MP 12.95), Poplar St (MP 13.15), Ash St (MP 13.30), and Harry St (MP 13.40), Conshohocken. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the remaining crossings even if the warning will be for less than 15 seconds.

98-NO1. ELM ST YARD

A. SEPTA-3 Train Dispatcher in charge of Elm St Yard.

B. Elm St Yard tracks

No.1	634	Bumper
Track Name/Number	Length in Feet	From Fouling Point To Opposing

98-NO2. STATION TRACK: ELM ST STATION

- A. SEPTA-3 Train Dispatcher in charge of Station Track
- B. Trains must report arrival at Elm St to the SEPTA-3 Train Dispatcher and must not depart without permission of the SEPTA-3 Train Dispatcher.

98-NO3. NORTH PHILADELPHIA CONNECTING TRACK

SEPTA-3 Train Dispatcher must communicate with Amtrak CETC-6 before authorizing occupancy of the North Philadelphia Connecting Track.

104-NO1.	ELECTRICALLY LOCKED HAND-OPERATED SWITCHES
NOTE: See	104-S1 for operation of specific type.

Switch	Mile	Track	Ture	Time-Out	
Identification	Post Track		Туре	Min.	Sec.
N. Phila. Connecting Track	3.70	No.1	USS-SL25	3	45
South end, Sawmill Crossover	17.00	No.1	GRS-M10	No time-out (See Note)	
North end, Sawmill	17.00	No.2	GRS-M10	6	0
Crossover	over 17.00 N0.2 GR3-		GR3-MIU	(See Note)	

NOTE: Train must be within 75 feet of switch points.

104-NO2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Ford and Island are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (K).

104-NO3. NORMAL POSITION OF SEMI-AUTOMATIC SWITCH Normal position of the semi-automatic switch between the Station Track

and Elm St Yard, MP 17.98, is lined for the Station Track. The switch must be secured in the normal position when not in use, and following use that requires it to be lined for Elm St Yard.

119-NO1. EQUIPMENT RESTRICTION

Trains may not pass between Norris and Island.

133-NO1. TRACK REMOVED FROM SERVICE: ISLAND TO KALB

No.1 Track removed from service between Island and Kalb.



NORRISTOWN LINE

Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Scotts Ln		5.10	All	X	X		
Indian Queen Ln		5.25	All	X	X		
School House Ln		5.90	All	X	X		
Glen Willow Rd	Dhiladalahia	8.35	All	Х			
Shawmont Ave	Philadelphia	9.40	All	Х	Х		
Nixon St		9.70	All	X	Х		
River Rd *		10.40	All	Х	Х		
River Rd		10.40	Ind.	Х	_		
Spring Mill Rd	M/bitomorch Tiun	12.25	All	X	X		
End St	Whitemarsh Twp.	12.35	All	Х	X		
Cherry St		12.95	All	Х	X		
Poplar St	Conchebeeken	13.15	All	Х	X		
Ash St	Conshohocken	13.30	All	X	X		
Harry St		13.40	All	Х	X	۸.	
Ford St		16.60	All	Х	X		
Washington St	Norristown	17.60	All	Х	X		
Main St	NOTISLOWIT	17.75	All	Х	X		
Marshall St		17.90	All	Х	X		

138-NO1. HIGHWAY GRADE CROSSINGS

138-NO3. HIGHWAY GRADE CROSSING WARNING DEVICES: GLEN WILLOW ROAD

Automatic highway crossing warning operates for movement with the current of traffic only. Movements against the current of traffic must approach the crossing prepared to stop and not foul crossing unless protection is operating for at least 20 seconds or, if not operating, that a member of crew is providing flagging protection.

138-NO4. HIGHWAY GRADE CROSSING: RIVER ROAD

Trains operating on the Industrial Track must stop before occupying River Rd and ensure warning devices are operating. A crew member must provide protection for highway traffic if highway warning devices are not operative.

138-NO5. HIGHWAY GRADE CROSSING: MAIN ST (MP17.75)

For northbound trains, a "three cár marker" has been placed north of Main St Station. The "three car marker" consists of a pole with the number 3 attached to it. Northbound trains only, with a consists of three cars, must stop their head end at the pedestrian crosswalk within the station limits. Trains consisting of more than three cars should use their normal stopping location.

138-NO6. Pedestrian Crossings

Pedestrian crossings not associated with highway grade crossings are in service at the following stations:

Station	Mile Post		
lvy Ridge	8.20		
Miquon	10.70		
Spring Mill	12.20		

261-NO1. NON-ELECTRICALLY LOCKED HAND-OPERATED SWITCH WHERE RULE 261 IS IN EFFECT

Location	Track	Identification
Norris to Island	No.2	P.E. Siding

503-NO1. SHIFTING MOVEMENT AT 16 ST JCT

Train Dispatcher may verbally authorize northward shifting movement on No.1 track beyond home signal of 16th St Jct to clear switch leading to North Philadelphia Connecting Track for subsequent movement onto that track. Before authorizing such movement, Train Dispatcher must comply with all provisions of NORAC Operating Rule 503.

706-NO1. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the Norristown Line must have the radio selector switch set as follows:

Duplex Radio Channel Chart						
	Use Channel	SL II and SL III	All Other Radios			
Between / At	Named	Equipment Channel	A.A.R. TX Channel	A.A.R. RX Channel		
16 th St Jct and Elm St	SEPTA North Road	1	90	32		



803-NO1. TRACK CAR MOVEMENTS BETWEEN FORD AND ISLAND

- A. Verbal permission of the SEPTA Train Dispatcher is the authority for track cars to operate on No.2 track between Ford and Kalb.
- B. Verbal permission of the Norfolk Southern Dispatcher is the authority for track cars to operate on No.2 track between Kalb and Island.
- C. Verbal permission in accordance with Rule 241 must be issued to pass Stop Signal displayed at Island, Kalb, and Ford.
- D. Track car movements between Island and Ford must not commence until it has been established between the two dispatching districts that:
 - the entire route is lined, signals are in stop position, and blocking devices have been applied and recorded respectively by the SEPTA Train Dispatcher, and Norfolk Southern Dispatcher, and
 - 2. the movement is continuous meaning that:
 - a. northward movements have been verbally authorized to continue clear of the interlocking limits north of Kalb on No.2 track, or
 - b. southward movements have been authorized by Form D to continue clear of the interlocking limits east of Ford on Single track.

Norfolk Southern Dispatcher is not required to issue a copy of Form D, lines 2, 3, or 4 to the SEPTA Train Dispatcher for authorizations affecting Single track east of Ford or No.2 track north of Island.



The SEPTA Train Dispatcher is not required to issue a copy of Form D, line 4 to Norfolk Southern Dispatcher for authorizations affecting No.2 track south of Kalb. Dispatching districts will accept verbal confirmation of hold and blocking devices application record. In addition, the SEPTA Train Dispatcher must record on the Dispatcher's Record of Train Movements the name of the Norfolk Southern Dispatcher.

900-NO1. TRAIN DISPATCHER IN CHARGE

- A. SEPTA-3Train Dispatcher in charge of the Norristown Line.
- B. Island interlocking is remotely controlled from Norfolk Southern Dispatcher's Office.



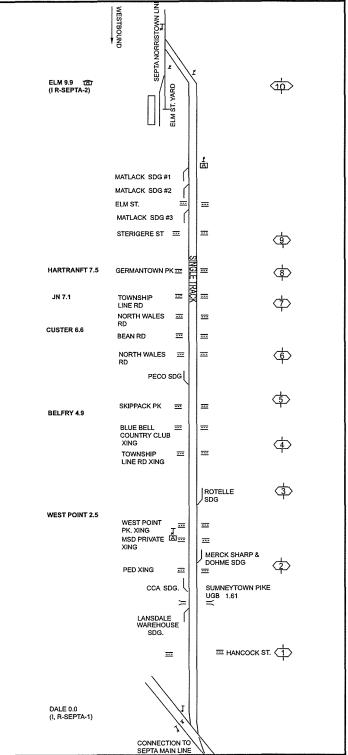
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STONY CREEK BRANCH





Dale	Elm	DCS
Detween	Allu	Single
Between	And	Track
	RULES IN E	

, Dale and Elm	10 / 10
Between/At	Single
	Track
MAXIMUM AUTHORIZED SPEI	EDS

19-SC1. HIGHWAY GRADE CROSSING WARNING SIGNALS

For all grade crossings between Elm and Dale, the highway grade crossing warning signal must begin between 221' and 294' in advance of the grade crossing.

73-SC1. SUMNEYTOWN PIKE UGB

The foot walk on both sides of bridge 1.61 is out of service due to no handrails.

138F-SC1. HANCOCK ST HIGHWAY GRADE CROSSING

Protect Hancock St highway grade crossing (MP 0.50) with on-ground protection in accordance with NORAC Rule 138f regardless of the condition or operation of the crossing warning devices.

165-SC1. DICTATING AND REPEATING FORM D'S IN NON-SIGNALED DCS

In addition to the application of NORAC Operating Rule 165, Train Dispatchers and train crew members are governed by the following supplemental procedures.

A. Form D's Communicated Via Radio Or Telephone: Dictating Employee Initial Action

The employee who verbally communicates the Form D must take the following actions after dictating the contents of the Form D to the receiving employee and BEFORE the receiving employee repeats the Form D:

- 1. Re-examine the office copy of the Form D
- State to the receiving employee the total number of lines circled on the Form D and identify the individual line numbers (e.g. There are two lines circled; they are line numbers 2 and 13)
- B. Form D's Communicated Via Radio Or Telephone: Receiving Employee Action

The employee who verbally receives the Form D must take the following actions AFTER repeating the Form D back to the dictating employee:

- 1. Re-examine the office copy of the Form D
- State to the dictating employee the total number of lines circled on the Form D and identify the individual line numbers (e.g. There are two lines circled; they are line numbers 2 and 13)
- C. Form D's Communicated Via Radio Or Telephone: Dictating Employee Final Action

Before the employee verbally transmitting the Form D conveys the "Time Effective", that employee must once again confirm the total number of lines circled on the Form D and identify the individual line numbers (e.g. There are two lines circled; they are line numbers 2 and 13)



706-SC1. DUPLEX RADIO CHANNEL MONITORING

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All trains operating on the Stony Creek Line must have the radio selector switch set as follows:

Duplex Radio Channels					
Use Channel	SL II and SL III Equipment Channel	All Other Radios			
Named		A.A.R. RX Channel	A.A.R. TX Channel		
SEPTA North Road	1	90	32		

900-SC1. TRAIN DISPATCHER IN CHARGE

SEPTA-1 Train Dispatcher in charge of the Stony Creek Branch.

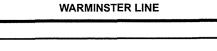


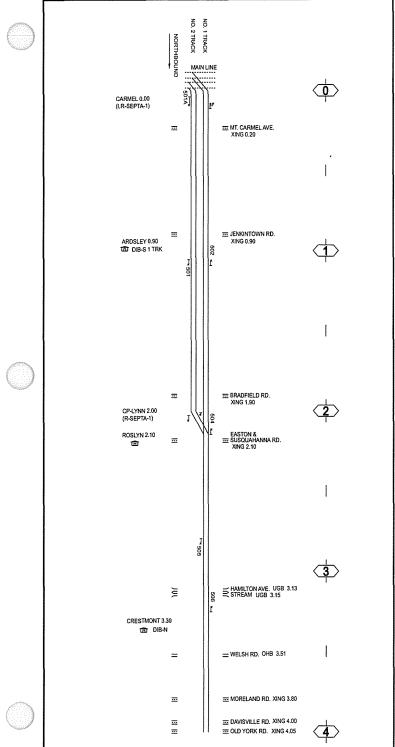
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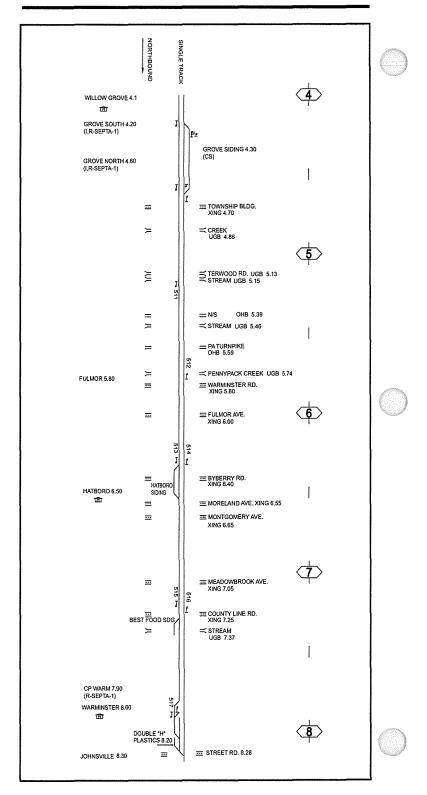








WARMINSTER LINE



WARMINSTER LINE

	RULES	IN EFFECT			
Between	And	Track (numbered west to east)			
		Single	No.1	No.2	
Carmel	CP Lynn		251 (S)	251 (N)	
CP Lynn	Warminster	261	1.5.17. A.M.M.	a secolarizadores de la composición de	
Willow Grove Siding		261			
Warminster St	Warminster Storage Track Rule 98				
Wormington 600 feet north o		Warminster Running Track			
Warminster	Johnsville	Rule 97			

MAXIMUM AUTHORIZED SPEEDS				
Between/At	Tra	ack		
DetweelijAt	No.1	No.2		
Diverting routes at Carmel Interlocking: 30 / 10				
Northern limits of Carmel Interlocking and CP Lynn (spring switch)	40 / 25	40 / 25		
Exceptions				
Within Carmel	30 / 10	30 / 10		
Southward over Mt. Carmel Ave		25 / 10		
Over Mt. Carmel Ave (MP 0.20) grade crossing	25/10	No Calans St. Standard St.		
Movements against the current of traffic within limits of control circuits of Bradfield Rd (MP 1.90)		10 / 10		
CP Lynn over spring switch No. 2 track to Single track		10 / 10		
CP Lynn over spring switch from Single track to No.1 track	20 / 10			
Between/At		Single		
CP Lynn (spring switch) and Fulmor				
Exceptions				
Northward over Easton & Susquehanna Rd (MP 2.10 crossing) grade	25 /		
Southward over Moreland Rd (MP 3.80) grade crossi	ng	25 /		
Northward over Davisville Rd (MP 4.00) grade crossing and over Old York Rd (MP 4.05) grade crossing				
Southward over Old York Rd (MP 4.05) grade crossing and Davisville Rd (MP 4.00) grade crossings				
Diverting routes at Grove South and Grove North				
Within Willow Grove Siding				
Between/At		Single		
Fulmor and a point 1550 feet south of Warminster		50 / 25		



MAXIMUM AUTHORIZED SPEEDS (continued)				
Exc	eptions			
Southward from Byberry Rd (MP 6.40) grade crossing to Fulmor				
Northward over Byberry Rd	(MP 6.40) grade crossing	- / 15		
Southward between the southern limits of Hatboro Station and the northern limits of Byberry Rd (MP 6.40) grade crossing (Head End Only)				
Northward between the northern limits of Hatboro Station and the southern limits of Moreland Ave (MP 6.55) grade crossing (Head End Only)				
Southward between Moreland Ave (MP 6.55) and southern limits of Hatboro station				
Northward between the southern limits of Moreland Ave (MP 6.55) and the southern limits southern Montgomery Ave (MP 6.65) grade crossing (Head End Only)				
Between/At				
A point 1550 feet south of Warminster and Warminster				
Southward between Moreland Ave (6.55) and southern limits of Hatboro station				
Warminster Storage Track	Restricted Speed not exceeding	g 5 MPH		
Warminster Running Track	Restricted Speed not exceeding	10 MPH		

FLOOD WARNING AREA F-WA1.

In the application of Special Instruction F-S1, paragraph C, 2, the following area is designated as a potential Flood Warning Area. When a Flood Warning is issued, trains must not exceed Restricted Speed between the Flood Warning Area Speed Limit Sign and the Flood Warning Area Resume Speed Sign. Restriction applies to the entire movement.

Flood Warning Area					
Area	Tracks	MP to MP	Maximum Speed	County	
Pennypack Creek UGB		5.70 to 5.80	Restricted Speed	Montgomery	

S-WA1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS A. Tracks Equipped:

- 1. Main, Interlocking and station track between Carmel and Warminster.
- 2. Willow Grove and Hatboro sidings,
- Storage track at Warminster
 Warminster Running Track to a point 800 feet north of the Storage Track switch as designated by a sign "END OF ELECTRIFICATION" sign suspended on the second catenary pole south of Street Rd.
- B. Maximum Car Heights At Overhead Bridges The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the Warminster Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail



Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.

Services.	Overhead Bridge	Single Track			
Post	Mile Overhead Bridge Post Location	Wire to Rail Height	Max. Equip. Height		
3.51	Welsh Rd	19' 10"	19' 1"		
5.39	Railroad OHB	17' 4"	16' 7"		
5.59	Pennsylvania Turnpike	21' 5"	20' 8"		

S-WA2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. Ardsley: No.1 and No.2 Tracks, (partial high level platform)
- 2. Roslyn: Single Track (partial high level)
- 3. Warminster: Single Track and Running Track (full high level).

Account close clearance, employees must not ride on the side of moving equipment within the limits of the station platform at Warminster. Close clearance signs are located at the north and south ends of the platform.

2-WA1. STANDARD CLOCKS

Standard Clock located at the Warminster Crew Quarters.

19-WA1. MULTIPLE CROSSING AREAS

The following areas are designated Multiple Crossing Areas

- A. Davisville Rd (MP 4.00) and Old York Rd (MP 4.05), Upper Moreland Twp. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.
- B. Warminster Ave (MP 5.80) and Fulmor Ave (MP 6.00), Hatboro. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.
- C. Byberry Rd (MP 6.40), Moreland Ave (MP 6.55) and Montgomery Ave (MP 6.65), Hatboro.
 - 1. For northbound trains, the locomotive horn must be sounded in accordance with Rule 19(b)1, for Byberry Rd and Moreland Ave, and repeated for Montgomery Ave even if the warning will be for less than 15 seconds.
 - For southbound trains, the locomotive horn must be sounded in accordance with Rule 19(b)1, for Montgomery Ave, and repeated for Byberry Rd and Moreland Ave even if the warning will be for less than 15 seconds. For passenger trains stopping at Hatboro Station, the warning must be sounded for 15 – 20 seconds before occupying Byberry Rd crossing.
- D. Meadowbrook Ave (MP 7.05) and County Line Rd (MP 7.25), Warminster. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the remaining crossings even if the warning will be for less than 15 seconds.

97-WA1. WARMINSTER RUNNING TRACK

- A. SEPTA-1 Train Dispatcher in charge of Warminster Running Track, which begins at the "End of Automatic Block" Sign, located 205 feet north of Warminster Station building. Trains must not proceed beyond the "End Auto Block" Sign without permission from the SEPTA-1 Train Dispatcher.
- B. New Hope & Ivyland Railroad passenger trains must report their departure from Warminster Station to the SEPTA-1 Train Dispatcher.

98-WA1. WARMINSTER STORAGE TRACK

SEPTA-1 Train Dispatcher in charge of Warminster Storage Track.

104-WA1. LOCATIONS AND NORMAL POSITION OF DERAILS

A hand-operated derail is located at the "End of Automatic Block" Sign and is in normal position when in the non-derailing position. The derail must not be placed in the derailing position unless permission is received from the Train Dispatcher.

104-WA2. ELECTRICALLY LOCKED HAND-OPERATED SWITCHES NOTE: See 104-S1 for operation of specific type.

Switch Identification	Track	Туре	Time-Out	
Owneen identification	A CONTRACT	iyhe	Min.	Sec.
South end Hatboro Siding	Single	USS-SL25	6	28 · ·
Derail, North end Hatboro Siding	Single	GRS-M10	5	5
Derail, South end Storage Track	Single	GRS-M9B	3	22
Best Foods	Single	USS-SL25	6	10
Storage Track	Single	GRS-M9B	See	Note



NOTE: No time-out time. Derail must be unlocked and removed before lock mechanism is activated.

104-WA3. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Grove North and Grove South are dual controlled. When necessary, operate in accordance with NORAC



119-WA1. EQUIPMENT RESTRICTIONS

Account close clearance, all equipment exceeding the limits of Plate "B" and Plate "C" (10 feet, 8 inches in width) must not be operated on Single track within the limits of the station platform at Warminster.

Crossings	Municipality	Mile Post	Track	Flashers	Gates	X – Bucks only	Private
Mt. Carmel Ave		0.20	All	Х	Х		
Jenkintown Rd	Abington Twp.	0.90	All	Х	Х		
Bradfield Rd	Abiligion twp.	1.90	All	Х	Х		
Easton & Susquehanna Rd		2.10	All	Х			
Moreland Rd		3.80	All	Х	Х		
Davisville Rd	Upper	4.00	All	Х	Х		
Old York Rd	Moreland Twp.	4.05	All	Х	Х		
Township Bldg		4.70	All				Х
Warminster Ave		5.80	All	Х	X		
Fulmor Ave	1	6.00	All	Х	X		
Byberry Rd	Hathere	6.40	All	Х	X		
Moreland Ave	Hatboro	6.55	All	Х	Х		
Montgomery Ave		6.65	All	Х	Х		
Meadowbrook Ave		7.05	All	Х	Х		
County Line Rd	Hatboro/ Warminster	7.25	All	х	х		
Street Rd	Warminster	8.30	All	Х			

138-WA1. HIGHWAY GRADE CROSSING

138-WA3. HIGHWAY GRADE CROSSINGS: DAVISVILLE ROAD (MP 4.00) & OLD YORK RD (MP 4.05)

All passenger trains performing station work northward on Single track at Willow Grove must stop with entire train clear of Old York Road highway grade crossing.

138-WA4. HIGHWAY GRADE CROSSINGS: STREET ROAD (MP 8.28)

Trains must approach crossing prepared to stop, unless it is known the automatic highway crossing protection has been operating for at least 20 seconds. If the automatic highway protection is not operating, member of crew must provide flagging protection.

291-WA1. STOP AND PROCEED SIGNAL: AUTOMATIC SIGNAL 504

When a train encounters signal 504, located 70 feet north of Roslyn, displaying Stop and Proceed (Rule 291), train must stop and further movements will be governed as follows:

- 1. Examine switch.
 - a) If found reversed, operate hand lever to restore switch to normal position.
 - b) If found in normal position, but not fully closed, examine switch for obstruction between switch point and stock rail. If, after reversing and again closing the switch with the hand lever, switch will not fully close and the signal will not clear, immediately notify Train Dispatcher before proceeding.
- 2. When spring switch is reversed by hand, the switch must be restored to normal position by hand.

297e-WA1. TRAIN STOP SIGN: WARMINSTER STATION

Train Stop Sign (297e-S1) located at catenary pole 8/2 for southbound New Hope & Ivyland Railroad passenger trains. SEPTA trains terminating at Warminster Station must stop south of Catenary Pole 8/2 except when necessary to position all working vestibules on the platform.

504-WA1. DELAYED IN BLOCK

The following stations are between the distant signal and the home signal or controlled point signal in the direction listed. Trains making station stops at these locations are delayed in the block and must comply with Rule 504, paragraph b.

Station	Track	Direction
Ardsley	No. 1	southward
Crestmont	Single	northward

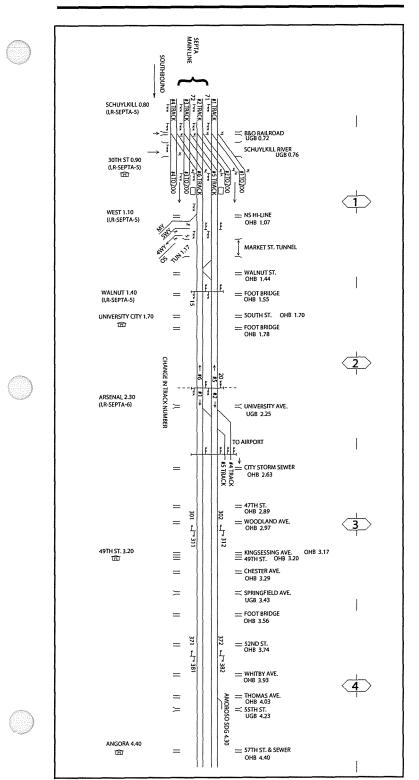
706-WA2. DUPLEX RADIO CHANNEL MONITORING

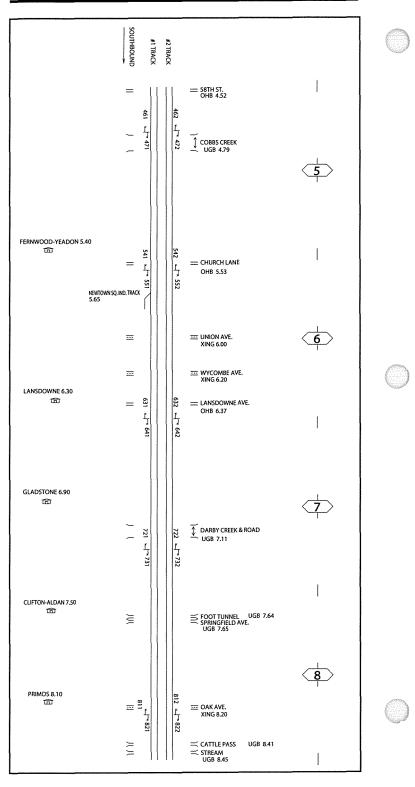
All trains operating on the Warminster Line must have the radio selector switch set as follows:

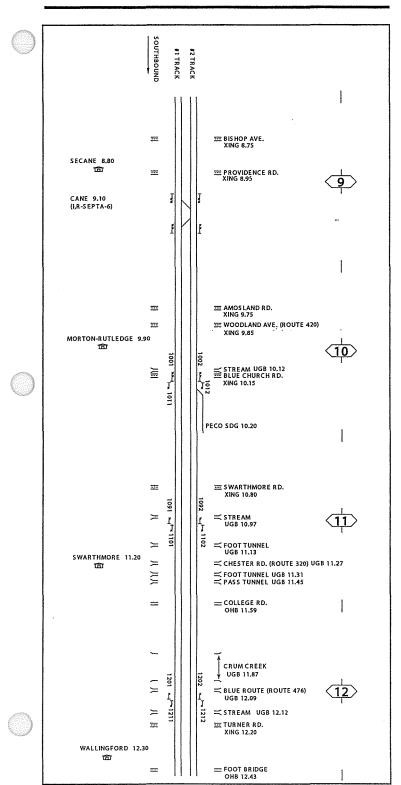
Duplex Radio Channels					
Lies Channel		All Other Radios			
Use Channel Named	SL II and SL III Equipment Channel	A.A.R. RX Channel	A.A.R. TX Channel		
SEPTA North Road	1	90	32		

900-WA1. TRAIN DISPATCHER IN CHARGE

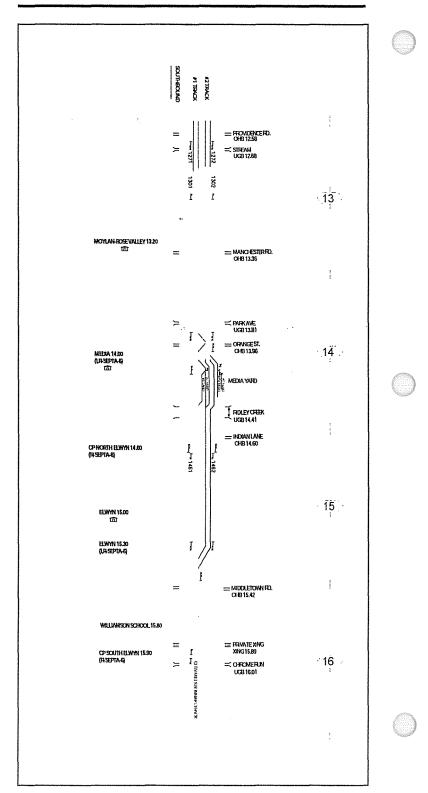
SEPTA-1 Train Dispatcher in charge of the Warminster Line.



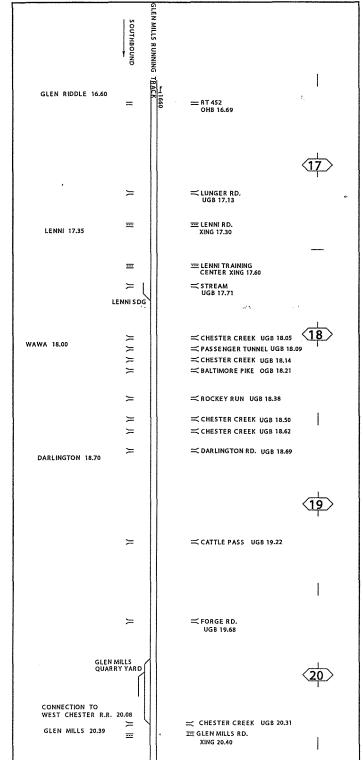




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	RUL	ES IN I	EFFEC	T		
Between	And		ween And		A State Contractor and the	ick east to west)
				No.5	No.6	
Schuylkill	Wa	Walnut		CSS	CSS	
Walnut	Northern limits of Arsenal		261 / CSS	261 / CSS		
				and a state of the	ack west to east)	
				No. 1	No. 2	
Northern limits	of Arsenal	Elv	wyn 🗌	261 / CSS	261 / CSS	
Media Yard	· · · · · · · · · · · · · · · · · · ·			Rule 98		
Between	A	nđ		Sin	igle	
Elwyn	CP S. Elwyn		261 / CSS			
CP S. Elwyn	MP 20.08		Glen Mills Running Track Rule 97			

MAXIMUM AUTHORIZED SPEEDS				
	Track			
Between/At-	No.5	No.6		
Within Schuylkill	20/10	20/10		
Exception				
Diverting routes at Schuylkill: 15 / 10				
Between/At	No.5	No.6		
Southern limits Schuylkill and south end Market St Tunnel	25 / 10	25 / 10		
South end Market St Tunnel and northern limits Arsenal Interlocking	40 / 20	40 / 20		
Within Arsenal Interlocking	40 / 20	40 / 20		
Exception				
Northbound home signal at 30th St and the northern limits of 30th St Station Platform	15 / 10			
No. 4 and No. 5 transfer to Disiliusithin Arrange	Route			
No.4 and No.5 tracks to Phil within Arsenal	45	/ 40		
Between/At	No.1	No.2		
Southern limits Arsenal Int. and Moylan-Rose Valley	60 / 25	60 / 25		
Exceptions	No.1	No.2		
From the southern limits of Arsenal Interlocking to the northern limits of 49th St	50 / 25	50 / 25		
Cobbs Creek Bridge (Br. 4.79) south of Angora	- / 10	-/10		
Curve north of Fernwood	55/-	55/-		
First curve north of Gladstone (between Cat Poles 6/12 & 6/20)	50/-	50 / -		
Darby Creek Bridge (Br. 7.11) south of Gladstone	- / 10	- / 10		



MAXIMUM AUTHORIZED SPEEDS (continued)					
Betweer	n/At	No.1	No.2		
Northward between Swarthr Ave (MP10.80)	50/-	50/-			
Second curve south of Swar Poles 11/17 &11/22)	thmore (between Cat	45/-	45/-		
Crum Creek Bridge (Br.11.87	') north of Wallingford	-/10	- / 10		
Moylan-Rose Valley and nor	thern limits Media Int.	45 / 25	45/25		
Within Media Int.		30 / 25	30 / 25		
Excepti	on				
Diverting routes at Media Interlocking: 20 / 20					
Between/At			No.2		
Southern limits Media Int. and north end Ridley Creek Bridge (Br. 14.41)			30 / 25		
Exception			No.2		
Ridley Creek Bridge (Br. 14.4	1) south of Media Int.	-/10	- / 10		
Betweer		No.1	No.2		
North end Ridley Creek Bridg northern end Elwyn Station p	ge (Br. 14.41) and platform	45 / 25	45 / 25		
Northern end Elwyn Station p limits Elwyn Int.	20/20	20/20			
Within Elwyn Int. – All Tracks: 15 / 10					
Between/At Sing					
Southern limits Elwyn Int. and	d CP S. Elwyn		15 / 10		
CP S. Elwyn and End of Track	of Restricted Speed not exceeding 10 MPH				
Media Yard Restricted Speed not exceeding 5 MPH					

S-WC1. AC ELECTRICAL OPERATING INSTRUCTIONS

- A. Tracks Equipped:
 - Main and interlocking tracks between Schuylkill and MP 20.5.
 Media Yard and Lenni Training Facility.
- B. Special Operating Conditions: phase gap located at MP 16.9 (between Glen Riddle and Lenni).
- C. No electrically powered trains or equipment with raised pantographs shall proceed south of the AC Motor Stop sign installed on the trolley wire at MP 16.9 (between Glen Riddle and Lenni at the north end of the phase break).
- D. Maximum Car Heights At Overhead Bridges

The heights below indicate the distance between rail head and catenary wire, and the maximum height of non-passenger equipment to be operated on the West Chester Line. The movement of non-passenger equipment of heights exceeding the "Wire to Rail Height" is prohibited. The movement of non-passenger equipment with heights between the "Wire to Rail Height" and the "Max. Equip. Height" is prohibited except when authorized by the Train Dispatcher. Prior to authorization, electric traction power must be removed and the movement must be observed by Power Department personnel. Movement may be made at a speed determined by the Power Department personnel, not to exceed the maximum authorized speed for such equipment. Overhead structures not listed in the table below do not present clearance problems.





		No.5	Track	No.6	Track	Single	Track
Mile Post	Overhead Bridge Location	to Rail			Max. Equip. Height	Wire to Rail Height	Max. Equip. Height
0.90	30th St Station	16' 2"	15' 5"	16'0"	15'3"		
1.17	Market St Tunnel	16' 8"	15' 11"	16'8"	15' 11"		
1.44	Walnut St	18'2"	17'5"	17'6"	16'9"		
1.55	Foot Bridge	19'8"	18' 11"	19'7"	18' 10"		
1.70	South St	16'8"	15' 11"	16'8"	15' 11"		
		No.1	Track	No.2	Track		
2.89	47th St	16'8"	15'11"	17'3"	16'6"		
2.97	Woodland Ave	16'2"	15' 5"	16' 2"	15'5"		
3.17	Kingsessing Ave	16'2"	15'5"	16'1"	15'4"		
3.20	49th St	16'4"	15'7"	16'3"	15'6"		
3.29	Chester Ave	16' 2"	15'5"	16'0"	15'3"		
3.56	Foot Bridge	16' 10"	16'1"	17'0"	16'3"		
3.74	52nd St	17'0"	16' 3"	17'2"	16' 5"		
3.93	Whitby Ave	16'6"	15'9"	16' 6"	15'9"		
4.03	Thomas Ave	17'7"	16' 10"	17'7"	16' 10"		
4.40	57th St	17'6"	16' 9"	18' 0"	17'3"		
4.52	58th St	17'0"	16'3"	17' 10"	17'1"		
5.53	Church Ln	17'6"	16'9"	17'8"	16' 11"		
6.37	Lansdowne Ave	16'5"	15'8"	16'4"	15'7"		
11.59	College Rd	17' 10"	17' 1"	17'8"	16' 11"		
12.43	Foot Bridge	19'7"	18' 10"	19'6"	18'9"		
12.58	Providence Rd	16'8"	15' 11"	16' 10"	16'1"		
13.36	Manchester Rd	16'6"	15'9"	16'7"	15' 10"		
13.96	Orange St	18'0"	17'3"	17'7"	16' 10"		10-10
14.60	Indian Ln	16'9"	16'0"	17'5"	16'8"		
15.42	Middletown Rd					21' 1"	20' 4"
16.69	Route 452					18'1"	17'4"

S-WC2. SAFETY: CLOSE CLEARANCE

Employees should take care at the following locations where close clearance exists between the train and the platform.

- 1. University City: No.5 and No.6 Tracks (full high level) No.1 and No.2 Tracks (partial high level) 2. 49th St: 3. Morton-Rutledge: No.1 and No.2 Tracks (partial high level)
- 4. Swarthmore: No.1 and No.2 Tracks (partial high level)
- 5. 30th St:
- No.5 and No.6 Tracks (full high level)
- No.1 and No.2 Tracks (partial high level) 6. Media:
- 7. Elwyn: No.1 and No.2 Tracks (partial high level)

S-WC3. LOCATION OF RAIL LUBRICATORS

Location	Mile Post	Track
South of 30th St	MP 1.08	No. 6
Media	MP 14.4	No. 2



S-WC4. PEDESTRIAN WARNING DEVICES AT ELWYN STATION

Pedestrian crossing warning devices are in service for the pedestrian crosswalk at Elwyn Station. The northern circuit clearance points are indicated by a yellow stripe on the inside and outside of the head, web, and base of both rails approximately 25 feet north of the crosswalk. The southern circuit clearance points are indicated by a yellow stripe on the inside and outside of the head, web and base of both rails at catenary pole 15/9 located south of Elwyn Interlocking.

- 1. Southbound passenger trains with one, two or three cars in service must stop north of the circuit clearance points at Elwyn Station.
- Southbound passenger trains with more than three cars in service are permitted to block the pedestrian crosswalk if necessary to ensure all working traps are on the platform.
- 3. Northbound passenger trains must position the rear wheels north of the circuit clearance points in Elwyn Station.
- Trains reversing at Elwyn Interlocking for a northbound move must pull south of the clearance points at catenary pole 15/9.

19-WC1. MULTIPLE CROSSING AREAS

The following areas are designated Multiple Crossing Areas.

- A. Union Ave (MP 6.00) and Wycombe Ave (MP 6.20), Lansdowne. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds. For northbound passenger trains stopping at Lansdowne Station, the warning must be sounded for 15 – 20 seconds before occupying Wycombe Ave crossing.
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B. Bishop Ave (MP 8.75) and Providence Rd (MP 8.95), Upper Darby Twp. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds. For passenger trains stopping at Secane Station, the warning must be sounded for 15 – 20 seconds before occupying the second crossing. Exception: Because of the multiple crossing situation, the 15 – 20 second requirement does not apply to southbound trains occupying Providence Rd during the station stop.

C. Amosland Rd (MP 9.75) and Woodland Ave (MP 9.85), Morton. The locomotive horn must be sounded in accordance with Rule 19(b)1, for the first crossing, and repeated for the second crossing even if the warning will be for less than 15 seconds.

19-WC2. HIGHWAY GRADE CROSSING WARNING SIGNALS

For Lenni Rd (MP 17.35), the highway grade crossing warning signal must begin between 221' and 294' in advance of the grade crossing.

97-WC1. GLEN MILLS RUNNING TRACK

- A. SEPTA-6 Train Dispatcher in charge of Glen Mills Running Track.
- B. Passenger trains with passengers are prohibited from occupying the Glen Mills Running Track.

97-WC2. GLEN MILLS RUNNING TRACK: SOUTHWARD MOVEMENTS AT CP S. ELWYN

A. Permission to occupy the Glen Mills Running Track at CP S. Elwyn is conveyed by a "Clear" signal (Rule 281) on the southward signal, or verbally in accordance with Rule 241 when the signal cannot be displayed.



- B. A "Clear" signal (Rule 281) displayed on southward signal does not convey block or track conditions.
- C. Except as prescribed in Rule 137, "Assisting a Disabled Train": when verbal authority has been issued to pass "Stop Signal" (Rule 292), trains will proceed in accordance with Switch Open Signal (Rule 293a) Indication until a more favorable signal is received.

98-WC1. MEDIA YARD

A. SEPTA-6 Train Dispatcher in charge of Media Yard.

B. Media Yard Tracks

Track Name/ Number	Length in Feet	From Fouling Point To Opposing
No. 1	734	Fouling Point
No. 2	543	Fouling Point
No. 4	570	Bumper
No. 5	380	Bumper

104-WC1.	ELECTRICALLY LOCKED HAND-OPERATED SWITCHES
NOTE: See	e 104-S1 for operation of specific type.

Switch	Switch Mile Post Track			Time-Out			
			Туре	Min.	Sec.		
Amoroso	4.30	No. 2		4	55		
Newtown Square	5.65	No. 1	USS-	4	33		
PECO Siding	10.20	No. 2	SL25	4	00		
South end Media Yard	14.20	No. 2	3125	4	00		
South end Media Yard	14.20	No. 1		3	05		

104-WC2. LOCATION OF DUAL CONTROL SWITCHES

Interlocking switches at Cane, Media and Elwyn are dual controlled. When necessary, operate in accordance with NORAC Operating Rule 104, paragraph (K).

104-WC3. LOCATION OF DERAIL

A derail is located at the south end of the Glen Mills Running Track at MP 20.8, separating SEPTA and the West Chester Railroads. A barricade is erected on either side of the derail.

105-WC1. SECURING EQUIPMENT: GLEN MILLS QUARRY

On tracks within Glen Mills Quarry, cars must not be left standing on No. 1 track between north end of rock crusher and south end of crossover from No. 1 track to No. 2 track.

Cars stored on the Glen Mills Running Track must be secured south of the derail at Glen Mills Quarry. The derail must be placed in the derailing position whenever cars are stored on the Glen Mills Running Track.

119-WC1. EQUIPMENT RESTRICTIONS

- A. Car and Lading exceeding 220,000 pounds prohibited.
- B. Cars, loads or other equipment for movement between Arsenal and 540 feet south of 49th St must not exceed 15 feet 8 inches above top of rail.
- C. Freight trains, except the SEPTA wire train and Gel Train Control Cars, and lite engines are prohibited from operating on the Crum Creek Bridge (MP 11.87) on No. 2 track.

119-WC2. ENGINE RESTRICTIONS

- A. Two Col. 5 engines must not be operated beyond Angora unless spaced by two cars.
- B. U28C, SD-45-2 engines prohibited.
- C. Models SD45 and SDP45 engines are prohibited between Wawa and End of Track account close clearance.
- D. RS3 engines may use industrial tracks between Arsenal and End of Track.

124-WC1. MAXIMUM AUTHORIZED SPEEDS: ENGINES

- A. GP 35 engines must not exceed 35 MPH.
- B. SD45 engines must not exceed 15 MPH.
- C. Column 1 engines must not exceed 10 MPH on bridge 4.79 (Angora), bridge 7.11 (Gladstone), and bridge 11.87 (north of Wallingford).
- D. Column 2 engines must not exceed 10 MPH on bridge 4.79 (Angora), bridge 7.11 (Gladstone), bridge 11.87 (north of Wallingford), and bridge 14.41 (Media).
- E. Column 3 engines must not exceed 10 MPH on bridge 4.79 (Angora), bridge 7.11 (Gladstone), bridge 11.87 (north of Wallingford), and bridge 14.41 (Media).
- F. Column 4 engines must not exceed 10 MPH on bridge 4.79 (Angora), bridge 7.11 (Gladstone), bridge 11.87 (north of Wallingford), and bridge 14.41 (Media).
- G. Column 5 engines must not exceed 10 MPH on bridge 4.79 (Angora), bridge 7.11 (Gladstone), bridge 11.87 (north of Wallingford), and bridge 14.41 (Media).

124-WC2. MAXIMUM AUTHORIZED SPEED: WRECK DERRICK

Trains hauling wreck derrick must not exceed speed indicated over the following bridges:

- 1. Br. 4.79, Angora 10 MPH.
- 2. Br. 7.11, Gladstone 10 MPH.
- 3. Br. 11.87, Northward from Wallingford 10 MPH.
- 4. Br. 14.41, Media 10 MPH.

138-WC1. HIGHWAY GRADE CROSSINGS

Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Union Ave	Lansdowne	6.00	All	Х	X		
Wycombe Ave	Lansuowne	6.20	All	X	X		
Oak Ave		8.20	All	Х	X		
Bishop Ave	Upper Darby Twp.	8.75	All	ТХ	X		
Providence Rd		8.95	All	X	Х		



Crossings	Municipalities	Mile Post	Tracks	Flashers	Gates	X-Bucks Only	Private
Amosland Rd		9.75	All	X	X		
Woodland Ave	Morton	9.85	All	Х	X		
Blue Church Rd		10.15	All	X	Х		
Swarthmore Ave	Swarthmore	10.80	All	Х	Х		
Turner Rd	Nether Providence Twp.	12.20	All	х	х		
Private		15.90	All				Х
Lenni Rd	Middleton Twp.	17.35	All	Х	Х		
Private	•	17.60	All		Х		Х

138-WC3. HIGHWAY CROSSING WARNING DEVICES INOPERATIVE: GLEN RIDDLE AND LENNI ROADS

Trains must approach all highway grade crossings equipped with automatic protection between Glen Riddle and Lenni prepared to stop and must not proceed until warning is provided against highway traffic by on-ground personnel.

138-WC4. HIGHWAY CROSSING: PROVIDENCE ROAD (MP 8.95)

Trains not required to stop at Secane Station must not exceed 50 MPH over Providence Rd. highway grade crossing.

138-WC5. Pedestrian Crossings

Pedestrian crossings not associated with highway grade crossings are in service at the following stations:

Station	Mile Post
Fernwood-Yeadon	5.40
Gladstone	6.90
Morton-Rutledge	9.90
Wallingford	12.30
Moylan Rose Valley	13.20
Media	14.00

170-WC1. FORM D INDICATORS: 30TH STREET

A system of oscillating yellow lights and indicating numbers are located as follows: 1) for northward movements, at the north end of 30th St Station Platform A (lights and illuminated numbers), Platforms B and C (lights only), and 2) for southward movements, at the south end of 30th Street Platform C (lights and illuminated numbers), Platforms A and B (lights only).

When oscillating lights are illuminated, they will indicate that 30th St is open in the direction indicated in the paragraph above, and that Form D's and/or instructions are held for crews departing 30th St In conjunction with the oscillating lights, the numbers 1 through 8 will be displayed to designate that Form D's and/or instructions are held for crew members operating trains to the designated lines/locations as indicated below.

1. For northward trains (illuminated numbers):

1. For northward trains (illuminated numbers):

1	Trains Terminating on the Main Line between Wayne and, Carmel inclusive	5	Lansdale/Doylestown
2	Warminster	6	Norristown
3	Neshaminy/CR Trent	7	Chestnut Hill East
4	Main Line to Suburban Station, Market East, Vine, Roberts Ave Yard, or Wayne Electric Car Yard	8	Fox Chase

2. For southward trains (illuminated numbers):

1	Airport	5	Amtrak Main Line To Harrisburg
2	Amtrak Main Line to Washington	6	lvy Ridge
3	West Chester	7	Amtrak Main Line to New York
4	(Unused)	8	Chestnut Hill West

When oscillating lights are illuminated, trains destined to the respective line number displayed must not depart 30th St without stopping to receive Form D(s).

The Conductor must not authorize a train to proceed without communicating with the Engineer to ensure Form D's, when required, will be received.

504-WC1. DELAYED IN BLOCK IN ABS, CSS TERRITORY WITH CSS FAILURE

Rule 504, paragraph b applies at the following locations if the cab signals are not in service due to on-board failure (Rule 555) or wayside failure (Rule 561).

Station	Track	Direction
University City	No.5, No.6	northward and southward
Secane	No.1, No.2	southward
Moylan-Rose Valley	No.1, No.2	southward
Elwyn Station	No.1, No.2	northward
Morton-Rutledge	No.1, No.2	northward

706-WC2. DUPLEX RADIO CHANNEL MONITORING

All trains operating on the West Chester Line must have the radio selector switch set as follows:

Duplex Radio Channel Chart					
Between / At	Use Channel Named	SL II and SL III Equipment Channel	A.A.R.	r Radios A.A.R. RX Channel	
Schuylkill and University City	SEPTA City Road	4	82	18	
University City and Glen Mills	SEPTA South Road	6	71	16	
NOTE: Radio channel changeover may be made while within University City Station platform limits.					



900-WC1. TRAIN DISPATCHER IN CHARGE

The following table identifies the train dispatcher territories on the Main Line.

Dispatcher	SECTION From Manager	esisten in terminin india. To essence the difference
SEPTA-5	Schuylkill	Northern limits Walnut
SEPTA-6	Northern limits of Walnut	Connection to West Chester RR

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A-S1. TIMETABLES AND OTHER PUBLICATIONS: SEPTA EMPLOYEES

A. Engineers, Conductors and Assistant Conductors Engineers, Conductors, Assistant Conductors, and other employees performing the duties of these crafts must carry the following publications with them while on duty: Timetable with all General Orders; current Schedule Folders; NORAC Operating Rules Book; Safety Rules Book; Electric Traction Instructions; Airbrake Testing and Inspection Manual; Emergency Evacuation Procedures; Passenger Operations Instructions; current Bulletin Order(s); and current Division Notice(s).

Employees working solely within the limits of a yard will not be required to carry the above publications, but must have them in their possession when reporting for duty and keep them within easy access for reference and inspection.

B. Train Dispatcher and Towerperson Personnel

Train Dispatcher, Towerpersons, and other employees performing the duties of these crafts must carry the following publications with them while on duty: Timetable with all General Orders; current Schedule Folders; NORAC Operating Rules Book; Safety Rules Book; Electric Traction Instructions; Emergency Evacuation Procedures; Passenger Operations Instructions; current Bulletin Order(s); and current Division Notices(s).

In addition, Train Dispatchers only must carry Airbrake, Equipment, and Train Handling Instructions. Train Dispatchers dispatching CSX and NS territory must have available the current hazardous materials instructions and timetables with all General Orders.

C. Employee-in-Charge Of Roadway Workers and Flagpersons Employees-In-Charge of roadway workers, Flagpersons, and other qualified employees responsible for the protection of roadway workers or performing the duties of these crafts must carry the following publications with them while on duty: Timetable with all General Orders; NORAC Operating Rules Book; Roadway Worker Protection Manual; Safety Rules Book; Electric Traction Instructions; Airbrake and Freight Car Handling Instruction Manual for Line Maintenance Equipment (as required for duties); current Bulletin Order(s); and current Division Notice(s).

A-S2. TIMETABLES AND OTHER PUBLICATIONS: NON-SEPTA RAILROAD EMPLOYEES

Engineers and Conductors of non-SEPTA railroads are required to carry the SEPTA Timetable with all General Orders (unless line information is co-published), Electric Traction Instructions, (Amtrak Railroad Employees do not have to carry SEPTA's Electric Traction Instructions) and current Bulletin Order(s) with them while performing service in SEPTA territory.

Train crew members performing service in other crafts are not required to carry the above publications.



A-S3. PERSONAL PROTECTIVE EQUIPMENT AND TRACK AREA SAFETY PROCEDURES

Employees who are required to wear personal protective equipment are required to maintain and have available while on duty the approved reflective safety vest Employees performing on-ground functions on or near the railroad right-of-way are required to wear the approved reflective vest as their outer garment.

On-ground functions include, but are not limited to, the following:

- Performing flagging duties as prescribed by operating rules or other flagging protective functions,
- 2. Working in yards or on sidings,
- 3. Performing troubleshooting, rescue, or evacuation procedures,
- 4. Working or inspecting along the right-of-way,
- 5. Working at a temporary block station, and
- 6. Physically delivering Form D's.

In addition to the reflective safety vest, employees must have available for use a hand-held white light. This light must be used during the hours between dusk and dawn, during periods when weather impedes visibility, and when in tunnel locations.

B-S1. GOOD FAITH CHALLENGE

A. Definition: a mechanism for an employee to appeal an official's order when an employee believes he or she would violate one or more operating rules or special instructions required by 49 CFR Part 218 subpart F if he or she obeys the particular order.

B. Good Faith Challenge Procedure: An employee is required to inform the issuing supervisor if he or she believes, in good faith, a directive given by the supervisor would result in the employee violating one of SEPTA's rules or special instructions intended to comply with 49 CFR Part 218, Subpart F. Below is a table identifying the applicable rules and special instructions.

NORAC Rules and SEPTA special instructions covered by the Good Faith Challenge procedure

Rules and Special Instructions	
NORAC Rule 116	
SEPTA special instructions 116-S1	
SEPTA special instructions 116-S2	
SEPTA special instructions 116-S3	
NORAC Rule 101	
NORAC Rule 104	

Employees are prohibited from making challenges in bad faith; that is, initiating a challenge for the apparent purpose of a work stoppage or avoiding an undesirable assignment. For example, if several experienced employees in a particular yard were all to initiate separate challenges where no real dispute could be articulated, this concerted effort to create a work stoppage or slowdown would be in bad faith. It might also be considered bad faith if an employee repeatedly made similar challenges that were without merit. While it is reasonable to expect a certain degree of misunderstanding regarding certain applications of the applicable rules, a truly qualified employee should readily recognize when a supervisor has given the employee an order that does not comply with the rules covered by the Good Faith Challenge Procedure. The good faith challenge procedure is not intended to abridge any rights or remedies available to the employee under a collective bargaining agreement, or any Federal law including, but not limited to, 29 U.S.C. 651 et seq., 6 U.S.C. 1142, or 49 U.S.C. 20109. These statutory provisions provide employees with rights and remedies in cases of retaliation for refusing to violate or assist in the violation of any Federal law, rule, or regulation related to railroad safety.

C. Steps in the Good Faith Challenge Procedure

1. Step 1: The Challenge

a. Whenever an employee makes a good faith determination that the employee has been directed to violate the operating rules regarding the shoving or pushing movements (movements controlled from other than the leading end), handling of equipment, switches, and fixed derails, the employee shall inform the issuing supervisor of the belief that the order may be in violation. When informing the issuing supervisor of the belief that the directive would result in a violation, the employee must clearly explain how the directive will cause a violation.

b. The challenging employee shall not be required to comply with the directive until the challenge is resolved. The challenging employee may, however, be required to perform tasks unrelated to the challenge.

c. An employee other than the challenging employee may be directed to perform the challenged task prior to the challenge being resolved as long as this other employee is informed of the challenge and does not also make a good faith determination that the task would violate the applicable rules. The supervisor giving the directive shall explain that another employee has made a good faith determination that the task does not comply, as well as provide an explanation of the specifics of the challenge.

2. Step 2: Amicable Resolution

There are three separate ways to resolve a challenge to a directive amicably.

a. The supervisor issuing the directive realizes it would result in a violation and agrees to an acceptable alternative.

b. The challenging employee realizes, after receiving an explanation of the rule, that the directive was in compliance and decides to comply.

c. The challenge leads to a discussion of options on how the task can be performed, which results in a compromise.

3. Step 3: Un-amicable Resolution

a. An Order To Follow The Directive When a challenge cannot be resolved amicably, an order to follow the directive must be issued. An order to follow the directive must only be issued when:

- 1) the options outlined in item 2 above fail, and
- the supervisor believes the directive is permitted by the applicable rules, and
- 3) there is no other reasonable alternative.
- b. Additional Requirements

The following procedures apply when the challenging employee and the supervisor issuing the order cannot agree to resolve the challenge and an order must be issued.

1) An immediate review must be conducted by a separate

supervisor who is not subordinate to the officer who issued the challenged directive. The reviewing supervisor has the same options to resolve the challenge amicably as the person who issued the challenged directive.

Note: One of the two supervisors must contact the Training Department whenever a challenge must be resolved by a second supervisor.

- 2) If the reviewing supervisor's final decision concludes that the challenged directive would not cause the employee to violate any of the applicable operating rules and directs the employee to perform the challenged directive, the supervisor must further explain to the employee that Federal law may protect the employee from retaliation if the employee refuses to do the work and if the employee's refusal is a lawful, good faith act. The challenging employee must also be advised that this protection only applies if his or her refusal to comply is determined to be a lawful, good faith act, and the employee will be subject to discipline up to and including discharge should the challenge be determined not to be in good faith.
- The employee issuing the challenge has the right to document the challenge any time before his or her tour of duty is complete but must not cause additional delay to operations in doing so. An employee who chooses to document his or her challenge must do so in writing on SEPTA form SGFC-1. Documentation must include a clear explanation of why the directive would result in a violation of the affected rule or rules.
 - a) The employee has the right to document the challenge and keep the documentation as his or her own record; or
 - b) The employee can document the challenge and request a formal review. Requests for a formal review of the challenge must be made in writing to: SEPTA Manager, Rail Training, re: Good Faith Challenge Review, 1234 Market St., 7th Floor, Phila., PA, 19107. In addition to submitting the written request, employees should contact the Training Department via telephone (215-580-8470 or 215-580-7015) to provide notification that the request is being submitted. Telephonic notification must include the individual's name, date of challenge, reporting work location and a contact telephone number.
 - c) The request for a formal review must include a copy of the form SGFC-1, along with any additional information that may be helpful during the review.

C-S1. QUALIFICATIONS: EXTENDED ABSENCE

A. SEPTA Train & Engine Service, Train Dispatchers, and Line Maintenance (PC qualified) Personnel

If absent from all railroad duty for thirty (30) days or more;

- 1. Train & Engine employees must report to the Personnel Assignment Office:
- 2. Train Dispatchers must report to the RROC and;
- 3. Line Maintenance employees must report to the appropriate supervisor.

After reporting as required, contact Training Department, 7th Floor, 1234 Market St, Philadelphia, PA (phone 215-580-7758) to make an appointment prior to reporting for duty.

When reporting to Training Department at the appointed time,

employee must present all books and publications for inspection. An Instructor will examine the employee to ascertain the employee's knowledge and understanding of any change in General Orders, Operating Rules, Bulletin Orders, or any other publications that may have been issued in the employee's absence.

The following criteria will also affect employee's return to active service:

- 1. If employee's certification qualifications (i.e. operating rules, air brake, etc.) have expired, employee must arrange to attend recertification class.
- 2. If employee's physical characteristics qualifications on any territory have expired, employee must regualify all portions previously held.

The following are the requirements for the specific time periods of absence:

- 1. 30-90 days absence: inspection of publications, verbal review of changes, any required regualification.
- 2. 91 days -12 months absence: inspection of publications, verbal review of changes, any required requalifications, one round trip ride over all territories currently held as physical characteristics qualifications (headend pass issued by department; returned with signatures for subsequent recording.)
- 3. Over 12 months: re-qualify as required.

Depending upon length of absence, employee may also be required to take a promotion examination for his/her specific craft. (Each case handled on individual basis.)

The result of examination and other requirements as out-lined above will be shown on the "Return To Work Certification" form which the employee must present to the Personnel Assignment Office, RROC or other appropriate supervisor as specified in paragrah A items 1, 2, and 3.

B. SEPTA Towerperson, Line Maintenance (Rules qualified only), and other RD Personnel (Rules gualified only)

These employees are subject to all the instructions outlined in item 1 with the exception of the requirements of physical characteristics maintenance.

QUALIFICATIONS: OPERATING RULES C-S2.

In the application of Rule C, employees whose duties are affected by the operating rules are required to attend an annual Recertification Class once in each calendar year. Recertification Class attendance will be determined by the Personnel Assignment Office (PAO), Training Department, or the employee's Division supervision.

C-S3. QUALIFICATION: RULES, AIR BRAKE, AND PHYSICAL CHARACTERISTICS

A. SEPTA Employees

It is the responsibility of each employee who becomes qualified on 1) Operating Rules, 2) Air Brake, Equipment, and Train Handling Instructions, and 3) Physical Characteristics to maintain such qualifications in accordance with the policies of the Personnel Assignment Office or Training Department, and as required by operating rules.

Train Dispatchers, Engineers, Conductors, Line Maintenance





Department Foremen, and Track Car Drivers must be qualified on the physical characteristics of the territory over which they are required to perform service.

Individuals qualified as an Engineer must perform service in the capacity of operating the train over the specified territory at least once in a 12 month period to maintain physical characteristics qualifications. Engineers may be assigned by the Personnel Assignment Office to operate specified trains in conjunction with a "Qualification Run Assignment."

Individuals qualified as a Conductor must perform service as a Conductor or Assistant Conductor, or ride the head end of a train over the specified territory at least once in a 12 month period to maintain physical characteristics qualifications. Conductors may be assigned by the Personnel Assignment Office to ride specified trains in conjunction with a "Qualification Run Assignment". A signed "Head End Authorization" pass, indicating the territories ridden, may be presented to Training Department prior to the expiration of the specified period.

Individuals qualified as a Train Dispatcher must ride over the specified territory at least once in a 24 month period to maintain physical characteristics qualifications. A signed "Head End Authorization" pass, indicating the territories ridden, must be presented to Training Department prior to the expiration of the specified period.

Roadway workers must present verification that they have worked in the specified territory to Training Department prior to the expiration period to maintain physical characteristics qualifications. This verification may be either 1) signed "Head End Authorization" pass, indicating the territories ridden, or 2) other written verification that they have performed service on specified territory.

SEPTA RD Timetable Qualification for Service pages do not contain a section for the recording of physical characteristics qualifications. Therefore, employees are relieved from entering physical characteristics information in this section of their Timetable.

B. Non-SEPTA Railroad Employees

Engineers, Conductors, or Trainmen must have worked at least one trip in train and engine service during the previous 12 month period to remain qualified on physical characteristics. Employees who are unable to work a trip may be authorized to ride the territory. A head end pass may be obtained from the Training Department. The properly completed head end pass must be returned, at which time employee's record will be updated. This qualification extension is for one 12 month period only. Employees who exceed the time limits required to remain qualified must be re-examined.



C-S4. EXAMINATIONS: MEDICAL

Employees required to pass a regular periodical physical examination (biannual or annual), or special periodical (as explained herein) must ensure an appointment has been made with the Medical Department.

Regular periodical examination must be completed during the calendar year quarter that the anniversary of their birth occurs. Regular periodicals are required for the following crafts:

- 1. Locomotives Engineers annually regardless of age
- 2. All other crafts once every 2 years

Special periodicals are required as frequently as deemed necessary in the judgement of the Medical Department and as directed when returning from furlough, illness, or injury. Employees of foreign railroads are governed by instructions of their employer.

The Medical Department issues an encounter slip for every visit. Regardless of the reason for the encounter, Engineers, Conductors, Assistant Conductors and Towerpersons must return their encounter slip to the Personnel Assignment Office prior to returning to work.

C-S7. LOCOMOTIVE ENGINEER RECERTIFICATION

A. Recertification Schedule

In accordance with 49 CFR Part 240, certified Locomotive Engineers will be recertified once every three years. All Locomotive Engineers have been placed into one of 12 certification groups, determined by birth month. Each group will cycle once every three years in accordance with the Recertification Schedule which appears below. Recertification will occur on a prearranged date during the calendar birth quarter of the scheduled year. The exact date will be determined by the PAO and/or Training Department sufficiently in advance of the expiration of one's certificate.

Recertification Schedule				
Birth Month	Group	Scheduled for Recertification During:		
January	A1	1st Quarter of 2010, 2013, 2016		
February	B1	1st Quarter of 2011, 2014, 2017		
March	C1	1st Quarter of 2009, 2012, 2015		
April	A2	2nd Quarter of 2010, 2013, 2016		
May	B2	2nd Quarter of 2011, 2014, 2017		
June	C2	2nd Quarter of 2009, 2012, 2015		
July	A3	3rd Quarter of 2010, 2013, 2016		
August	B3	3rd Quarter of 2011, 2014, 2017		
September	C3	3rd Quarter of 2009, 2012, 2015		
October	A4	4th Quarter of 2010, 2013, 2016		
November	B4	4th Quarter of 2011, 2014, 2017		
December	C4	4th Quarter of 2009, 2012, 2015		

B. Recertification Process

Each certified Locomotive Engineer employed by SEPTA is responsible to furnish certain data, required by 49 CFR Part 240, to the Engineer Certification Program Administrator, and to accomplish certain tasks required by the Authority. Failure to request and to furnish the required data may result in fines levied by the Federal Railroad Administration and may result in disciplinary action up to and including discharge.

- C. Hearing/Visual Acuity Examination Requirement Individuals must pass a visual and hearing acuity examination administered by SEPTA Medical. The Personnel Assignment Office must schedule examinations. The examination must not be cancelled or rescheduled without permission of the Personnel Assignment Office, and must be completed no later than the 15th day of the last month of the recertification quarter. A record of successful completion must be submitted to the Administrator, SEPTA's Engineer Certification Program.
- D. Motor Vehicle Driving Record Review

In accordance with 49 CFR Part 240, certified locomotive engineers are required to provide certain driving records prior to the renewal of their certification. Failure to follow the procedures outlined below may result in fines levied by the Federal Railroad Administration and/or disciplinary action up to and including removal from service as an Engineer and discharge.

1. All Locomotive Engineers

Each Locomotive Engineer must furnish motor vehicle driving record information from:

- a. The state which last issued your driver's license (i.e. current license),
- b. Any other state or states that issued or reissued you a driver's license within the preceding 5 years,
- c. The National Driver Register through the state that issued your current license,
- d. Any state providing a report as identified by the National Driver Register.

The above information may be requested no more than 366 days before the end of the recertification quarter, and must be received by Operations Training no later than 14 days prior to the end of the recertification quarter. The information must be mailed from the state agency directly to:

Administrator, Engineer Certification Program c/o Training Department 7th Floor, 1234 Market St Phila., PA 19107

A fee is required when requesting both State and National records from any state agency.

2. Delaware, New Jersey and Pennsylvania Driver's License Holders a. Delaware

Requests for Delaware state driving record and National Driver Register must be notarized by the employer. Forms for Delaware driving record and National Driver Register may be obtained from the P.A.O. or Operations Training. The locomotive engineer must:

- 1. Complete appropriate sections of the DE state record request.
- 2. Complete appropriate sections of the National Driver Register request.
- 3. Attach a \$15.00 check payable to the Delaware Division of Motor Vehicles for both request (\$15.00 each if sent separately).



4. Return forms and checks to Operations Training no less than 60 days prior to the certificate's expiration date.

After receiving the properly completed form and check, Operations Training will have the request forms notarized and sent to the Delaware DMV for processing. Forms and checks received by Operations Training less than 60 days in advance of the expiration of one's certificate may not be processed before the engineer's certificate expires. Allow a minimum of 6 to 8 weeks for a return of the requested record(s)

b. New Jersey

New Jersey licensed drivers must obtain state and National Driver Register request forms from NJ Motor Vehicle Commission's Regional Service Centers. Request forms may be mailed to the New Jersey Department of Transportation or submitted at a Regional Service Center. Be prepared to present positive identification (i.e. birth certificate). Engineers must ensure that state records and NDR are mailed directly to the Training Department. Allow a minimum of 6 to 8 weeks for a return of the requested record(s)

Administrator, Engineer Certification Program c/o Training Department 7th Floor, 1234 Market St Phila., PA 19107

c. Pennsylvania

Requests for Pennsylvania state driving record and National Driver Register must be notarized by the employer. Forms for Pennsylvania driving record and National Driver Register may be obtained from the P.A.O. or Operations Training. The locomotive engineer must:

- 1. Complete sections C and E of the PA state record request.
- Complete appropriate sections of the National Driver Register request.
- Attach a \$5.00 check payable to the Commonwealth of Pennsylvania for each request.
- 4. Return forms and checks to Operations Training no less than 60 days prior to the certificate's expiration date.

After receiving the properly completed form and check, Operations Training will have the request forms notarized and sent to the Commonwealth for processing. Forms and checks received by Operations Training less than 60 days in advance of the expiration of one's certificate may not be processed before the engineer's certificate expires

Allow a minimum of 6 to 8 weeks for a return of the requested record(s)

- E. Continuing Education Class Requirement Engineers attending a NORAC recertification class will satisfy the requirement of attending a continuing education class. Scheduling of individuals will be made by the PAO.
- F. Recertification Examination Requirement Recertification examinations consist of a skills performance evaluation, and a written examination. Both portions must be passed to be recertified. The skills performance evaluation will be performed by a qualified Supervisor of Locomotive Engineers.



C-S8. LOCOMOTIVE ENGINEER TRAINEES: PRIOR SAFETY CONDUCT REVIEW

In accordance with 49 CFR Part 240, employees in training to become a Locomotive Engineer are required to furnish data on prior safety conduct as an employee of another railroad. If employed by any railroad other than SEPTA within three years of becoming certified, individuals must obtain those safety records from the previous employer. A form letter is available from the Engineer Certification Program Administrator to obtain these records.

Prior safety conduct records may not be older than 366 days prior to your date of certification. To allow sufficient time to review your records, the Authority requires that your record(s) be submitted to the Engineer Certification Program Administrator within 60 days of entering SEPTA's Engineer Training Program.

C-S9. STATE OF NEW JERSEY: QUALIFICATIONS

An engineer must work a trip in road service at least once in a twelve month period in order to maintain physical characteristic qualifications. Engineers who have not worked over a specific territory within a twelve month period must not accept an assignment that requires working over that territory.

An engine service employee not working as an Engineer must not operate an engine in the State of New Jersey unless qualified on the physical characteristics of the portion of the road to be used in the same manner prescribed for an Engineer.

If absent from all railroad duty for 30 days or more qualified employees must fulfill the requirements of Special Instruction C-S1.

D-S1. EMPLOYEE CONDUCT: PREPAREDNESS FOR DUTY

Employees must be fully prepared for their assignments when reporting for duty. Employees who have been issued equipment or materials must have all such items with them and available while on duty. Lost, stolen, or damaged equipment must be reported immediately to the proper authority.

E-S1. POSSESSION OF FIREARMS AND OTHER WEAPONS Employees are prohibited from having firearms or other weapons in their possession while on duty or while on Authority property, unless authorized by SEPTA.

E-S2. USE OF HEADPHONES, EAR PIECES, AND OTHER ELECTRONIC PERIPHERALS

The wearing, use, or display of headphones, ear pieces, mouth pieces and other such peripherals commonly associated with the use of electronic devices not authorized by SEPTA is prohibited.

F-S1. UNUSUAL OPERATING CONDITIONS

A. Excessive Heat Operations

Excessive heat operations are in effect when the temperature is in excess of 90° Fahrenheit. When excessive heat operations are in effect, train crews will be notified verbally via system-wide radio broadcast messages from the RROC When so notified, trains must not exceed 50 MPH, unless otherwise restricted.

B. Severe Weather Warning

When advised of any severe weather condition, crews must take appropriate actions to report specific hazardous conditions affecting







the movement of the train at Normal Speed and ensure safety. When relieved, all unusual operating condition information must be communicated to the relieving crew.

- C. Severe Non-Winter Weather Warnings
 - Severe non-winter weather warnings include conditions such as high winds, heavy rains, high water, flash floods, tornado and / or hurricane conditions. The following types of warnings are associated with severe non-winter weather.
 - a. Severe Thunderstorm Warning When a Severe Thunderstorm Warning is issued, severe thunderstorms are occurring and have been spotted or detected by radar. The National Weather Service (NWS) defines a severe thunderstorm as having winds 50 knots (58 mph) or hail greater than ¾" in diameter (about dimesized).
 - b. Flood Warning

A Flood Warning is issued when inundation of a normally dry area near a stream or other watercourse is expected, or unusually severe ponding of water is expected.

- River Flood Warnings River Flood Warnings are initiated when a river at a gage site is expected to, or has, exceeded flood stage.
- d. Flash Flood Warning A Flash Flood Warning is issued in response to a few hours of locally heavy rainfall, a dam or levee failure, or other rapidly released water flooding nearby land.
- e. Urban and Small Streams Flood Warnings Urban and Small Streams Flood Warnings or Advisories are issued when flooding of small streams, streets, and low-lying areas, such as railroad underpasses and urban storm drains, is occurring.
- 2. Flood Warning Areas

Locations designated as Flood Warning Areas are listed in the individual branch pages of the Timetable Special Instructions. Flood Warning Areas are visually identified by Flood Warning Area Speed Limit and Flood Warning Area Resume Speed signs (see special instructions F-S6 and F-S7).

When a flood warning is posted by the National Weather Service, crews will be notified verbally via system-wide radio broadcast message from the RROC. When notified that a flood warning is in effect, trains must not exceed Restricted Speed through locations designated Flood Warning Areas.

D. Severe Winter Weather Warnings include conditions such as sleet, freezing rain, significant snow accumulation and/or blizzard conditions.

F-S2. SERIOUS SERVICE INTERRUPTIONS

When a serious service interruption occurs, train crews will be notified verbally via system-wide radio broadcast messages from the RROC. Any crew member receiving such a broadcast must inform the Conductor, who must ensure that all other crew members are informed. When a serious service interruption occurs, all train and engine service personnel who report to, are relieved at, or terminate at any of the locations indicated below must immediately report to the supervisor at the crew quarters for that location. Upon reporting, all personnel shall provide:

- Ì
- 1. Name,
- 2. Run number,

- 3. Last train worked,
- 4. Next scheduled train, and
- 5. Time scheduled.

Personnel will then be governed by the supervisor's instructions.

The following are reporting locations:

- Wayne Jct. and Roberts Yard Roberts Yard Crew Quarters
- Market East and Suburban Station Suburban Station Crew Quarters
- 30th St and Powelton Yard Powelton Yard Crew Quarters

F-S3. RAILROAD DIVISION ACCIDENT/ INCIDENT REPORT FORM

The Employee Accident/Incident Report Form must be used to report all accidents/incidents and injuries. This form must be completed by each employee involved in the accident/incident and/or as directed by supervision. The form must be turned in as soon as possible either to the Supervisor on the scene, to the Terminal Supervisor at Suburban Station (Passenger Services Office), or to the Supervisor at the Personnel Assignment Office (P.A.O.)

Employees must follow the instructions on the front of the form and fill in as much information as possible. All information must be legible. The person completing the form must sign and date the form on the back page.

Forms are available at the following locations: Personnel Assignment Office (P.A.O.), Passenger Services Office at Suburban Station and Market East Station, Yard Supervisor's Office at Powelton Avenue Yard, Frazer Yard and Overbrook Yard, Regional Rail Operations Center (RROC), and all offices of Line Directors.

Completion of this form does not eliminate the employees from completing the Railroad Employee Injury and or Illness Record (SEPTA FORM 6180.98).

F-S4. ACCIDENTS

In the application of Rule F, any employee involved in or witnessing an accident involving SEPTA shall be cooperative and supportive in their dealings with police. Employees are required to give police their name, account number, train identification, the address of the Railroad Division Headquarters (14th Floor, 1234 Market St, Phila., PA 19107) or their home address, the telephone number of the RROC (215-580-8668), and the names of all persons involved in the accident. The police may interview passengers who may have witnessed the accident. Employees shall not make any statement, verbal or written, about the accident to police or anyone other than a representative of SEPTA's Claims or Legal Departments, or to the authorized representative of the employee's own department.

Passengers must be advised as to the cause and possible duration of delay.

F-S5. REPORTING SAFETY HAZARDS

Employees who observe and identify an unsafe condition at a station or other SEPTA facility may call the Maintenance Service Hotline at ext. 8231 (215-580-8231 from a standard phone). This hotline is for reporting hazards at stations or other facilities, not on rolling equipment.



Safety Hazard Report Form (F-616) is to be used to report general safety hazards and locations. The forms are available at all yard facilities, Suburban Station Passenger Services Office, the Personnel Assignment Office. They may also be obtained from Line Directors. Instructions for completing the form are on the back. Completed forms are to be submitted to the Director of PAO. If you are unable to locate a supervisor, submit the entire form to your Union representative.

Equipment defects that affect the movement of a train must be reported to the train dispatcher and on an MP-11. Non-movement related defects (public address systems, coupling levers, etc.) must be reported on an MP-11.

F-S6. FLOOD WARNING AREA SPEED LIMIT SIGN

Aspect Blue background with white lettering



Indication When advised of a flood warning, trains must not exceed Restricted Speed between the Flood Warning Area Speed Limit Sign and the Flood Warning Area Resume Speed Sign.

F-S7. FLOOD WARNING AREA RESUME SPEED SIGN Aspect Blue background with white lettering



Indication Resume speed after rear of train passes the Flood Warning Resume Speed Sign.

G-S1. AUTHORITY POLICY ON DRUGS AND ALCOHOL Accepting employment with the Authority is regarded as the employee's willingness to obey the policies in effect on Authority property with respect to drug and alcohol use, possession, and testing, and to be subject to the requirements of those policies. This includes any and all federal or state regulations which may be currently in effect, and which may modify or supersede the Authority's own policy provisions. Employees are prohibited from engaging in the following activities while on duty, when reporting for duty, or while subject to duty:

- Using alcoholic beverages or intoxicants, having them in their possession in such condition that the substance is readily obtainable for immediate use, or being under their influence.
- Illegally using, possessing, or selling any drug, narcotic, or other controlled substance.
- Unauthorized use of any drug, medication (including prescribed medication), or other controlled substance that will in any way affect alertness, coordination, reaction, response, or safety.

In accordance with U.S. Code of Federal Regulations 49 CFR Part 219.102, no employee who performs covered service may use a controlled substance at any time, on or off duty, except if such substance is prescribed by a medical practitioner. Employees using prescribed medication or patent medicines must



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report such to supervision or to the Medical Department using SEPTA Form F-0699 "Prescriber's Report and Recommendation" before reporting for duty; questions relating to specific prescription or overthe-counter medications may be directed to the Medical Department (215-580-7128).

Employees may be subject to random, post-accident, reasonable cause, and reasonable suspicion testing for controlled substances as required by Authority policy and/or regulation. When selected for testing, the employee must provide samples of breath and/or body fluids. Refusal to comply with testing requirements renders the employee subject to discharge from employment with the Authority and subject to other civil penalties as mandated by regulation.

H-S1. USE OF TOBACCO

Smoking is prohibited on SEPTA RD equipment.

I-S1. FIRE EXTINGUISHERS: OPERATION AND TYPE

All RD locomotives, MU locomotives, passenger cars, and various other locations are equipped with fire extinguishers which should be available for service at all times.

Employees should familiarize themselves with the location of fire extinguishers in the event of a fire emergency. Employees should also familiarize themselves with the specific type available at their work location and the operating instructions for that type.

Following are the types available and the operation:

(CAUTION: When using any of these chemical fire extinguishers, particularly in a confined area, care should be exercised to avoid being overcome by fumes and/or gases due to oxygen deficiency.)

A. Carbon Dioxide Extinguishe	r		
To Operate: 1) Pull locking pin, 2) Squeeze lever, 3) Direct at base of fire; slowly sweep agent in a side-to-side motion.			
Effective Range: 7 feet	Duration: 15 seconds		
B. Dry Chemical Extinguisher			
To Operate: 1) Pull locking pin, of fire; rapidly sweep agent in a	2) Squeeze lever, 3) Direct at base a side-to-side motion.		
Effective Range: 12 to 15 feet	Duration: 30 seconds		
C. All Purpose (A-B-C) Dry Chemical Extinguisher			
To Operate: 1) Pull locking pin, 2) Squeeze lever, 3) Direct at base of fire; rapidly sweep agent in a side-to-side motion.			
Effective Range: 12 feet	Duration: 10 to 12 seconds		
D. Halon 1211 Extinguisher			
To Operate: 1) Pull locking pin, 2) Squeeze lever, 3) Direct at base of fire; sweep agent in a side-to-side motion.			
Effective Range: 14 to 16 feet	Duration: 9 to 11 seconds		
The discharge of Halon 1211 may create hazards to personnel such as dizziness, impaired coordination, reduced visibility, and exposure to toxic decomposition products. In the event that Halon 1211 is discharged, a prompt evacuation from the area should be made, and entry into such atmosphere should be prevented.			

Additional Instructions

- If fire is beyond the capacity of one extinguisher, use two or more extinguishers simultaneously to attain greater coverage. The use of several extinguishers, one after the other, will not ordinarily be effective on large fires. If the fire extinguisher used was taken from a train or other passenger equipment, an MP-11 "Vehicle Condition Report" must be filled out and submitted.
- 2. After use, empty or partially empty fire extinguishers must be promptly reported to immediate supervisor in charge so that arrangements may be made for the extinguishers to be picked up, recharged, and returned to their proper location.

L-S1. EMPLOYEES AUTHORIZED TO RIDE THE OPERATING CAB OR VESTIBULE OF A TRAIN

Except as outlined below, no more than three persons, including the assigned crew, are permitted to ride in the operating cab of a locomotive. All persons who intend to occupy the head end must report to the Conductor and indicate their reason for occupancy and the distance they intend to ride.

Exception: When a locomotive is coupled to the Rail Cleaning Machine, a requisite number of employees engaged in the activity are permitted to occupy the cab as long as, in the judgement of the Engineer, they do not interfere with the safe operation of the locomotive.

Deadheading employees must not occupy the head end. The following personnel are authorized to be in the operating cab of a locomotive or the vestibule of passenger trains in SEPTA RD Territory:

- 1. Crew members in the performance of their duties.
- 2. Persons possessing a current Railroad Division Head End Pass.
- Persons possessing a current head end authorization letter signed by the Assistant General Manager or the Chief Officer, Railroad Division, or the Manager of Rules.
- 4. Person with a "Qualifying/Remaining Qualified" form signed by the manager from Railroad Training Department.
- 5. Person presenting credentials identifying that individual as a SEPTA System Safety Officer.
- 6. Person presenting credentials identifying that individual as an official of the Federal Railroad Administration.
- 7. SEPTA Police Officers (in or out of uniform) in the performance of their duties.

Rail Operations Division Unusual Operating Condition Head-End Authority entitles the bearer to ride the head or rear end of the train when an Unusual Operating Condition advisory is in effect for the purpose of observing and evaluating the right-of-way. The bearer must present his/her SEPTA Employee Pass to the engineer and conductor to verify identification.

L-S2. ENGINEER TRAINEE - PROHIBITION OF OCCUPANCY BY OTHERS

While an Engineer Trainee is operating a train, only the assigned Engineer, the assigned Conductor, Supervisor(s) of Locomotive Engineers, qualified supervisor(s) conducting an evaluation or inspection, or an F.R.A. official conducting an on-board inspection are permitted to occupy the head end. All other persons, including those qualifying physical characteristics, are prohibited. If an emergency occurs that requires a person other than those authorized to occupy the head end the Engineer Trainee is not permitted to operate the train.



L-S3. SEPTA EMPLOYEE PASS

Employees are required to have their Employee Pass in their possession while on duty or on SEPTA property.

N-S1. FREIGHT TRAIN OPERATION

All freight trains operated on territory dispatched by SEPTA will operate under the instructions issued by their respective railroads, unless otherwise restricted.

Q-S1. HOURS OF SERVICE REPORTING REQUIREMENTS

The Train Dispatcher must be notified as soon as possible if circumstances occur that interfere with rest period or scheduled assignment of Train and Engine Service employees to the extent that the assignment cannot be completed without violating the Federal Hours of Service Act.

R-S1. MEDICAL DEPARTMENT EXAMINATIONS

Except in case of emergency, examinations by the Medical Department are performed by appointment only.

The Medical Department can be contacted at 215-580-7128.

R-S2. HOSPITAL/EMERGENCY TREATMENT CENTER

In the event of an injury or medical emergency, employees should be taken to the nearest hospital or emergency treatment center. When emergencies occur, local police, fire, or rescue squad should be contacted using any method available. Name, address, and telephone numbers of hospitals may be obtained from the Train Dispatcher

R-S3. INJURIES ON SEPTA PROPERTY / INJURY ON DUTY An employee who sustains an injury while on duty must:

- 1. Contact his or her supervisor immediately unless unable to do so due to the injury. If the supervisor is not available the injured employee must contact the RROC (215-580-8670).
- 2. Request medical attention if a serious medical condition exists.
- 3. Provide all information relevant to the injury to supervision, including the identification of any safety hazard that might have contributed to the injury.
- 4. Complete an Employee Injury Report Form and an Employee Injury Interview Form.
- 5. Complete Employee Injury or Illness Record (form 6180.98).
- Complete additional injury or incident report forms as directed by supervision.

If the injury will involve a long-term absence from work, the Personal Assignment Office (PAO) will determine a schedule of periodic contacts. The injured employee must then provide periodic notification to the PAO about the status of the injury according to the established schedule.

S-S1. SAFETY: AC ELECTRICAL OPERATING INSTRUCTIONS

- AC power on SEPTA's Railroad Division controlled by the SEPTA Power Dispatcher, RROC, 19th Floor, 1234 Market St, Philadelphia, PA
- 2. Pantograph pressure switches must be set in the 'Low' position on all equipment.

S-S2. SAFETY: CLOSE CLEARANCE

Close clearance exists at various locations. Employees must exercise extreme care to avoid personal injury when working at any location where close clearance exists.

S-S3. SAFETY: LOCKING PARLOR DOORS

Parlor doors must not be locked to prevent passage between the coach and vestibule, except when storing equipment.

U-S1. REPORT OF INCIDENTS

Any individual who Is (1) convicted of, or completed state action to cancel, revoke, suspend, or deny a motor vehicle drivers license for, operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance, or (2) convicted of, or completed state action to cancel, revoke, suspend, or deny a motor vehicle drivers license for a refusal to undergo such testing as is required by State law when a law enforcement official seeks to determine whether a person is operating a vehicle while under the influence of alcohol or a controlled substance, must report the incident to SEPTA's Medical Department (215-580-7024) within 48 hours or, if the employee is not in active-duty status. Such reports are considered confidential. Failure to report such an incident may result in disciplinary action up to and including discharge.

1-S1. ISSUANCE OF BULLETIN ORDERS AND DIVISION NOTICES

In the application of Rule 1, summary Bulletin Orders will be issued on a once-a-week basis, effective 2:01 A.M. each Monday. Each new summary Bulletin Order will supersede the previous Bulletin Order and will contain all current information. Supplemental Bulletin Orders will be issued when required, containing information that is supplemental to the current weekly Bulletin Order.

A summary Division Notice will be issued effective 2:01 A.M. the first Monday of each month. This summary Division Notice will supersede the previous Division Notice and will contain all current information. Supplemental Division Notices will be issued when required, containing information that is supplemental to the summary Division Notice.

1-S2. REPORTING TO THE TRAIN DISPATCHER

At locations where crews initially report for duty or make a turnaround at an intermediate terminal, Conductor or Engineer must contact the Train Dispatcher in charge of that territory and discuss the following:

- 1. Train number, lead engine number and number of cars.
- 2. Run number or name and time on duty of the crew.
- 3. Arrival time at turnaround points.
- 4. Departing train number, engine number, and number of cars at turnaround points.
- 5. Ascertain if there are any Form D's or instructions affecting movement.
- 6. At employee reporting locations, identify the Bulletin Order/s and Division Notice/s in effect.
- 7. Amount of delay, if any and reason.

Train must not depart location if communication cannot be established.



At locations where a Yard Supervisor is on duty, crew members initially reporting for duty, returning to duty from a break or rest period, or where the location is a turn-around point for the crew, must communicate with the Yard Supervisor before taking charge of their equipment. At locations where crews secure equipment prior to going off duty and there is no Yard Supervisor on duty, Conductor or Engineer must contact the Train Dispatcher in charge of that territory and report the following:

- 1. Train number, lead engine number and number of cars.
- 2. Run number or name and time on duty of the crew.
- 3. Arrival time at the final terminal.
- 4. Amount of delay, if any and reason.

1-S3. EMPLOYEE REGISTER

Employees are not required to sign an Employee Register after examining the Bulletin Board.

1-S4. ISSUANCE OF AMTRAK TEMPORARY SPEED RESTRICTION BULLETIN (TSRB)

All SEPTA Engineers, Conductors, and Line Maintenance personnel performing service as Track Car Drivers whose duties require operating on Amtrak territory must obtain a copy of the applicable TSRB(s) when reporting for duty or prior to operating on Amtrak territory and must have it in their possession while operating on Amtrak territory. All personnel assigned to perform service on Amtrak's Northeast Corridor in the Metropolitan Division (i.e. east of the western limits of Morris) must have copies of both Mid Atlantic Division and Metropolitan Division TSRB's.

Amtrak will fax Mid-Atlantic Division and Metropolitan Division TSRB's to designated locations in a timely manner each day; designated SEPTA personnel will be responsible for the proper dissemination of the photocopied TSRB's according to the instructions of the Director, RROC.

Copies of these TSRB's will be available on a daily basis at the following locations:

- 1. Powelton Avenue Yard: Yard Supervisor's Office
- 2. Frazer Yard: Yard Supervisor's Office
- 30th Street: (Southward only) located on 'B' and 'C' platforms at south end. Form D lights are not used in conjunction with TSRB.
- 4. RROC

Personnel must keep their copy of the TSRB from the previous day to be used in the event that the new daily TSRB has not yet been made available when they report for duty or prior to operating on Amtrak territory. In the event crew members report for duty or prior to operating on Amtrak territory and the new daily TSRB is not yet available, crew members must contact the appropriate Amtrak Train Dispatcher for instructions.

1-S5. CSX GENERAL BULLETINS

CSX General Bulletin information for CSX Trenton Line between Newtown Jct. and CP Cheltenham Jct, and between CP Wood and CP Wing is published in SEPTA's Bulletin Orders. SEPTA crew members operating on CSX Trenton Line territory dispatched by SEPTA train dispatchers are not required to carry CSX General Bulletins or CSX General Notices.

1-S6. ENGINE SERVICE TRAINING BULLETINS

Engine Service Training Bulletins contain information relevant to the duties of engineers and engineer trainees that may not immediately impact the movement of a train or implement a change to a required publication. They are:

- 1. Issued once a month;
- 2. Effective the first Sunday of each month;
- 3. Numbered consecutively beginning with the first month each year;

- 4. Prefixed by "ESTB-" and the last two digits of the effective year;
- Distributed to Frazer, Powelton Ave Yard Office, Roberts Ave Yard Office, and Suburban Station Passenger Services Office.

Engineers and engineer trainees are responsible for all information published in the Engine Service Training Bulletins.

1-S7. TRAIN SERVICE TRAINING BULLETINS

Train Service Training Bulletins contain information relevant to the duties of conductors and assistant conductors that may not immediately impact the movement of a train or implement a change to a required publication. They are:

- 1. Issued once a month;
- 2. Effective the first Sunday of each month;
- Numbered consecutively beginning with the first month each year;
- 4. Prefixed by "TSTB-" and the last two digits of the effective year;
- 5. Distributed to Frazer, Powelton Ave Yard Office, Roberts Ave Yard Office, and Suburban Station Passenger Services Office.

Conductors and assistant conductors are responsible for all information published in the Train & Engine Service Training Bulletins.

1-S8. SAFETY RULE OF THE WEEK

A Safety Rule of the Week is published at the beginning of each summary Bulletin Order. All SEPTA employees performing transportation related duties must review the designated safety rule and be prepared to discuss its meaning if questioned by a supervisor.

2-S1. STANDARD TIME

Eastern Standard Time applies; correct time may be obtained from the RROC or other Standard Clock locations.

At 2:00 A.M. on the second Sunday of March, Standard Time must be advanced one hour, and time changed to 3:00 A.M., Standard Time. This is Daylight Saving Time. Employees advancing standard clocks must, as soon as the change has been made, compare time with the Train Dispatcher. Offices where standard clocks are located, which are not open at 2:00 A.M., must advance clocks one hour when the office is opened and compare time with the Train Dispatcher.

At 2:00 A.M., on the first Sunday of November, Standard Time must be set back one hour, and time changed to 1:00 A.M., Standard Time. Employees setting back standard clocks must, as soon as the change has been made, compare time with the Train Dispatcher. Offices where standard clocks are located, which are not open at 2:00 A.M., must set back clocks one hour when the office is opened and compare time with the Train Dispatcher.

Employees who are on duty and are required to use a reliable watch must adjust their watch as soon as possible after time changes, without incurring delay to train movements. Employees must compare their watch with a standard clock or secure time from the Train Dispatcher, as soon as practical.

4-S1. JOB BRIEFINGS

Train and Engine service crew members must hold a job briefing at the beginning of their tour of duty, and anytime operational or safety conditions change, to discuss the following items:

- 1. Bulletin Orders, Form D's, or TSRB's in effect for the territory over which their train will be operated,
- 2. Information in General Orders that has become effective in the



last five days that will effect the movement of their train,

- Safety Rule of the week and any known safety hazards that crew members or passengers may encounter, and the actions that must be taken to avoid the hazards,
- 4. Who will be responsible for securing equipment that will be left unattended.
- 5. Type of equipment and maximum speed and other restrictions associated with the equipment.

Crews in passenger service must discuss the following additional items: 1. The correct time.

- I ne correct time,
 Scheduled station stops for each
- Scheduled station stops for each trip (review of express, local, or limited service, flag stops, 'D' stops, etc.),
- 3. Who will make station announcements,
- 4. Positioning of train crew members at station platforms,

5. Any other special requirements.

- Crews in yard service must discuss the following additional items:
 - 1. The specific moves to be made,
 - 2. The location of crew members during the moves,
 - 3. The means of communication that will be used to control the movement.

10-S1. PROPER EQUIPMENT FOR SIGNALING: FUSEES

Five fusees are stored in the red 'sign storage box' on each Silverliner IV locomotive and control car. On Silverliner II and III locomotives fusees are stored in the red pry bar box. The storage box is sealed with a CAT 30 lock to prevent unauthorized access and theft. Crew members must ensure they have a CAT 30 key when reporting for duty, and it must remain readily available while performing service.

Except when making relief, crew members must check the storage box upon taking control of the equipment to ensure the lock is secured. If a box is found unsecured the crew member must check for fusees and report to the conductor. The train may continue without delay, but the conductor must ensure the Yard Supervisor or RROC Mechanical Desk is notified if there are less than five fusees in a box.

A Defect Report (MP-11) must be filled out and submitted for any box with less than five fusees.

12-S1. FUSEES STORED ON EQUIPMENT

Fusees are stored as follows:

- 1. On Silverliner IV and cab cars, the fusees will be stored in the red utility box located in the vestibule.
- 2. On Silverliner II and III cars, the fusees will be stored in the emergency pry bar box in the coach.
- 3. Both the utility box and the pry bar box will be secured with a CAT 30 lock.
- 4. On other locomotives, fusees will be stored in the box intended for that purpose, which will not be locked.

13g-S1. DROP / RAISE PANTOGRAPH SIGNS

A Drop Pantograph sign is a red sign with white letters reading "Drop Pan" and a white "Down" arrow. A Raise Pantograph sign is a red sign with white letters reading "Raise Pan" and a white "Up" arrow. Drop / Raise Pantograph signs will be displayed to the right of and adjacent to the track they affect, or in the catenary wire above the track they affect.



Crew members will be notified when Drop / Raise Pantograph signs are displayed. Pantographs must be placed in the "down" position prior to the first pantograph passing the Down Pantograph sign, and must be raised when the rear pantograph passes the Raise Pantograph sign.

19-S1. ADDITIONAL ENGINE WHISTLE OR HORN SIGNALS

In the application of Rule 19, engine whistle or horn signal must be sounded as follows:

SOUND	INDICATION
0 —	Call for Conductor to report to head end

19-S2. WHISTLE OR HORN FAILURES

If the engine whistle or horn on the leading end of the movement fails en-route, a crew member must immediately take position at the next operable forward facing horn or whistle on the train. The Engineer must be able to communicate with this employee to instruct him or her when to sound the whistle or horn. If these conditions cannot be met, the Engineer must operate in accordance with the actions prescribed in NORAC Operating Rule 19 for whistle or horn failure en-route.

19-S3. WHISTLE BOARDS/HORN STARTING LOCATION In the application of Rule 19(b)1, whistle boards or yellow ties in advance of the public grade crossing identify the location where the grade crossing warning signal must begin. The location of the whistle board or yellow tie is based on the maximum authorized timetable speed. The grade crossing warning signal must begin as the locomotive passes the location, unless the train is traveling at less than the maximum authorized timetable speed or there will be a known delay, such as a passenger station stop before the public grade crossing is occupied.

A whistle board is displayed as a black "W" on a white background. Whistle boards will be displayed:

- 1. To the right of the affected track, or
- 2. In the '6 foot' area or on the catenary portal beam between affected tracks in multiple track territory, or
- 3. On the cantilever beam of the catenary system in single track territory.

Where no whistle board or yellow tie is displayed, the following chart must be used to identify the location where the warning signal must begin.

Maximum Authorized Speed Approaching the Crossing	Minimum Distance to Begin Sounding Horn (15 seconds to crossing)	Maximum Distance to Begin Sounding Horn (20 seconds to crossing)
5	111	148
10	221	294
15	330	440
20	440	586
25	551	734
30	660	880
35	770	1026
40	881	1174
45	990	1320*
* = ¼ mile; the maxim	num allowable distance u	Inder FRA regulation.

19-S4. MULTIPLE CROSSING AREAS

In the application of Rule 19(b), areas where multiple public highway grade crossings are in such proximity to prohibit compliance with the horn requirements will be designated Multiple Crossing Areas. Those areas, and the specific procedure for sounding the locomotive horn, will be identified on the individual branch pages

19-S5. ENGINE WHISTLE OR HORN SIGNALS

- (d) Sound: --- o
 - Indication: Approaching Roadway Workers or their equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound two short whistle signals intermittently until the head end of train has passed the Roadway Workers or their equipment.

22-S1. LOCOMOTIVES EQUIPPED WITH STROBE LIGHTS AND/OR DITCH LIGHTS APPROACHING PUBLIC CROSSING AT GRADE

When approaching public crossings at grade while operating equipment with auxiliary lights, it is required that these warning devices be activated for at least 20 seconds before the front of the lead unit enters the crossing.

70-S1. INSPECTION OF TRAINS: ELECTRICAL EQUIPMENT - OIL LEAKAGE

Whenever practical, employees should perform visual inspection for oil leaking from transformers located on electric or MU locomotives. If oil is observed leaking from a transformer with a yellow PCB warning label, the Train Dispatcher must immediately be notified of the circumstances.

Employees must avoid contact and protect others from contact with such oil.

Until the possibility of additional leakage is corrected, further movement of such equipment is prohibited, unless leakage will create an unsafe condition or contaminate a body of water or drainage system, in which case movements of such equipment should be restricted to the distance necessary to clear the unsafe area.

OBSERVATION OF TRAINS FOR 72-S1. DEFECTS: USE OF TEMPILSTIK

- A. Conductors, Assistant Conductors and Engineers must obtain and carry with them while on duty tempilstiks with a degree range of 200° or 212°F. Tempilstiks must be used whenever it is necessary to determine if the wheels and/or axle bearings are overheated.
- B. The tempilstik will indicate an overheated condition if a liquid smear results after its use.
- C. Crew members must use a tempilstik to check their train for an overheated condition when:
 - 1. Directed by the train dispatcher, supervisor or RROC Mechanical Desk:
 - 2. After being notified or becoming aware of a possible heat related problem with the wheel or axle bearing assembly.
- D. When necessary to check for overheated wheels and/or axle bearings, the following procedures must be followed.
 - 1. The test must be performed by two separate crew members or other qualified individuals;
 - 2. To inspect equipment with inside journal bearings you must:
 - a. Apply the tempilstik to the inside edge of the roller bearing cup, or the bearing housing cover.
 - b. Do not apply the tempilstik to the end of any axle or wheel on equipment with inside bearing journals.
 - c. Caution must be observed when using the tempilstik in difficult locations to prevent injury caused by coming in contact with heated equipment. Do not contact the equipment with anything other than the tempilstik.
 - 3. To inspect equipment with outside journal bearings you must:
 - a. Place the tip of the tempilstik on or as close to the roller bearing cup as possible. There are access ports in the bottom of the bearing box that makes it easy to insert the tempilstik against the bearing cup
 - b. If the roller bearing cup is not accessible, check the end cap adapter temperature. When checking the adapter, care should be taken to stroke the edge surface around the bearing cap where heat is concentrated.
 - c. Do not place tempilstik on the wheel.
 - To inspect equipment with friction journal bearings:
 - a. Lift the journal box cover. Use caution as the lid may be extremely hot.
 - b. Place the tip of the tempilstik on the brass journal.
 - 5. When the axle bearings are determined to be hot:
 - a. The Train Dispatcher must be notified immediately.
 - b. Movement may proceed at not exceeding 20 MPH.
 - 6. If no exception is taken to the reported defective car, crewmembers must observe journal conditions of the car ahead and behind the reported car.
- E. If, at any time during the above inspection, the wheels are determined to be hot by feeling excessive heat coming off the wheel or by touching the tip of the tempilstik on the rim of the wheel:

 - The Train Dispatcher must be notified as soon as possible.
 The Conductor and Engineer must determine the cause of the hot wheels prior to resuming movement.

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3. Movement may proceed at not exceeding 60 MPH.

RESTRICTED SPEED 80-S1.

In the application of Rule 80 item 3, the speeds apply to the entire movement.

G.O. 403



80-S2. RESTRICTED SPEED OPERATIONAL TEST: USE OF TRACK BARRICADES

Track barricades may be utilized to conduct operating rule efficiency testing at locations where trains are required by rule or special instruction to operate at Restricted Speed.

Track barricades will be placed in the gage of the track ahead of trains to be tested. Track barricades use in these tests is an octagonal reflectorized red metal sign, which has the word BARRICADE stenciled on it.

Engineers, when operating at Restricted Speed, must be on the lookout for track barricades. When encountering a track barricade that has not been previously indicated by Bulletin Order or Movement Permit Form D, it must be considered to be an obstruction. Trains must STOP short of the barricade and not pass beyond its location until authorized by a supervisor and the barricade has been removed from the gage of the rail. In such instances, the Engineer will be further governed by the instructions of the supervisor.

90-S1. SEPTA TRAINS DELAYED IN AMTRAK TERRITORY

The Engineer or Conductor of a train experiencing a delay in excess of 5 minutes in Amtrak territory will immediately notify SEPTA-6 Train Dispatcher via SEPTA South Road channel 6, TX 71 and RX 16 of their status, the location where the delay has occurred, and any other pertinent information. After the delay has been reported, radio must immediately be returned to appropriate AMTRAK ROAD channel 35, 54 or 60 and a similar report made to the appropriate Amtrak Train Dispatcher.

92-S1. PASSENGER FLAG STOPS-OPERATING OTHER THAN NORMAL TRACK DESIGNATED FOR STATION STOPS

Trains operating on a track other than the normal track which station stops are usually made must make a full stop to receive and discharge passengers. This instruction applies specifically to trains whose schedule indicates an "F" stop operating against the current of traffic in ABS, 251 territory, and trains operating in a direction opposite the normal flow of traffic in 261, ABS (non-single track) territory or interlocking limits.

After the full stop is made and before the train departs the station, the platform on the opposite side must be observed to ascertain whether there are any passengers located where they would normally wait to board the scheduled train. When persons are seen to occupy the platform area, a train crew member must attempt to announce the destination of the train. The train must not depart until certain that no passengers are left remaining who may want to board the train.

94-S1. COMMUNICATION OF SIGNAL NAMES

In the application of Rule 94 paragraph a, the following employees are relieved from complying with the requirements of Rule 94 when occupying the leading engine or car of a train: Electric Traction Department employees, Track Department employees, Communications Department employees, Signal Department employees, and Rail Equipment Maintenance Department employees.

94-S2. CREW COMMUNICATION OF SIGNAL NAMES WITHOUT OPERATIVE RADIO

In the application of Rule 94, paragraph "b," the following procedures are to be used to communicate signal names if the train radio at the Engineer's control stand fails, or the Conductor or other qualified crew member does not have an operative portable radio:

1. On AEM-7 and ALP-44S locomotives coupled to push-pull

equipment, crews must use the intercom system. If the Engineer is operating from the cab car and the intercom system is inoperative, crews are to use the PA system as outlined in the next paragraph.

- 2. On trains consisting of entirely of Silverliner IV locomotives, the Engineer may call the Conductor to the head end via the PA system; the Engineer must not communicate the signal name via the PA system. Communicating signal names via PA system will be considered a non-compliance with this instruction. If the PA system is not operational, the Conductor or other qualified crewmember should be summoned by the Engineer to the head end by sounding one short and one long on the engine whistle, in accordance with Special Instruction 19-S1.
- On trains consisting entirely of Silverliner II or III locomotives, the Conductor or other qualified crew member should be summoned by the Engineer to the head end by sounding one short and one long on the engine whistle, in accordance with Special Instruction 19-S1.
- 4. On trains of mixed MU consists, the crew should utilize the most efficient method dependent upon the type of equipment leading the train consist
- 5. The Conductor or other qualified crew member responsible for communicating signal names with the Engineer must work the leading cars or MU locomotives in the train consist if it becomes necessary to use the procedures outlined above.

98-S1. OVERBROOK YARD

- A. Rule 98 is in effect in Overbrook Yard.
- B. Overbrook Yard Supervisor is in charge of Overbrook Yard. When no Yard Supervisor is on duty, the shop foreman is designated in charge. If neither the Yard Supervisor nor shop foreman is on duty, Roberts Ave Yard Supervisor is in charge.
- C. Maximum authorized speed on all tracks within Overbrook Yard is Restricted Speed not exceeding 5 MPH, except:
 - Restricted Speed not exceeding 20 MPH for passenger / 15 MPH freight equipment on the By-Pass track between the switch to the Connection track and the switch to No. 3 storage track.
 - 2. 5 MPH when trailing through semi-automatic switches not properly lined.
- D. Tracks equipped for AC electrical operation: all tracks except 1 shop, 2 shop, 3 shop (inside house), and wheel house tracks (inside wheel house)
- E. Standard clock and, bulletin board are located in Yard Supervisor's Office.
- F. Blue Signal Display: In the application of Rule 16, when Blue Signal paddle/light is required to be placed on the control stand of equipment, it will be placed on the east end control stand of equipment in Overbrook Yard. Crews must check for Blue Signal paddle/light at the above indicated control stands prior to commencing movement.
- G. Overbrook Yard Supervisor monitors AMTRAK ROAD channel 35, SEPTA YARD TX channel 19, RX channel 19 and equipment channel 8 continuously.
- H. Signal indication is the permission to occupy the Shop Lead to the first facing point switch at which time crew must contact Yard Supervisor of other supervisor in charge.
- If locomotive(s) is to be power-tested on the By-Pass Track, prior to testing the crew must ensure that all switches are properly lined for



the movement.

- J. At both the east and west ends of the Yard (Paxon and Woodbine) a crew member must be stationed on the leading end of all movements which occupy the yard lead tracks between the interlocking limits and the first facing point switch.
- K. Yard Track Designations and Lengths

Track Name/Number	Length In Feet	From Fouling Point To Opposing		
No. 3 Storage	1275	Fouling Point		
No. 4 Storage	1105	Fouling Point		
No. 3 Shop West	425	Derail		
No. 2 Shop West	255	Derail		
No. 1 Shop West	255	Derail		
Stub Track	255	Bumper		
No. 3 Shop East	255	Derail		
No. 2 Shop East	255	Derail		
No. 1 Shop East	255	Derail		
Connection	255	Fouling Point		
Wheel House Track (west end)	170	Derail		
Wheel House Track (east end)	170	Derail		

L. Securing any unattended equipment must have both sides of the wheel closest to the shop or wheel house building chocked.

M. Prior to moving a train or equipment into or through the shop, the conductor must ensure the shop horn/buzzer is sounded. The number of sounds must correspond to the track number to be occupied. For example, one sound for No. 1 track, two sounds for No. 2 track, etc.

98-S2. FRAZER YARD

- A. Rule 98 is in effect in Frazer Yard.
- B. Supervisor of the yard is in charge of Frazer Yard.
- C. The maximum authorized speeds are as follows:
 - Restricted Speed not exceeding 20 MPH on the West End Lead Track between eastern limits of (AMTRAK) Glen and the derail located 2035 feet east of Glen.
 - 2. Restricted Speed not exceeding 5 MPH on all other tracks east of the derail location.
 - Trains must not exceed 3 MPH while operating through the car washer. All MU equipment is prohibited except equipment numbered 400-499.
- D. Tracks equipped for AC electrical operation: all yard tracks; tracks No. 6 and No. 7 for distance of 200' inside shop.
- E. Standard clock, bulletin board (including Amtrak Bulletin Orders) located in the Frazer Yard Transportation Building, outside the Yard Supervisor's office.
- F. Blue Signal Display: In the application of Rule 16, when Blue Signal paddle/light is required to be placed on the control stand of equipment, it will be placed on the east end control stand of equipment in Frazer Yard. Crews must check for Blue Signal paddle/light at the above indicated control stands prior to commencing movement.
- G. Supervisor of the Yard monitors Amtrak Road channel 35, SEPTA YARD TX channel 19, RX channel 19 and equipment channel 8 continuously.
- H. Close clearance exists through the car washer and No.4, No.5, No.6 and No.7 tracks in the shop building.
- I. Use of the engine whistle (except in an emergency) is prohibited.

- J. When entering the shop building under power, both pantographs of AEM-7 locomotives must be in the raised position.
- K. Derails, for the purpose of blue flag protection, are located at the fouling points of No.1, No.2, No.3, No.4, and No.5 tracks at both the east and west ends.

A split switch derail is located 50 feet west of the West End Yard Lead switch to protect the fouling point of the main track. This derail must remain in the normal position except when removed for immediate movements. It must be restored as soon as the movement is completed. For movements using the car washer, the derail may be left in the off position until the car wash movement is completed.

- Lenath In **From Fouling Point** Track Name/Number Feet To Opposing East End Track Lead Track Bumper No. 1 1300 Fouling Point No. 2 1250 Fouling Point No. 3 Fouling Point 1250 No. 4 1300 Fouling Point No. 5 Fouling Point 1300 No. 6 475 East End of Shop No. 7 475 East End of Shop No. 8 400 **Clearance** Point No. 9 400 Clearance Point West End Track Lead Track Amtrak Glen
- L. Yard Track Designations and Lengths

M. Prior to moving a train or equipment into or through the shop, the crew must ensure the public address announcement has been made.

101-S1. PROHIBITION AGAINST LEAVING LOCOMOTIVES, CARS AND OTHER EQUIPMENT IN A FOULING POSITION

In the application of Rule 101, locomotives, cars and other on-track equipment shall not be left where it will foul a connecting yard track except when the equipment is occupying the switch to that track.

101-S2. PROHIBITION AGAINST RIDING THE SIDES OF CARS OR EQUIPMENT WHEN SHOVING OR SHIFTING

Employees are prohibited from riding the sides of cars or equipment within 170' of the clearance point of any track where equipment is standing when shoving or shifting cars or equipment.

This prohibition does not include employees riding entirely within the vestibule of cars so equipped. However, such employees must be entirely within the vestibule when the cars they are on are within 170' of the clearance point on any track where equipment is standing.

101-S3. FOULING POINTS IN YARDS

The fouling point of a track is indicated by a yellow mark on the tie. Unless instructed otherwise by the Yard Supervisor, equipment left standing must be not extend beyond the fouling point.

The above instruction applies to all yard tracks in Roberts Avenue Yard, Powelton Avenue Yard and Wayne Electric Car Yard, Overbrook Yard; in Frazer Yard, the above instruction applies to No.1, No.2, No.3, No.4 and No.5 tracks.

104-S1. OPERATION OF ELECTRIC LOCKS

Electrically locked hand-operated switches must not be operated until permission is obtained from the Train Dispatcher. Hand-operated switches and derails must be operated in accordance with NORAC Operating Rule 104.

A. Entering Main Track

After receiving verbal permission to occupy the main track, operate electric lock according to model type. (NOTE: On all models, once "time-out" sequence has begun, DO NOT further manipulate latch or lever prior to expiration time, as this will cause the timer mechanism to restart the "time-out" sequence.)

- USS-SL25 (Foot pedal type): When in locked position, window will display "LOCKED". Depress foot latch and remove the padlock, thus activating start of timer. Banner indication in window will display "UNLOCKED" when circuit is clear (i.e. no trains occupying the track and no signals are displayed on either side of the siding), or when timer has run out. Foot pedal may then be depressed and hand-throw lever thrown to the reverse position. Either of the following will result:
 - At locations where above action operates derail, switch must then be operated separately.
 - b) At locations where above action opens switch, derail must then be removed after switch has been opened.

To reset electric lock, reverse whichever procedure above was used. Depress the foot latch and insert the padlock.

- 2. GRS-10, GRS-M10 (Foot pedal type): When mechanism is locked, lamp will not be lighted. Depress foot latch and re-move the padlock, thus activating start of timer. Lamp will light to indicate mechanism is unlocked when circuit is clear (i.e. no trains occupying the track and no signals are displayed on either side of the siding), or when timer has run out. Foot pedal may then be depressed and hand-throw lever thrown to the reverse position. Either of the following will result:
 - At locations where above action operates derail, switch must then be operated separately.
 - b) At locations where above action opens switch, derail must then be removed after switch has been opened.

To reset electric lock, reverse whichever procedure above was used. Depress the foot latch and insert the padlock.

3. GRS-M9B (Pedestal type): Remove padlock and open door of pedestal housing by pulling door handle down. When switch is in locked position, window will display "LOCKED". Raise the operating hand lever counter-clockwise one notch to the intermediate position, thus activating start of timer. Banner indication in window will display "UNLOCKED" when circuit is clear (i.e. no trains occupying the track and no signals are displayed on either side of the siding), or when timer has run out. Once indicating unlocked, rotate operating hand lever fully counter-clockwise to the left side position. Remove bolt-locked derail (where equipped), then operate hand-operated switch for train to occupy main track.

To reset electric lock, restore hand-operated switch to normal position, restore bolt-locked derail (where equipped), rotate



operating hand lever in pedestal housing clockwise all the way to the right side position until window displays "LOCKED", close door of pedestal housing (door will not close if operating hand lever is incorrectly positioned), pull door handle up to latch door and insert the padlock.

B. Exiting Main Track

To exit main track, operate electric lock as outlined above for the specific model type. When exiting, no "time-out" sequence will occur, and electric lock mechanism will indicate unlocked upon activation. Report clear of main track only when electric lock has been fully restored as outlined above for specific model type.

104-S2 HANDLING FIXED DERAILS

Crew members and others associated with the work must conduct a job briefing before work is begun when operating or verifying the position of a fixed derail.

104-S3 POSITION OF DERAILS

In the application of Rule 104, paragraph f, the table below identifies the locations of fixed derails not associated with the protection of the fouling points on main tracks. Such derails are normally kept in the down position, except when used in conjunction with blue signal protection.

Location	Track(s)
Doylestown	Long Siding, All yard tracks
Lansdale	No. 1 & No. 2 Lansdale MU yard
Warminster	Storage Track
West Trenton	All yard tracks
Wayne Electric Car Yard	All tracks
Roberts Ave Yard	All tracks
Elm St	No. 1 yard
Powelton Ave Yard	All tracks
Overbrook Yard	All tracks
Frazer Yard	All tracks
Media	All yard tracks

109-S1. SECURING EQUIPMENT

A sufficient number of handbrakes must be applied to equipment whenever it is to be stored or left unattended for an extended period of time. All available handbrakes must be applied to passenger equipment in the following instances:

 Whenever storing equipment on main tracks. Whenever equipment is standing for 10 continuous minutes or longer with no overhead power (i.e. pantographs have been lowered or overhead catenary power has been removed).

For all locations and conditions, the minimum number of handbrakes to be applied must be consistent with the following chart:

Number Of Units In Consist Minimum Handbrakes Appli		
1 MU Locomotive	1	
2 MU Locomotives	2	
3 to 8 MU Locomotives	3	
Electric Locomotives	All	
Diesel Locomotive unit(s)	All	
Push/Pull Consist	Locomotive(s) and1 car	
Diesel Consist (5 cars or less)	Locomotive(s) and1 car	
Diesel Consist (6 cars or more)	Locomotive(s) and 50% of cars	



Test applied handbrakes by releasing the pneumatic brakes and applying a quick on/off point of power to insure that the car(s) will stop when power is removed.

Handbrakes must be applied on Silverliner IV equipment when there is a mixed consist with Silverliner II or Silverliner III MUs.

Wheel chocks must be used anytime equipment is left unattended with pantographs lowered.

109-S2 USE OF BRAKE STICK

The use of a Brake Stick (telescopic device used on freight equipment to apply or release hand brakes) is prohibited on all SEPTA electrified territory.

110-S1. ROTARY OR SWINGING MACHINERY: USE OF CRANES AND DERRICKS IN ELECTRICAL TERRITORY

Such equipment used in electrified territory must be conducted under the personal supervision of the Foreman who must take special care to safeguard workmen and himself from overhead wires. No part of the equipment or materials are permitted to come within 8 feet of transmission lines or 24 KV feeders, or within 3 feet of overhead catenary wires or signal power wires.

When work cannot be performed as outlined above, the Foreman must request assistance from a qualified Electric Traction Department employee.

Cranes must be equipped with insulated bar protector on top of the boom.

116-S1. AUTHORIZATION TO OPERATE TRAINS FROM OTHER THAN THE LEADING END DUE TO EQUIPMENT FAILURE

When a train is incapable of being operated from the leading end due to equipment failure, movement may not commence until permission is received from the Train Dispatcher.

116-S2. TEST REQUIREMENTS AND PROCEDURES FOR OPERATING FROM OTHER THAN THE LEADING END

The following test requirements and operating procedures apply where ABS, DCS, or Interlocking rules are in effect when:

- 1. Shoving a train,
- 2. Making a shifting movement,
- 3. Making a reverse movement (backing up), or
- 4. Operating from other than the lead end of the leading unit due to equipment failure.

The requirements and procedures are as follows:

- A qualified Conductor must be positioned on the lead end. The qualified Conductor must be able to communicate directly with the Engineer by voice communication using the radio, intercom, or PA system. A voice test of the means of communication must be performed prior to commencing movement.
- The Conductor must be able to properly operate the engine horn, and must be able to apply the train brakes with the emergency brake valve. A test of the emergency brake valve on MU locomotives must be made prior to movement.

When it is ascertained by test that the Conductor has these capabilities, the movement may begin, not exceeding 30 MPH, governed by fixed

If the Conductor does not have all of these capabilities, the movement may commence at Restricted Speed governed by fixed signal indication after an understanding is reached with the Engineer concerning the passing of signals and control of the train. If the train is carrying passengers, they must be removed from the lead MU locomotive or car.

When a train is operated as indicated in the first paragraph, prior to commencing movement, the name of any signal affecting the movement must be communicated to the Engineer. The Engineer must verbally acknowledge the signal name being communicated before initiating movement. This verbal communication may be achieved by use of the radio, intercom, or PA system. Once movement has begun, the qualified Conductor on the lead end of the movement must continue to communicate all signal names affecting the movement and the Engineer must acknowledge same and control the train in accordance with the signal(s) communicated. If the signal name(s) cannot be communicated in this manner, movement must be made at Restricted Speed.

116-S3. OPERATING FROM OTHER THAN THE LEADING END IN YARD AND REPAIR FACILITIES

A member of the crew must be stationed on the leading end of movement whenever the movement will foul an adjacent track when operating from other than the leading end in a yard or repair facility.

EXCEPTION: This requirement does not apply whenever movement is confined solely within opposing derails or fouling points on a track, or between a derail and the end of a stub track. On movements that will not foul an adjacent track, a crew member must be in a position to observe the lead end and communicate with the engineer.

116-S4. TESTING OF EMERGENCY BRAKE VALVE

When the normal movement of a train will require the operation from other than the leading end, the emergency brake valve on that end of the train must be tested prior to departure from the train's originating terminal. This requirement applies even if the movement will occur in non-SEPTA territory.

119-S1. CAR RESTRICTIONS: WEIGHT

Cars exceeding 263,000 lbs. are prohibited from operating in SEPTA RD Territory.

124-S1. SPEED TABLE

Engineers must use the following table to determine the accuracy of speedometers when operating through Speed Indicator Checking locations designated on the Station Pages. Inaccuracies of 3 MPH or more at speeds of 30 MPH or less and 5 MPH at speeds greater than 30 MPH must be reported to the Train Dispatcher and on an MP-11.

NOTE: Speeds and times (minutes:seconds) listed in the chart are rounded to the nearest whole number.

0:27 = 130 MPH	0:40 = 90 MPH	1:20 = 45 MPH
0:29 = 125 MPH	0:45 = 80 MPH	1:30 = 40 MPH
0:30 = 120 MPH	0:48 = 75 MPH	1:43 = 35 MPH
0:31 = 115 MPH	0:52 = 70 MPH	2:00 = 30 MPH
0:33 = 110 MPH	0:55 = 65 MPH	2:24 = 25 MPH
0:34 = 105 MPH	1:00 = 60 MPH	3:00 = 20 MPH
0:36 = 100 MPH	1:05 = 55 MPH	4:00 = 15 MPH
0:38 = 95 MPH	1:12 = 50 MPH	6:00 = 10 MPH

124-S2. MAXIMUM SPEEDS: SEPTA EQUIPMENT

Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

A. Diesel Locomotives						
Numbers	Ders Model Maximum Speed				Col.	
Numbers	Model	Single Unit	Multiple Lite	With Car(s)	Rest	
70	2GS14B	30	45	60	3	
50, 51	BL-1500	30	45	60	2	
52	SW1200	30	45	60	2	
60, 61	RL-1000P	30	50	65	3	
B. Electri	c Locomo	tives				
Numbers	Model	М	aximum Spee	d	Col.	
Numbers	Woder	Single Unit	Multiple Lite	With Car(s)	Rest	
2301-2307	AEM-7	30	50	125	6	
2308	ALP-44S	30	50	125	6	
C. MU Lo	C. MU Locomotives					
	Numbers Model Maximum Speed					
201-219	, 251-269, 9	0001-9017	Silverliner II	85		
220-239			Silverliner III	85		
10	101-188, 276-4		Silverliner IV	95		
D. Passe	nger Equip	ment And C	ab Car Locom	otives		
Number	s 1	ype	Maximum Speed			
601, 602	2 Ca	ib Car	75			
2401-241 2460 & 24	1 1 1 2	ib Car	100			
2501-255 2501 - 259	9, 0	oach	100			





124-S3. MAXIMUM SPEEDS: SEPTA WIRE TRAIN EQUIPMENT

The maximum authorized speed for SEPTA wire train equipment is based on the maximum authorized timetable speed for passenger train over a specific territory. Use the following chart to determine the maximum speed for SEPTA wire train equipment. These speeds do not supercede engine restrictions listed in 124-S2.

Maximum Authorized Speed for Passenger Trains	Maximum Authorized Speed for Wire Train Equipment		
Less than 30 MPH	The speed listed for passenger trains		
30 – 50 MPH	5 MPH less than the speed listed for passenger trains		
55 MPH or greater	50 MPH		

124-S4. SPECIAL MAXIMUM SPEEDS

Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, except as indicated below.

EQ	UIPMENT	Miles Per Hour
Α.	Wreck and Work Train Boom Trailing Boom Forward	30 20
B.	Snow Plows/Snow Flangers Snow Plows in service Snow Flangers in service Passing station platforms, trains on adjacent tracks and over all grade crossings. NOTE: When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.	20 20 5
C.	Pushing Cars Freight Trains Passenger Trains (except push-pull service)	20 30
	Electric and Diesel Engines Electric and Diesel engines when operated from rear unit or other than leading end for direction of movement. NOTE: Road Switch type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.	30
	Trains Handling Speno Ballast Equipment Trains handling Speno Ballast cleaning equipment.	30
	Trains Handling Cars with Welded Rail Trains handling cars loaded with welded rail.	40
	Trains with Snow Loader Trains with snow loader and snow melter units not in service. NOTE: Loader and melter units to be coupled and moved in train with loader unit trailing.	30



SYSTEM SPECIAL INSTRUCTIONS

and a second

H. Trains With Jordan Spreader Trains with Jordan Spreader.	30
 Rail Cleaning Car To and from cleaning locations while cleaning. 	15 8
J. Gel Train Control Cars 615,622 and Flat Car SPAX 2104, 2106 and 2107 and Tank Car SPAX 1505, 1506 and 1507 NOTE: Gel Train Control Cars, Flat Car and Tank Car are permitted to operate at speeds listed for freight trains or 40 MPH, whichever is lesser.	40
K. Locked Axle Dolly Maximum authorized speed when locked axle dolly is in use.	10

MAXIMUM SPEEDS: DISCREPANCIES 124-S5.

When a difference exists between the maximum speed shown in the Timetable, a Bulletin Order, a Form D, or by the placement of Temporary Speed Signs, the lower speed will govern.

124-S6. MAXIMUM SPEEDS: IMPROPERLY INFLATED AIR SPRINGS

When air springs are deflated or over-inflated on Silverliner II or III MU Locomotives or AMTRAK Amfleet equipment, the equipment must not exceed 30 MPH. When diverting through crossovers or turnouts the speed of the equipment is further restricted to not exceeding 15 MPH.

When air springs are deflated or over-inflated on Silverliner IV MU Locomotives or Bombardier push-pull equipment, the equipment must not exceed 60 MPH. When diverting through crossovers or turnouts the speed of the equipment is further restricted to not exceeding 30 MPH.

MAXIMUM SPEEDS: OVER-RIDING BUFFER PLATES 124-S7. When over-riding buffer plates occur, the Train Dispatcher must be notified immediately and the speed of the train must not exceed 15 MPH. When diverting through crossovers or turnouts the speed of the train is further restricted to not exceeding 5 MPH.

Employees and passengers must not occupy or pass through vestibules while the train is in motion.

Northward trains en-route to Suburban Station must not leave 30th St without instructions. Southward trains en-route to Market East must not leave Wayne Jct without instructions. Southward trains en-route to Market East from the Norristown Line must not leave 16th St Jct without instructions. Trains must not depart outlying points when this condition occurs without contacting the Train Dispatcher for instructions.

124-S8. MAXIMUM SPEEDS: THROUGH STANDING OR RUSHING WATER

Operation through standing or rushing water (moving) water is determined by the type of roadbed the water is on.

- Tie and Ballast Roadbed
 - 1. Trains must operate at Restricted Speed not exceeding 5MPH through water that reaches the rail head.

2. Trains are prohibited through water over the top of the rail.

- b Public Crossings at Grade.
 - 1. Trains must not exceed 2 MPH when being operated through
 - water over the rail head on a public crossing at grade. Trains must not be operated through water above the rail head on a bublic crossing at grade when the top of the rail cannot be 2. seen.



124-S9. MAXIMUM SPEEDS: HIGHWAY GRADE CROSSINGS When a speed restriction appears in the Timetable that pertains to a highway grade crossing, the restriction applies to the head end only (unless Timetable states that speed applies to entire movement).

(unless Timetable states that speed applies to entire movement). Once the head end is over the crossing the speed of the train may be increased, unless otherwise restricted.

When a speed restriction appears on a Bulletin Order or Movement Permit Form D that pertains to a highway grade crossing, the restriction applies to the entire movement. Speed of train may not be increased until entire train is over the crossing

124-S10. MAXIMUM SPEEDS: AMTRAK EQUIPMENT Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

		S	Speed in MPH		
Numbers	Models	Single Unit	Multiple Lite	With Car(s)	Col. Rest
1-120	P-42BH	30	50	110	6
192-199	GP40H	30	50	100	4
200-415	F40PH	30	50	100	4
484-489	FL9	30	50	70	6
500-519	P32-BWH	30	50	100	4
530-539	MP-15	30	50	65	3
550-567	SW-1200	30	45	50	1
575-596	CF-7	30	50	65	3
600-610	E60MA	30	50	90	6
620, 621	E60CP	30	50	80	6
650-664	HHP-8	30	50	100	6
700-717	P32AC-DM	30	50	110	6
720-724	GP38	30	50	65	3
736-742	SW1	30	45	50	1
760-775	GP9	30	50	65	3
776-783	GP7	30	50	65	3
790-799	SW1000	30	45	50	1
800-843	P-40BH	30	50	100	6
900-953	AEM-7	30	50	125	6
MPEX 1505	GP15D	30	50	65	4
MPEX 2003	GP20D	30	50	65	4
B. Amfleet Co	aches			N SERVICE	
Numbers					Speed
20000-22999, 25000-26999, 26063-26065, 26067, 28000- 28999; and push-pull equipped series 42000-44999, 48000-48999				125	

124-S12. MAXIMUM AUTHORIZED SPEED: CSX ENGINES

Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

		Sp	eed in MF	рН	
Numbers	Models	Single Unit	Multiple Lite	With Car(s)	Col. Rest
800-811	SD80MAC	30	50	70	5
1068-1099	SW1500	30	45	60	2
1120-1128	SW1001	30	45	60	2
1525-1566	GP15-1	30	50	65	3
1943-1999	GP38	30	50	65	3
2455-2468	SD38	30	50	65	5
2717-2814	GP38-2	30	50	65	3
3144-3192	B23-7	30	50	70	5
4400-4452	GP40-2	30	50	70	5
5783-5805	B36-7	30	50	70	5
5950-5961	B40-8	30	50	70	5
6149- 6341	GP40-2	30	50	70	5
7095-7115	C30-7A	30	50	70	5
7116-7126	C36-7	30	50	70	5
7300-7389	C40-8W	30	50	70	5
7476-7479	C32-8	30	50	70	5
7480-7488	C39-8	30	50	70	5
7489-7499	C40-8	30	50	70	5
8499	SD50	30	50	70	5
8644-8699	SD50	30	50	70	5
8710-8721	SD60	30	50	70	5
8722-8755	SD60I	30	50	70	5
8756-8786	SD60M	30	50	70	5
8800-8885	SD40-2	30	50	65	5
8886	SD45-2	30	40	40	5
8973-8976	SD45-2	30	40	40	5

124-S13. MAXIMUM AUTHORIZED SPEEDS: NORFOLK SOUTHERN (NS) ENGINES

Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

		S	peed in MF	РН	
Numbers	Models	Single Unit	Multiple Lite	With Car(s)	Col. Rest
100	E8-A	30	50	90	4
1000-1001	MT4	-	50	65	
1100-1115	MT6	-	50	65	
1400-1457	GP15-1	30	50	65	3
1700-1705	SD45-2	30	40	40	5
2880-2957	GP38	30	50	65	3
3000-3070	GP40-2	30	50	70	5
3329-3447	SD40-2	30	50	65	5
3600-3631	B36-7	30	50	70	5
3800-3820	SD38	30	50	65	5
4024-4091	B23-7	30	50	70	5
4093-4099	B23-7R	30	50	70	5
4800-4817	B40-8	30	50	70	5
5257-5393	GP38-2	30	50	70	3
5400-5477	SD50	30	50	70	5
6701-6716	SD60	30	50	70	5
6716-6762	SD60I	30	50	70	5
6763-6806	SD60M	30	50	70	5
6960-6999	SD40-2	30	50	65	5
7200-7216	SD80-MAC	30	50	70	5
8083-8111	C30-7A	30	50	70	5
8200-8212	C39-8	30	50	70	5
8300-8313	C40-8	30	50	70	5
8314-8451	C40-8W	30	50	70	5
8543-8548	C32-8	30	50	70	5
9400-9422	SW1001	30	50	60	2
9503-9620	SW1500	30	45	60	2

124-S14. MAXIMUM AUTHORIZED SPEED: MARC ENGINES

Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

Numbers	Models	Single Unit	eed in MPH Multiple Lite	With Car(s)	Col. Rest
4900-4903	AEM-7	30	110	110	6

124-S15. MAXIMUM SPEEDS: WEST CHESTER RAILROAD EQUIPMENT

Lite engine(s) listed below are permitted to operate at speeds listed for freight trains unless that speed is further restricted by the following chart. Locomotive Column Restrictions are listed on the individual Station Pages under Rule 119.

A. Locomotiv	es				
		Speed in MPH			Cal
Numbers	Models	Single Unit	Multiple Lite	With Car(s)	Col. Rest
1803	RS-18U	30	50	65	3
99	GP9	30	50	65	3
B. Coaches	- 100 - ¹⁰⁰				
	Num	nbers			Speed
9107, 9109, 9114, 9117, 9124					60
C. Baggage C	ar				
9275					60

124-S16. MAXIMUM AUTHORIZED SPEEDS: LOCOMOTIVES NOT LISTED

Locomotives other than listed are not to be operated on SEPTA RD territory unless authorized by the Train Dispatcher. When so authorized, locomotive will operate at speeds listed for freight trains, unless that speed is further restricted as follows:

30 MPH	Multiple Lite	40 MPH
30 MPH	I 40 MPH	40 MPH

124-S17. MAXIMUM AUTHORIZED SPEED: MIXED CONSIST Trains consisting of passenger and non-passenger equipment are governed by the more restrictive speed.

124-S18. TOWING ELECTRIC LOCOMOTIVE WITH DIESEL LOCOMOTIVE

Diesel locomotives are prohibited from towing electric locomotives with pantographs in the raised position.

132-S1. PROTECTION: Form D line 5

In the application of Rule 132, when a Form D line 5 is issued and the work involves on-track equipment that shunts the signal system, shunting barricade(s) must be erected at the limits of the Working Limits as required to prevent the undesired effect on signals outside the working limits.



132-S2. PROTECTION WHEN FOULING OR WORKING ON A TRACK: IDENTIFICATION OF ROADWAY-WORKER-IN-CHARGE

In the application of Rule 132, items 1 and 2, the roadway-worker-incharge requesting on-track protection will be identified as "Foreman," plus his or her last name.

133-S1. USE OF TRACK BARRICADES: TRACKS REMOVED FROM SERVICE FOR MAINTENANCE

Each end of the out-of-service limits must be defined by temporary block station, interlocking signal or controlled point signal, clearly visible track barricade, or flagman.

Track barricades consist of a red sign with BARRICADE, ET or STOP written in white letters. Trains encountering a barricade must stop before any part of the equipment passes the sign.

The following requirements apply when barricades or flagmen are used.

- The placement and removal of track barricade(s) or flagmen are the responsibility of the employee in charge of providing protection.
- 2. Verbal permission must be received from the train dispatcher to erect barricade(s) or position flagmen.
- 3. The track barricade(s) or flagmen must be properly in place before the work group fouls the track to begin work.
- The barricade(s) or flagmen must be placed at the appropriate out-of-service limits.
- When the affected track is a portion of track within interlocking limits, the fouling locations must be used to identify the limits.
- When the work involves catenary maintenance, the electric traction cut section locations must be used to identify the limits.
- 5. The train dispatcher must issue the Movement Permit Form D specifying the out of service limits.
- 6. The barricade(s) or flagmen must be removed after the work is complete and before the track is returned to service.
- 7. The employee-in-charge must report clear.
- 8. The train dispatcher must cancel the Movement Permit Form

133-S2. ROADWAY-WORKER-IN-CHARGE GOING OFF DUTY When a track is out of service by Form D line 4, and the roadway-

worker-in-charge is to go off duty, Form D line 4, and the roadwayworker-in-charge is to go off duty, Form D line 4, must be issued to another qualified roadway-worker-in-charge if work is to continue. The procedures below must be followed if work is to be suspended but the track must remain out of service.

- The Dispatcher must ensure that blocking device protection remains applied. Operators involved must be issued Form D, Line 13, instructing them to hold all trains clear of the affected track.
- 2. The roadway-worker-in-charge must ensure barricades are erected to protect out-of-service area.
- 3. The roadway-worker-in-charge must contact the train dispatcher to advise them of all conditions affecting the out of service track area, including the locations of barricades, equipment and condition of track structure. This information must be recorded by the train dispatcher, and repeated back to the roadwayworker-in-charge.
- 4. After steps 1, 2, and 3 are completed, the Form D, Line 4 must be canceled.

No further movements shall be permitted or maintenance performed on affected track until Form D, Line 4 is issued to a qualified roadwayworker-in-charge. Before requesting Form D, Line 4, the roadwayworker-in-charge must communicate with the train dispatcher to ascertain all conditions affecting the out of service track area. Upon completion of work, the provisions of steps 1 through 4 above will apply if track must again remain out of service.

133-S3. MOVEMENTS WITHIN OUT-OF-SERVICE LIMITS

Unless otherwise authorized by Form D, line 13, all movements within out-of-service limits must operate at Restricted Speed. When other than Restricted Speed is required, Form D line 13 must read, "Operate in accordance with the instructions of Foreman <u>(insert last name)</u>."

135-S1. PROTECTION BY STOP SIGNS WHEN AN IN-SERVICE TRACK IS OBSTRUCTED FOR MAINTENANCE

In the application of Rule 135, permission to pass a Stop Sign must be communicated by radio or hand signal with a red flag, by day, or a white light, at night or when visibility is limited, from a Roadway Worker. Only one Roadway Worker may be authorized by the employee responsible for providing protection to permit trains to pass a Stop Sign.

136-S1. PROTECTION DURING LOSS OF CATENARY POWER

The following procedures must be followed whenever a train becomes disabled on a main track due to a loss of catenary power. Crew members on the disabled train must:

Immediately notify the Train Dispatcher.

- As soon as possible, inspect both sides of the train and the catenary system for any condition that could effect the safe movement of trains.
- 2. Report the results of this inspection to the Train Dispatcher as soon as possible.
- If necessary, provide protection on adjacent track(s) until it is determined that track(s) are clear of obstructions or other unsafe conditions, or until relieved by the Train Dispatcher.
- 4. If necessary, initiate equipment troubleshooting procedures.

Upon receiving notification of the disabled train the Train Dispatcher must:

- Notify the first movement approaching the disabled train on adjacent track(s) to operate at Restricted Speed while passing the disabled train.
- 2. Instruct the passing movement to inspect the disabled train and the catenary system and report the results of this inspection.
- Notify the Power Dispatcher of a possibility of loss of catenary power and/or damage. Notify subsequent approaching movements of the location and situation of the disabled train until all personnel are clear and the area is found to be free of obstructions and safe for normal movement.
- 4. Notify crew members as soon as protection of adjacent tracks is no longer required, if necessary.





138-S1. HIGHWAY CROSSING WARNING MALFUNCTION: ON-GROUND WARNING

In the application of Rule 138, paragraph c, item 1, if on-ground warning is being provided by a properly equipped flagger, crew members are relieved from providing on-ground warning and the train is not required to stop.

The appropriately equipped flagger must notify the crew, either verbally or by hand signal, that warning is being provided. When such communication is received the train may proceed and must not exceed 15 MPH until the lead end clears the crossing.

138-S2. HIGHWAY CROSSING WARNING: MALFUNCTION

In the application of Rule 138, unless otherwise instructed on Form D line 13 or Bulletin Order, trains receiving a Form D line 12 must comply with the instructions contained in Item 1 of Rule 138 paragraph c, which states: Stop. Make certain that a crew member provides on-ground warning at the crossing, and do not exceed 15 MPH until the leading end operates through the crossing.

138-S3. Pedestrian Crossing Sign

Pedestrian Crossing Signs are affixed to catenary or other structures at the entrance and exit of passenger stations equipped with pedestrian crossings.

Aspect: Black lettering on white background.



Indication: Pedestrian crossing not associated with highway grade crossing is in service at this passenger station.

a. Holding Stations for Approaching Trains

At passenger stations where pedestrian crossings are in service, passenger trains that are ready to depart after completing station work must not proceed if a train is seen or heard approaching within one half mile of the station. The standing train may only proceed after the approaching train passed the head end of the standing train.

The approaching train must sound the engine horn in accordance with Rule 19(b) 2. This warning must begin before the train enters the station and must be prolonged until the train occupies the pedestrian crossing. At stations where the view is obstructed due to curves, engineers must be prepared to sound horn as soon as the standing train is observed.

b. Shoving Movements/Movements Controlled from Other Than the Leading End

At passenger stations where pedestrian crossings are in service movements controlled from other than the leading end must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic Movement must not exceed 15 MPH until the entire crossing is occupied.

140-S1. Foul Time

When authorized, foul time information must be recorded on form SFT-1 "Train Dispatcher Record of Foul Time Authority" by the train dispatcher issuing the foul time and on the SFT-2 "Employee Record of Foul Time Authority" by the roadway-worker-in-charge being granted the foul time. Employees completing forms SFT-1 and SFT-2 must follow the instructions on the reverse side of the form.



Forms SFT-1 and SFT-2 must be retained and held available for inspection for a period of 7 days.

a. Job Briefing Requirements

Before beginning work under foul time authority, the roadwayworker-in-charge must conduct a job briefing with all affected employees, and review the track(s) being protected, the track and time limits of the authority, and all other factors affecting the work. The employees must not be permitted to foul the track(s) involved until they have verified their full understanding of all topics discussed during the job briefing. Any additional roadway workers requesting permission to perform work within the foul time authority must comply with the job briefing requirements outlined above.

b. Releasing Foul Time

The roadway-worker-in-charge who was granted foul time must not release the foul time until all fouling activity under their authority has been cleared.





161-S1. ADDITIONAL AUTHORIZED ABBREVIATIONS

The following abbreviations are authorized for use in Form D's:

SEPTA Lines:

- APT Airport
- CHE Chestnut Hill East Line; Chestnut Hill East Station
- CHW Chestnut Hill West Line; Chestnut Hill West Interlocking
- DOY Doylestown Line
- FXC Fox Chase Line
- IVR Ivy Ridge Line
- NSH Neshaminy Line
- NOR Norristown Line
- WAR Warminster Line
- WCH West Chester Line

Directions:

- E east
- W west
- N north
- S south

Others:

- BCIP Bucks County Industrial Park
- UGB Under Grade Bridge
- OHB Overhead Bridge
- Rd Road
- RD SEPTA Railroad Division
- RROC SEPTA Railroad Division Operations Control Center

169-S1. ADDITIONS TO FORM D WHEN OPERATING UNDER RULE 563

When necessary to extend the Rule 563 movement authority of a train that has been issued Form D line 13 authorizing Rule 563 operation, Form D line 2 may be used. When Form D line 2 is used to extend Rule 563 movement authority, the Line 2 authority must be issued, repeated and distributed to all addressed employees as specified in paragraph "c" of Rule 400, "Additions to Form D line 2".

170-S1. LOCATIONS WHERE BLOCKING DEVICE PROTECTION IS NOT REQUIRED FOR FORM D DELIVERY

In the application of Rule 170, "Delivery at an Interlocking or Controlled Point", blocking devices are required at all locations where crews are required to inquire about Form D's prior to departure except:

- 1. Powelton Avenue Yard
- 2. Suburban Station (Broad) Market East (Mark)
- 3. Roberts Avenue Yard

173-S1. RELIEVING CREWS EN-ROUTE

When train and/or engine crews are relieved from an assignment en-route, the outgoing crew must provide the incoming crew with all necessary information, such as unfulfilled Form D's, required air brake and cab signal information, TSRB's, messages, reason for delays, etc; the incoming crew must have a proper understanding thereof before proceeding.

Engineers will not remove control plug from MU equipment until face to face relief is with the incoming Engineer. This will ensure that radio communication is maintained with the train.

Relieving crews must be positioned on the platform 5 minutes prior to scheduled departure time.



174-S1. TEMPORARY BLOCK STATION OPEN SIGN

When a Temporary Block Station (TBS) is open a Temporary Block Station Open Sign must be displayed. The Temporary Block Sign Open appears as a red banner and/or a red light. The indication of this sign is "Temporary Block Station is open."

When TBS is open, signs must be placed for both directions in a location and in a manner that will be visible to trains approaching the TBS.

Trains arriving at an open TBS that does not display a sign will be governed by Rule 242.

175-S1. SPEED RESTRICTIONS

Speed restrictions identified in Form D must not use catenary pole, overhead bridge or under grade bridge locations unless temporary speed restriction signs are displayed.

241-S1. SIGNAL VIOLATIONS

Any signal apparatus involved in a signal violation must be immediately secured with blocking devices following the incident.

All switch and signal levers must remain in the same position and not be altered until investigation has been made by a signal maintainer. Blocking devices must not be removed until authorized by the Train Dispatcher. Signal supervisor investigation will determine when it is safe to remove any or all blocking devices.

241-S2. STOP SIGNAL AT DUAL-CONTROLLED SWITCH LOCATIONS: LINING ROUTE

When permission to pass a Stop Signal in accordance with Rule 241 must be authorized to enter a route where dual-controlled switches are to be lined by hand, all switches involved in the route must first be lined before Train Dispatcher may authorize movement.

241-S3. PASSING A STOP SIGNAL

In the application of Rule 241 item b, Restricted Speed applies to the entire train.

279-S1. CAB SIGNAL ASPECTS

In the application of Rule 279, Approach and Restricting cab signal aspects are conforming aspects when Cab Speed, Rule 281a, is displayed

279-S2. CAB SIGNAL ASPECTS

In the application of Rule 279, Clear, Approach Medium, and Approach cab signal aspects are conforming aspects when Proceed Cab Signal, Rule 281a-S1, is displayed

279-S3. CAB SIGNAL ASPECTS

In the application of Rule 279, Approach Medium, Approach and Restricting cab signal aspects are conforming aspects when Diverting Cab Signal, Rule 280-S2, is displayed.



281a-S1. CAB SPEED SIGNAL

Two unit color dwarf signal, added to display Cab Speed Signal.

Flashing Green

290-S1. RESTRICTING SIGNAL

In the application of Rule 290, Restricted Speed applies to the entire train.

291-S1. STOP AND PROCEED SIGNAL

In the application of Rule 291, Restricted Speed applies to the entire train.

297e-S1. TRAIN STOP SIGN

A yellow sign with black letters T/S (Train Stop Sign) indicates a point on a station platform beyond which passengers must not be received or discharged. The location of Train Stop Signs used in conjunction with platform construction will be identified in the Bulletin Order. When Train Stop Signs are in-service, the train must be positioned so all doors being used for passenger travel are on the in-service portion of the platform.

400-S1. REMOVAL OF INTERLOCKING OR CONTROLLED POINT SIGNALS WHERE DCS RULES ARE IN EFFECT

When necessary to remove interlocking or controlled point signals where DCS rules are in effect Form D, Line 7 must be used. Before issuing the Form D, Line 7, the dispatcher must ensure that switch points at interlockings or controlled points to be removed from service have been spiked or wedged for the route to be used.

401-S1. MOVEMENTS WHERE DCS RULES ARE IN EFFECT

Trains operated in Form D Control System territory where no switch open/closed signals are in service must approach non-interlocked, facing point switches prepared to stop and must not pass over such switches until it is determined that the switch is properly lined for the movement.

500-S1. SPEED ENTERING BLOCK BETWEEN SIGNALS

In the application of Rule 500 paragraph c, Restricted Speed applies to the entire train.

504-S1. DELAY IN A BLOCK IN ABS TERRITORY

In the application of Rule 504, paragraph a., the following operating situations are not delays in a block:

- 1. Stopping at a TBS to receive a Form D.
- 2. Operation in accordance with Rule 135.
- 3. Protecting highway grade crossings in accordance with Bulletin Order, Form D, or operating rule instructions.
- Stopping in accordance with Special Instructions for intervening tracks.



550-S1. EXCEPTIONS AUTHORIZED FOR TRAINS NOT EQUIPPED WITH CAB SIGNALS

In the application of Rule 550, the following exceptions are authorized for trains not equipped with cab signals:

- 1. Wire, work and wreck trains and ballast cleaners to and from work location.
- 2. Locomotives moving to or from shops.
- 3. Trains from connecting railroads (in an emergency).

551-S1. CAB SIGNAL SYSTEM DEPARTURE TESTS

In the application of Rule 551, locomotives dispatched from points in non-cab signal territory to cab signal territory must make a departure test and have the cab signal, train stop, and train control apparatus cut in before departure.

If the equipment fails the cab signal system departure test, the Engineer must contact the Train Dispatcher. The Train Dispatcher may authorize the train to depart the initial terminal. The train may be permitted to enter cab signal territory and operate in accordance with Rule 554 and/or 563 to Powelton Ave Yard. The train must not operate beyond Powelton Ave Yard unless:

- A subsequent cab signal system test is performed satisfactorily or,
- 2. Equipment which has been satisfactorily tested is placed in the lead.

551-S2. CAB SIGNAL SYSTEM TESTS

In the application of Rule 551, if an Engineer performs a cab signal system test a verbal report of the test must be made by radio or telephone to the RROC Mechanical Desk, 215-580-8688.

If the Engineer performs the cab system test, he or she must fill out the cab signal portion of the "Air Slip" and sign the form. The end of the locomotive tested ("A","B", or "A&B") must be indicated in the block with the locomotive number. The form must then be placed in the blue slip holder on the locomotive being tested. Employees must get cab slips from the Yard Supervisor at Roberts Ave or Powelton Ave Yard. When the verbal report is made, a copy of the test results must not be left at the test location. The cab signal system test slip must remain with the locomotive until the equipment is re-tested.

551-S3. CAB SIGNAL SYSTEM DEPARTURE TEST: LEADING AND TRAILING UNITS

In the application of Rule 551, a departure test of the cab signal apparatus must be made from the front end of the leading unit and the rear end of the trailing unit.

If it is known that the consist of the train is to be cut en-route in cab signal territory resulting in the designation of two or more trains, those control locations which are to be the front ends of the leading units and the rear ends of the trailing units must also be tested.

Exceptions:

- 1. Shop trains destined to a repair facility are not required to perform a departure test on the trailing unit.
- A train in which the trailing unit fails the cab signal departure test may be dispatched when so authorized by the Superintendent of Operations.
- 3. Trains being utilized solely for the purpose of transferring equipment from one yard facility to another yard facility are not required to perform a departure test on the trailing unit.
- 4. A departure test is not required for shifting movements made at a yard or storage facility into an interlocking where a portion of the train must enter the interlocking or where the entire train must clear the opposing home signal of that interlocking. (Movements that are required to clear multiple interlockings must perform a departure test)
- 5. A departure test is not required when making a transfer of equipment between the north end of Roberts Ave Yard and the north or south end of Wayne Electric Car Yard.

562-S1. ALL NON-ELECTRIC TRAIN MOVEMENTS IN 562 TERRITORY

All non-electric trains operating in Rule 562 territory must approach all home signals prepared to stop.

562-S2 NON-PASSENGER EQUIPMENT MOVEMENTS IN 562 TERRITORY

Prior to authorizing any movement of non-passenger equipment in 562 territory, the train dispatcher must:

- Ensure an absolute block exists in advance of the movement to the next interlocking, control point or temporary block station.
- Ensure blocking devices are applied to prevent any opposing or conflicting movements into the affected territory.

In an emergency, the train dispatcher may permit such equipment to follow another movement between interlockings, control points or temporary block stations by issuing a Form D, Line 13 directing the train to operate at Restricted Speed.

Exception: The above restriction does not apply to movements of SEPTA's work, wreck or wire train, or for movements between Wayne and Newtown Junction on SEPTA's Main Line

563-S1 MOVEMENTS WITH INOPERATIVE CABS IN 562 TERRITORY

Prior to authorizing any train movement in 562 territory without operaive cab signals, the train dispatcher must ensure blocking devices are applied to prevent any opposing or conflicting movements into the affected territroy.



601-S1. USE OF SWITCHES AND SIGNALS BY RD SIGNAL EMPLOYEES

RD signal employees are required to have permission from the Train Dispatcher, for the purpose of using switches and signals. Train Dispatchers must apply blocking devices to all affected switches and signals. Operation of such switches and signals is prohibited unless authorized by RD signal employee in charge.

601-S2. AIR PRESSURE: ELECTRO-PNEUMATIC INTERLOCKINGS

When indication is received of low air pressure, action must be taken as follows:

- Air pressure falls below 45 lbs.: The Train Dispatcher must ascertain the route for which switches are to be lined, and blocking devices applied for that route.
- Air pressure falls below 20 lbs.: all movement over switches is prohibited unless maintainer has secured all switches of the intended route. When route has been safely secured, movement may proceed on signal indication unless otherwise provided.

601-S3. FAILURE OF POWER-OPERATED SWITCHES

If after several attempts a switch fails to move to the desired position, it must be restored to its original position and left in that position until otherwise directed. The RD Trouble Desk must be notified.

605-S1. RAIL CLEANING CARS

Unless being shoved by an engine SEPTA Rail Cleaning Cars must be pperated as follows:

- When operating within interlocking limits, following movement and route protection must be provided in accordance with Rule 605, "Movements That Might Not Shunt."
- While operating in ABS territory, following movement protection must be provided in accordance with Rule 506, "Trains That Might Not Shunt."

606-S1. RUSTY RAIL PROCEDURES

When rusty rail notice has been issued by the signal maintainer, affected interlocking control mechanisms must be secured with approved blocking devices. Such notice must be carried over in the transfer record.

Rusty rail blocking devices may be removed for an immediate movement over the territory specified in the rusty rail notice.

When such devices are removed for an immediate movement, office indication must not be accepted as indicating the track sections are clear. Employees operating equipment on such tracks must be instructed by the individual controlling the territory to report clear of the track affected by the rusty rail notice. Upon completion of the movement, rusty rail blocking devices must be reapplied immediately. **700-S1 RADIO CHANNELS**

Railroad Radio Channel Conversion Chart					
Equipment Channel	Use	A.A.R. TX Channel	A.A.R. RX Channel		
1	SEPTA North Road	90	32		
2	SEPTA North Conductor	32	32		
3	Swing (Inoperative)	90	90		
4	SEPTA City Road	82	18		
5	SEPTA City Conductor	18	18		
6	SEPTA South Road	71	16		
7	SEPTA South Conductor	16	16		
8	SEPTA Yard	19	19		
9	Amtrak Harrisburg	35	35		
10	Amtrak Road	54	54		
11	Conrail Road #4	58	58		
12	Amtrak Trenton	60	60		
13*	Conrail Road #2	64	64		
14*	SEPTA M&W	62	12		
15*	SEPTA M&W Simplex	12	12		

SEPTA RD radios are equipped with the following channels:

NOTE: *Channels not included on SL II and SLIII equipment.

706-S1. REGIONAL RAIL OPERATIONS CENTER MONITORS

The Regional Rail Operations Center (RROC) will monitor all Duplex Radio Channels 24 hours a day.

706-S2. PORTABLE RADIOS

Conductors and Assistant Conductors who have been issued portable radios must have them in their possession and readily available while performing service. The radio must be turned 'ON' and tuned to the proper radio frequency.

708-S1. RADIO CALL SIGNS

SEPTA RD employees listed below will use the following call sign to identify themselves during radio conversations:

Chief Transportation Officer Rail Operations	S-1
Chief Officer Railroad Division	S-2
Chief Officer Line Maintence	S-4
Director Northern Region	D-1
Director Southern Region	D-2
Director Center City Region	D-3
Director Night Operations	D-4
Director Personnel Assignment Office	D-5
Assistant Directors Northern Region	T-1, T-2 & T-3
Assistant Directors Southern Region	T-4, T-5 & T-6

Superintendents General Foreman Foreman Car Inspectors Maintenance Headquarters Staff Power and Signal Section: Signal Supervisors Signal Maintainers Electric Traction Power	M2-M9 M10-M19 M20-M49 M50-M89 M90-M95 RS1-RS13 SM14-SM45 ET1-ET90 P1-P65			
714-S1. DIRECTORY OF TELEPHONE NUMBERS:				
714-S1. DIRECTORY OF TELEPHONE SEPTA RD COMMUTER TERR				
Regional Rail Operations Center (RROC):				
Superintendent of Operations	215-580-8668			
Chief Train Dispatcher	215-580-8670			
SEPTA-1Train Dispatcher	215-580-8671/ 8672			
SEPTA-2 Train Dispatcher	215-580-8673/ 8674			
SEPTA-3 Train Dispatcher	215-580-8675/8676			
SEPTA-4 Train Dispatcher	215-580-8677/8678			
SEPTA-5 Train Dispatcher	215-580-8679/8680			
SEPTA-6 Train Dispatcher	215-580-8681/8682			
Mechanical Desk	215-580-8688			
SEPTA Power Dispatcher	215-580-8606			
	215-580-8607			
	215-580-8608			
SEPTA Yard Offices:				
Frazer Yard Switchboard	610-251-9680			
Frazer Yard Supervisor	610-251-9371			
Powelton Avenue Yard Supervisor	215-580-6037			
Roberts Avenue Yard Supervisor	215-580-6925			
Overbrook Yard Supervisor	215-580-3077			
Other SEPTA Locations:				
Transportation Manager's Office	215-580-7367			
	215-580-7606			
	215-580-7723			
SEPTA Police	215-580-5749			
RD Trouble Desk	215-580-8686			
SEPTA Medical Department	215-580-7128			
Training Department	215-580-7758			
Passenger Services Office (Suburban Station) 215-580-574				
	215-580-5741			
	215-580-5742			
AMTRAK:				
CETC				
Chief Train Dispatcher	215-349-2417			
Power Director (Zone 4)	215-349-2276			
Power Director (Zone 5)	215-349-2277			
Power Director (Zones 8 and 9)	717-232-3319			
Cork Tower	717-291-5030			
Overbrook Tower	215-349-2335			
Paoli Tower	215-349-2336			
Thorn Tower	717-291-5043			
Zoo Tower	215-349-2340			

815-S1. MAXIMUM SPEEDS OF CATENARY INSPECTION/MAINTENANCE CAR

When operating the Catenary Inspection/Maintenance Car RR3161, the following speeds will apply:

	Maximum Speed	
Description Of Movement	Lite	Coupled To Car(s)
Forward, driver operating from leading end	50	50
Backward (i.e. backing-up or shoving backward), driver operating from leading end	30	10
Backward (i.e. shoving backward), driver controlling from coupled end:		30

815-S2. MAXIMUM AUTHORIZED SPEED OF SEPTA TRACK GEOMETRY CAR TC 81

SEPTA Track Geometry Car TC 81 may operate at the maximum authorized speed for passenger trains not exceeding 50 MPH.

900-S1. TRAIN DISPATCHER IN CHARGE

SEPTA Railroad Division Train Dispatchers are located at the Railroad Division Operations Control Center (RROC). The RROC is located at 1234 Market St, 19th Floor, Philadelphia, PA, 19107.

905-S1. TRACK BLOCKING

Track blocking may be used in lieu of panel blocking or the blocking of switch and signal devices when it provides the necessary level of protection.

920-S1. DESIGNATION OF OPERATORS AS TOWERPERSONS

The term "Towerperson" applies to the craft of "Operator." All rules and special instructions applicable to the craft of Operator apply equally to individuals designated as Towerpersons.

940-S1. CONDUCTOR/ASSISTANT CONDUCTOR REPORTING DEFECTS

In the application of Rule 940, Conductors or Assistant Conductors must fill out a defect report (MP-11) when a defect occurs or is observed on equipment. It must be placed at the same location where the blue form is found. Defects shall include but not be limited to: defects to doors, traps, lights, heat, air-conditioning, PA Systems, missing destination signs, and dirty cars.

954-S1. INSPECTIONS BY MECHANICAL FORCES

At locations where mechanical forces personnel have performed an initial terminal test of a train or equipment, Engineers will accept their inspection as to the condition of the air brake system.

955-S1. EQUIPMENT DEFECT REPORT

In the application of Rule 955, Engineers in charge of locomotives must fill out a defect report (MP-11) only when a defect occurs, not at the end of each trip. This instruction does not relieve the Engineer from notifying the Train Dispatcher of the equipment defect.



957-S1. PILOT QUALIFICATIONS

Employees performing the duties of an Engineer Pilot must be certified locomotive engineers and must be fully qualified to perform the task, including physical characteristics and equipment qualifications.

961-S1. ENGINEERS NOT IN POSSESSION OF CERTIFICATE

If a Locomotive Engineer reports for duty or discovers while performing duty that he or she is not in possession of his or her certificate, notification must be made immediately to the Railroad Division Operations Center (RROC). These individuals will be governed by the instructions issued by the Superintendent of Operations (STO).

961-S2. REPLACEMENT OF LOST, STOLEN OR MUTILATED ENGINEER CERTIFICATES

If an Engineer's certificate is lost, stolen, or mutilated, notification must be made promptly to either Training Department or the RROC for instructions pertaining to replacement.

Replacement of a certificate is available 24 hours per day. Replacement of a certificate is subject to the current fee made payable to SEPTA.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY RAILROAD DIVISION

Philadelphia, Pennsylvania

GENERAL ORDER 401

Effective 2:01 A.M., Sunday, April 6, 2008

(A) TIMETABLE AUTHORITY

Southeastern Pennsylvania Transportation Authority Railroad Division Timetable No.4 in effect. Employees must replace all previous pages from Timetable No.3 with these pages. This general order contains all the necessary information. Timetable No.3 must be removed from bulletin boards.

(B) SCHEDULED TRAINS

Listing of current Schedule Folders revised.

(C) OPERATING RULES

Northeast Operating Rules Advisory Committee (NORAC) Operating Rules Book, Ninth Edition, effective April 6, 2008 is in effect.

(D) AIR BRAKE, EQUIPMENT, AND TRAIN HANDLING INSTRUCTION MANUAL

Southeastern Pennsylvania Transportation Authority Air Brake Testing and Inspection Manual (SAB-1), effective December 30, 2001, is in effect.

(E) AIR BRAKE AND FREIGHT CAR HANDLING INSTRUCTION MANUAL FOR LINE MAINTENANCE EQUIPMENT

Southeastern Pennsylvania Transportation Authority, Railroad Division, Air Brake and Freight Car Handling Instruction Manual for Line Maintenance Equipment (SAB-2), effective December 1, 1992 is in effect.

(F) ELECTRIC TRACTION INSTRUCTIONS

Southeastern Pennsylvania Transportation Authority, Railroad Division, Electric Traction Instructions (SET-01), dated April 2, 2006 is in effect.

(G) EMERGENCY EVACUATION PROCEDURES

Southeastern Pennsylvania Transportation Authority, Regional Rail Division, Emergency Evacuation Procedures for the Government of Transportation Personnel (SEP-1), effective July 2, 2000 is in effect.

(H) PASSENGER OPERATIONS INSTRUCTIONS

Southeastern Pennsylvania Transportation Authority, Railroad Division, Passenger Operations Instruction Manual (SPO-1), effective April 4, 1993, reissued April 6,2008 with revisions, is in effect.

(I) SAFETY RULES

Southeastern Pennsylvania Transportation Authority, Railroad Division, Safety Rules in effect: 1) Safety Rules for Rail Transportation Employees (SR-1), dated April 3, 2005; 2) Maintenance of Way Employees (S7-C), dated effective June 1, 1981; 3) Maintenance of Equipment employees (S7-D), dated effective June 1, 1981; 4) Material Management Employees (S7-F), dated effective November 1, 1979.

(J) ROADWAY WORKER PROTECTION MANUAL

Southeastern Pennsylvania Transportation Authority, Railroad Division, Roadway Worker Protection Manual (SRW-1), effective March 15, 1997, reissued April 6,2008 with revisions, is in effect.

(K) HAZARDOUS MATERIALS INFORMATION MANUAL

Eastern Code Hazardous Materials Information Manual (HM-1), effective October 29, 2000 is in effect.

(L) TITLE PAGE

Revised to indicate effective date.

(M) AIRPORT LINE

No Changes.

(N) BETHLEHEM LINE

- 1. Special Instruction changes:
 - a. 138-BE2 Activating Crossing Warning: Main St (MP 0.10) revised.

(O) BLUE LINE BRANCH (CSX TRENTON SUBDIVISION) No Changes.

(P) CHESTNUT HILL EAST LINE

- Special Instruction changes:
 - a. 104-CE1 Location of Dual Control Switches revised.
- b. 105-CE5 Location and Normal Position of Spring Switch deleted.

(Q) CHESTNUT HILL WEST LINE No Changes.

(R) DOYLESTOWN LINE

- 1. Special Instruction changes:
 - a. 138-DT4 Highway Grade Crossing: Main Street Crossing revised.
 - b. 138-DT6 Highway Grade Crossing: Main Street, Lansdale Station Discharge Only Platform added.

(S) FOX CHASE LINE

No Changes.

(T) IVY RIDGE LINE

No Changes.

(U) MAIN LINE

- 1. Physical Characteristics change:
 - a. Camp Hill Rd MP 14.74 OHB changed to UGB
- 2. Special Instruction changes:
 - a. 138-ML1 Highway Grade revised; Weaver's Crossing, X-Bucks added .
 - b. 138-ML3 Highway Grade Crossing: Weaver's Crossing revised.
 - c. F-ML2 Flood Warning Area revised; Limekiln Cut added.

(V) NESHAMINY LINE AND CSX TRENTON SUBDIVISION No Changes.

(W) NORRISTOWN LINE

No Changes.

(X) STONY CREEK BRANCH No Changes.

(Y) WARMINSTER LINE

No Changes.

(Z) WEST CHESTER LINE

No Changes.

(AA) SYSTEM SPECIAL INSTRUCTIONS

- 1. Special Instruction changes:
 - a. C-S1 Qualifications Extended Absence paragraph 5 item 2 revised and item 3 deleted.
 - b. L-S1 Employees Authorized to Ride the Operating Cab or Vestibule 1st sentence revised.
 - c. L-S1 Last paragraph added to include Rail Operations Division Unusual Operating Condition Head-End Authority.
 - d. 4-S1 Job .Briefing item 3 revised

(BB) GENERAL ORDER

This General Order consists of title page, table of contents, pages i through iv and pages 1 through 185 of Timetable No. 4. Employees must examine their copy of this General Order for completeness, review the information contained, and insert the complete new timetable in their binder and discarding Timetable No. 3 in its entirety.

> R. J. Hanratty Chief Rail Transportation Officer

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY RAILROAD DIVISION

Philadelphia, Pennsylvania

GENERAL ORDER 402

Effective 2:01 A.M., Sunday, August 3, 2008

(A) SCHEDULED TRAINS Listing of current Schedule Folders revised

(B) TITLE PAGE Revised to indicate effective dat.

(C) AIRPORT LINE No Changes.

(D) BETHLEHEM LINE No Changes.

(E) BLUE LINE BRANCH (CSX TRENTON SUBDIVISION) No Changes.

(F) CHESTNUT HILL EAST LINE

- 1. Physical Characteristics changes:
 - a. Wayne Electric Car Yard Crew Discharge Platform in service.
 - b. Spring 10.50 revised.
 - c. End of Autmatic Block Sign in service northern limits Spring.
- 2. Special Instruction changes:
 - a. Rules in Effect revised.
 - b. Maximum Speed revised.
 - c. 97-CE2 Authority to Occupy No. 2 Running Track deleted.
 - d. 97-CE3 Arriva/Departure: Chestnut Hill East deleted.
 - e. 241-CE1 Application of Rule 241 deleted.
 - f. 509-CE1 Spring deleted.
 - g. 605-CE1 Movements That May Not Shunt: Spring deleted.

(G) CHESTNUT HILL WEST LINE No Changes.

(H) DOYLESTOWN LINE

1.Maximum Autorized Speed revised.

- 2. Special Instruction changes:
 - a. 138-DT6 Highway Grade Crossing: Main Street, Lansdale Station Discharge Only Platform added.

(I) FOX CHASE LINE

1. 138-FC3 Pedestrian Crossing added.

(J) IVY RIDGE LINE No Changes.



189

(K) MAIN LINE

- 1. Timetable Station Page revised:
 - a. Keswick Ave UGB, Carmel South, Easton RD UGB and Gelnside added.
- 2. Special Instruction changes:
 - a. 138-ML7 Pedestrian Crossings added.

(L) NESHAMINY LINE AND CSX TRENTON SUBDIVISION

- 1. Special Instruction changes:
 - a. 138-NE5 Pedestrian Crossings added.

(M) NORRISTOWN LINE

- 1. Special Instruction changes:
 - a. 138-NO6 Pedestrian Crossings added.
 - b. 98-NO1 SEPTA 2 changed to SEPTA 3
 - c. 98-NO2 SEPTA 2 changed to SEPTA 3
 - d. 98-NO3 SEPTA 2 changed to SEPTA 3

(N) STONY CREEK BRANCH

No Changes.

(O) WARMINSTER LINE

- 1. Special Instruction changes;
 - F-WA1 Flood Warning Area revised; Pennypack Creek UGB added.

(P) WEST CHESTER LINE

- 1. Special Instruction changes
 - S-WC1 AC Electrical Operating Instructions: paragraph D Foot Bridge OHB (MP 12.43) deleted.
 - b. 138 WC4 Highway Crossing Providence Rd revised.
 - c. 138-WC5 Pedestrian Crossings added.

(Q) SYSTEM SPECIAL INSTRUCTIONS

- 1. Special Instruction changes:
 - a. C-S1 Qualification: Extended Absence revised.
 - b. 19-S5 Horn Signals added ..
 - c. 98-S2 Frazer Yard item C1 and K revised.
 - d. 138-S5 Pedestrian Crossing Sign added.

(R) GENERAL ORDER

This General Order consists of title page, pages i, ii, and pages 19, 20, 21, 22, 29, 30, 31, 32, 37, 38, 43, 44, 53, 54, 55, 56, 75, 76, 77, 78, 79, 80, 93, 94, 101, 102, 103, 104, 113, 114, 115, 116, 121, 122, 125, 126, 129, 130, 131, 132, 133, 134, 137, 138, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190. Employees must examine their copy of this General Order for completeness, review the information contained, and insert the pages in Timetable No. 4.

R. J. Hanratty Chief Rail Transportation Officer

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY RAILROAD DIVISION

Philadelphia, Pennsylvania

GENERAL ORDER 403

Effective 2:01 A.M., Sunday, November 2, 2008

(A) OPERATING RULES, 9th Edition

The following are changes to the NORAC Operating Rules, 9th Edition, intended to ensure compliance with 49 CFR Part 218.

Definitions added as follows;

Fouling Point: The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accomadate a person riding the side of a car.

Foul/Fouling a Track: Obstructing passing cars, locomotives or other on-track equipment, or in any case coming within 4 feet of the near running rail.

NORAC Rules 101, 104, and 116 revised as follows:

- 101. Handling Cars, Locomotives, and Other On-Track Equipment; Fouling Points
- a. Handling Equipment

When handling cars, locomotives, or other on-track equipment precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold such equipment.

Before coupling to any equipment standing on a grade or near the ends of tracks, buildings, derails or highway crossings at grade, sufficient hand brakes must be applied on standing equipment to prevent it from rolling.

b. Fouling Point of Track

The fouling point of a track is indicated by:

1. A yellow stripe painted on the inside and outside of head, web and base of both rails,

or

2. A sign displaying the letters "FP".

or

3. A fixed derail.

On tracks where the fouling point is not indicated or is not visible, the fouling point must be determined as follows:

1. Stand on the tie butt with your outside foot (the one that is closest to the adjacent track) at the edge of the tie, then extend your arm outward toward the adjacent track.

2. Move to a location where your extended arm is approximately 4 feet from the edge of the near running rail on the adjacent track.

3. From this location, identify a point one car length farther away from the point of convergence of these two tracks. This point can be considered "the fouling point" on that track, and cars must not be left beyond that point.

c. Leaving Equipment in the Clear

Cars, locomotives, and other on-track equipment must not be left where they will foul a connecting track, except when the equipment is:

1. Standing on a main track fouling a siding track switch that is lined for the main track.

2. Standing on a siding fouling a main track switch that is lined for the siding.

3. Standing on a yard switching lead track fouling a yard track switch that is lined for the yard switching lead track.

4. On an industry track beyond the fouling point of the switch leading to the industry.

104. Hand-operated Switches, Crossover Switches, and Fixed Derails

a. Employee Responsibilities for Switches and Fixed Derails Each employee who operates a hand-operated switch or fixed derail is responsible for its use, and must confirm switches and derails are in proper position before, during and after use. When operating or verifying the position of a hand-operated switch or fixed derail, employees must:

1. Be qualified on the operating rules relating to switch and fixed derail operation;

2. Conduct a job briefing before work is begun, each time a work plan is changed, and at completion of the work;

 Visually confirm that switches and fixed derails are properly lined for the intended route, and that no equipment is fouling the switches;

4. Visually determine that switch points fit properly and the target, if so equipped, corresponds with the switch's or fixed derail's position;

5. After operating a switch and before making movements in either direction over the switch, ensure that the switch is secured from unintentional movement of the switch points by use of a hook, lock or latch, if so equipped;

6. Ensure that a switch or fixed derail is not operated while rolling and on-track maintenance-of-way equipment is fouling, standing on or moving over the switch or fixed derail;

7. After operating a switch or fixed derail, ensure that, when not in use, each switch or derail is in the proper position, and is locked, hooked, or latched, if so equipped.

8. Promptly report any switch, derail or securement device that is found to be defective or missing.

When trains are approaching and passing, employees must keep away from main track switches. If safe to do so, they should stand on the side of the track opposite the switch lever.

 Normal Position of Main Track Hand-operated Switches; Leaving Switches in Reverse Position

A main track hand-operated switch is in normal position when lined for the main track, unless otherwise specified. The switch must be lined and locked in normal position when not in use except when:

- 1. A crew member of another train is in charge of the switch,
- 2. A switch tender is in charge of the switch,
- 3. A Roadway Worker is in charge of the switch,

4. The train crew is authorized by Form D line 13 to "Leave the switch (or crossover switches) at (location) in reverse position."

Before issuing a Form D line 13 permitting a train crew to leave a switch in reverse position, the Dispatcher must:

 Make a record of the switch left in reverse position. Where train sheets are used, this record must be made in red ink.
 Where possible, apply blocking devices to interlocking or controlled point signals authorizing movement in the direction of the switch left in reverse position.

Open switches must be included in the Dispatcher's transfer record.

The Dispatcher must not permit a movement in the direction of a switch left reversed until it has been issued a Form D line 13 stating:

"Switch (or crossover switches) at (location) in reverse position",

or

"Switch (or crossover switches) at (location) in reverse position must be returned to normal position", or

"Switch (or crossover switches) at (location) in reverse position may be left in reverse position."

If a switch that is left in reverse position is not protected by signal indication, Form D line 2 authority must end at or short of the switch left reversed.

When the switch is returned to normal position, the Dispatcher must be notified. The Dispatcher must make a record of the following information:

1. The number of the Form D which contained the instruction "Return to normal position."

2. The time the switch was returned to normal position.

3. The name of the employee who restored the switch to normal position.

Before a train or a train crew leaves the location where any handoperated main track switch was operated, all crew members must verbally confirm the position of the switch.

c. Movements Over Hand-operated Switches

Equipment must not foul a track until all hand-operated switches and derails connected with the movement are properly lined. Where a designated employee is in charge of hand-operated switches, equipment must not foul such switches until receiving verbal permission or a hand signal to proceed. Where semiautomatic or spring switches are involved, such switches must not be fouled until the intended route is seen to be clear or the train has been granted movement authority.

Trains must not exceed 15 MPH when diverting through handoperated switches, unless otherwise specified. When equipment has entered a track, the hand-operated switch to that track must not be operated until the equipment has passed the fouling point of the track. d. Clearing a Main Track at a Hand-operated Switch When a train is required to report clear of a main track at a handoperated switch:

1. A job briefing must be held between all crew members to confirm the position of the switch, and

2. The report must not be made until switches and derails have been secured in normal position.

In non-signaled DCS territory, before leaving a location where a hand-operated main track switch is used to clear the main track: 1. The employee releasing the track authority must advise the Dispatcher of the position of the switch, and that the switch is locked;

2. The Dispatcher must repeat the reported switch position information;

3. The employee releasing the track authority must confirm to the Dispatcher that the information is correct.

A roadway worker who has been given permission to occupy out-of-service or working limits by a Roadway Worker in Charge must report to that employee the position of any hand-operated switches that were operated, prior to clearing the out-of-service or working limits.

e. Hand-operated Crossover Switches

Both switches of a hand-operated crossover must be properly lined before equipment begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches must be left in corresponding position after use, except when:

1. Used to provide blue signal protection; or

2. Used for inaccessible track protection for roadway workers; or

 Maintenance, testing or inspection of crossover switches is being performed in automatic block system (ABS) territory; or
 One crew is using both tracks connected by the crossover during continuous switching operations.

f. Hand-operated Derails

Employees must be familiar with the location of derails. Movements must not be made over a derail in the derailing position.

The normal position of fixed derails is in the derailing position, except:

1. Where specified by special instruction,

2. Where fixed derails are used for blue signal protection, occupied camp car protection, or Roadway Worker protection, they must be applied in the derailing position only when their use is required.



Employees operating or verifying the position of a fixed derail must:

1. Determine that the target, if equipped, corresponds with the derail's position.

2. Determine that the derail is secured by:

(i) Placing the throw lever in the latch stand, if so equipped;

(ii) Placing the lock or hook in the hasp, if so equipped; and

(iii) Testing such latches, locks or hooks; and

3. Ensure that when not in use, derails are locked, hooked, or latched in the normal position, if so equipped.

g. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Dispatcher or Operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the "Selector" and "Hand Throw" levers.

2. Throw "Selector" lever to hand-operation position.

3. Operate "Hand Throw" lever until mechanism engages and switch points move with the lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.

4. Do not move "Selector" lever from hand-operation position until entire movement has passed over switch.

5. Place "Hand Throw" and "Selector" levers in positions designated by the Dispatcher or Operator and secure with switch locks.

h. Switch Targets: Banner Indications

Where switch targets are used, a green or white banner indicates normal position of the switch, and a red or yellow banner indicates reverse position.

116. Operating Train from Other Than Leading End

When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely. The person providing point protection must: 1. Be qualified on the physical characteristics of the territory involved.

2. Be positioned on the leading end (point) of the movement, or in advance of the leading end of the movement.

3. Observe conditions ahead and take prompt action to properly control the movement.

In lieu of being positioned as specified in item 2 above, the person providing point protection may determine the track is clear with the aid of monitored cameras or other technological means, provided those procedures ensure an equivalent level of protection to that of direct visual observation and the person has been trained on the use of such devices.

Except during the performance of roadway maintenance activity being performed in accordance with the operating rules specific to roadway workers, the following requirements apply to all movements that are controlled from other than the leading end:

1. All employees participating in the movement must be briefed before the movement commences by the employee who will

direct the movement. The job briefing must include the distance to be traveled, the means of communication to be used to direct the movement, each individual's responsibilities during the movement, and how point protection will be provided.

2. The employee directing the movement must promptly communicate signals and instructions necessary to safely control the movement. Hand signal, communicating signal or radio communication must be maintained with the Engineer. If signals from the crew member cannot be received by the Engineer, the movement must be stopped immediately.

3. The crew member stationed on the leading end must be prepared to operate the engine whistle or horn, if available, as well as the emergency brake valve, should conditions require. The train must not exceed 30 MPH.

4. The employee directing the movement must not engage in any task unrelated to the oversight of the movement.

5. Point protection shall be provided by a crewmember or other qualified employee by visually determining that:

(a) The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, on-track maintenance-of-way equipment, and conflicting on-track movements;

(b) Switches and fixed derails are properly lined for the movement;

(c) The portion of the track to be used for the movement has sufficient room to contain the equipment.

(d) Public highway-rail grade crossings, private highway-rail grade crossings outside a yard, and yard access crossings are protected as follows:

(i) Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or

(ii) A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or (iii) At highway and private crossings equipped only with

flashing lights or X-bucks, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 miles per hour.

6. Movements approaching pedestrian crossings within passenger stations and others outside a yard must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic. Movement shall not exceed 15 MPH until the entire pedestrian crossing is occupied.

(B) SCHEDULED TRAINS

Listing of current Schedule Folders revised

(C) AIRPORT LINE

No Changes.

(D) BETHLEHEM LINE

No Changes.

(E) BLUE LINE BRANCH (CSX TRENTON SUBDIVISION) No Changes.



(F) CHESTNUT HILL EAST LINE

- 1. Special Instruction changes:
 - a. Station page revised: Spring 10.50 (I, R-SEPTA-3).

(G) CHESTNUT HILL WEST LINE No Changes.

No Changes.

(H) DOYLESTOWN LINE

- 1. Special Instruction changes:
 - a. 98-DT2 Doylestown Yard revised.
 - b. 138-DT2 Highway Crossings: Manual Interruption deleted

(I) FOX CHASE LINE

- 1. Special Instruction changes:
 - a. 138-ML2 Highway Crossings: Manual Interruption deleted.

(J) IVY RIDGE LINE

No Changes.

(K) MAIN LINE

- 1. Special Instruction changes:
 - a. 138-ML2 Highway Warning Devices: Manual Interruption deleted.

(L) NESHAMINY LINE AND CSX TRENTON SUBDIVISION

- 1. Special Instruction changes:
 - a. 138-NE2 Highway Warning Devices: Manual Interruption deleted.

(M) NORRISTOWN LINE

- 1. Special Instruction changes:
 - a. 104-NO3 revised: Reference to hand-operated switch changed to semi-automatic switch.
 - b. 138-NO2 Highway Grade Crossings: Manual Interruption deleted.

(N) STONY CREEK BRANCH No Changes.

(O) WARMINSTER LINE

- 1. Special Instruction changes:
 - a. 138-NE2 Highway Grade Crossings: Manual Interruption deleted.

(P) WEST CHESTER LINE

1. Special Instruction changes

(Q) SYSTEM SPECIAL INSTRUCTIONS

- 1. Special Instruction changes:
 - a. C-S1 Qualification: Extended Absence revised.
 - b. 104-S2 Fouling Points in Yards renumbered 101-S3.
 - c. 124-S2 item D: Passenger Equipment and Cab Car Locomotives revised.
 - b. 138-WC2 Highway Grade Crossings: Manual Interruption deleted.





(R) GENERAL ORDER

This General Order consists of, pages i, ii, 29, 30, 35, 36, 43, 44, 75, 76, 89. 90, 93, 94, 101, 102, 103, 104, 117, 118, 129, 130, and pages 133 - 198. Employees must examine their copy of this General Order for completeness, review the information contained, and insert the pages in Timetable No. 4.

R. J. Hanratty Chief Rail Transportation Officer

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY RAILROAD DIVISION

Philadelphia, Pennsylvania

GENERAL ORDER 404

Effective 2:01 A.M., Sunday, March 8, 2009

(A) OPERATING RULES, 9th Edition

NORAC Operating Rules, 9th Edition, revised as follows: The following definitions have been added.

> Personal electronic or electrical device means an electric device that was not provided to the employee by the railroad. A device intended to accomodate a disability, such as a hearing aid, is not covered by this definition.

> Railroad supplied or authorized electronic or electrical device means an electronic or electrical device, other than a railroad radio, provided to a railroad employee by the railroad, or the use of which is authorized by the railroad, for business purposes.

Wireless communication device means an electronic device, other that a railroad radio, capable of communicating remotely. Examples include cell phones, personal digital assistants (PDAs) and portable computers (commonly called laptop computers). References to use of a wireless communications device include performing functions such as oral conversations, text messages, electronic mail, and transmission or receipt of electronic files.

NORAC Rule E revised in its entirety:

E. Prohibited Behavior

- The following behaviors are prohibited.
- While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
- 2. When required to perform service:
 - Sleeping or assuming the attitude of sleep.
 - Playing cards or other games.
 - Reading other that Company instructions.
 - Having magazines, newspapers, and other literature not related to one's duties visible in the operating cab of a train or other on-track equipment. Such personal items must be enclosed in the owner's personal luggage.
- 3. Solicitation of gratuities from patrons.

4. Unauthorized use of electronic devices.

a. Personal electronic and electrical devices. Use of a personal electronic or electrical device to perform any function when required to perform service is prohibited. Personal electronic or electrical devices, including those used for voice communication, must be turned off and stored out of sight, and any ear pieces, headphones or other similar peripheral devices stored out of sight when required to perform service.



b. Railroad supplied or authorized electronic and electrical devices.

The use of a railroad supplied electronic device on a moving train is prohibited, except as follows:

1. A crew member, other that a locomotive engineer operating the controls of a moving train, may use a railroad-supplied electronic device in the cab of a moving locomotive for an authorized business purpose, after a safety briefing, provided that all assigned crew members agree that it is safe to do so. Any other use in the cab is prohibited.

2. An employee may use a railroad-supplied electronic or electrical device for an approved business purpose while on duty within the body of a passenger train or railroad business car. Such use must not interfere with any safety related duties.

3. Where specified by special instruction, a railroad employee may use a railroad-supplied or railroad-authorized wireless device for voice communications to conduct operations when radio communication fails.

The use of a railroad-supplied electronic or electrical device for approved business purpose when required to perform service outside the cab is prohibited:

(1)While fouling any track;

(2) While switching operation is underway;

(3) While required to perform any other safety related duty; and

(4) Until all members of the crew have been briefed that operations are suspended.

c. Exceptions

When radio failure occurs, a wireless device may be used for voice communications in the event of a railroad emergency or to perform other duties directly related to the operation of the train by an employee other that the locomotive engineer controlling the movement of the train.

A locomotive engineer (including a remote-control locomotive engineer) may use electronic control systems and informational displays presented to the locomotive engineer within the locomotive cab or on a remote control transmitter to operate a train or conduct a switching operation, including functions associated with controlling switches.

d. Penalties

Any individual who violates these prohibitions or uses any of the described devices without observing any of the restrictions is subject to discipline up to and including discharge. If there are any questions regarding the authorized use of a personal or railroad-supplied electronic device, employees should refrain from any use until the proper authority can be consulted.

(B) SCHEDULED TRAINS

Listing of current Schedule Folders revised

(C) AIRPORT LINE

No Changes.



(D) BETHLEHEM LINE

No Changes.

(E) BLUE LINE BRANCH (CSX TRENTON SUBDIVISION) No Changes.

(F) CHESTNUT HILL EAST LINE

- 1. Special Instruction changes:
 - a. Station page revised: Spring 10.50 (I, R-SEPTA-3).
 - b. 97-CE3 Arrival/Departure: Chestnut Hill East deleted.

(G) CHESTNUT HILL WEST LINE

- 1. Special Instruction changes:
 - a 90-CW1 Operator Notification revised.

(H) DOYLESTOWN LINE

- 1. Special Instruction changes:
 - a. 98-DT2 Doylestown Yard revised.
 - b. 138-DT2 Highway Crossings: Manual Interruption added.
 - c. 138-DT6 Highway Grade Crossing: Main Street, Lansdale Station Discharge Only Platform deleted.

(I) FOX CHASE LINE

No Changes.

(J) IVY RIDGE LINE

No Changes.

(K) MAIN LINE

- 1. Special Instruction changes:
 - a. 104-ML1 Electrically Locked Hand-Operated Switches revised.

(L) NESHAMINY LINE AND CSX TRENTON SUBDIVISION

- 1. Special Instruction changes:
 - a. 108-NE1 Storing MU Equipment: West Trenton revised.

(M) NORRISTOWN LINE

No Changes.

(N) STONY CREEK BRANCH No Changes.

(O) WARMINSTER LINE

No Changes.

(P) WEST CHESTER LINE

- 1. Special Instruction changes:
 - a. Maximum Authorized Speed revised.





(Q) SYSTEM SPECIAL INSTRUCTIONS

- 1. Special Instruction changes:
 - a. C-S7 Locomotive Engineer Recertification revised.
 - b. 98-S2 Frazer Yard item K revised.
 - c. 124-S2 Maximum Speeds-SEPTA Equipment revised.
 - d. 124-S2 item D: Passenger Equipment and Cab Car revised.
 - e. 138-S3 Highway Crossing warning Malfunction: On Ground Warning renumbered.
 - f. 138-S4 Highway Crossing Warning: Malfunction renumbered.
 - g. 138-S5 Pedestrian Crossing Sign revised and renumbered.
 - h. 708-S1 Radio Call Signs revised.

R) GENERAL ORDER

This General Order consists of, pages i, ii, 17, 18, 19, 20, 27, 28, 33, 34, 35, 36, 37, 38, 71, 72, 75, 76, 85, 86, 91, 92, 97, 98, 119, 120, 125, 126, 131, 132, 137, 138, 139, 140, 159, 160, 161, 162, 165, 166, 173, 174, 175, 176, 181, 182, 183, 184, and pages 199 - 202. Employees must examine their copy of this General Order for completeness, review the information contained, and insert the pages in Timetable No. 4.

R. J. Hanratty Chief Rail Transportation Officer

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY RAILROAD DIVISION

Philadelphia, Pennsylvania

GENERAL ORDER 405

Effective 2:01 A.M., Sunday, November 1, 2009

(A) SCHEDULED TRAINS

Listing of current Schedule Folders revised.

(B) AIRPORT LINE

No Changes.

(C) BETHLEHEM LINE

- 1. Special Instruction changes:
 - a. 138-BE2 Highway Grade Crossing Main St revised.

(D) BLUE LINE BRANCH (CSX TRENTON SUBDIVISION) No Changes.

(E) CHESTNUT HILL EAST LINE

- 1. Rules in Effect revised.
- 2. Maximum Authorized Speed revised.

(F) CHESTNUT HILL WEST LINE

1. Physical Characteristic changes:

a. X Plant and Filter sidings retired.

(G) DOYLESTOWN LINE

- 1. Special Instruction changes:
 - a. 138-DT4 Highway Grade Crossing: Main St revised.
 - b. 138 DT6 Highway Grade Crossing: Route 309 (MP 2.35) added.
- 2. Physical Characteristic changes:
 - a. Web Craft siding retired.

(H) FOX CHASE LINE

No Changes.

(I) IVY RIDGE LINE

No Changes.

(J) MAIN LINE

- 1. Physical Characteristic changes:
 - a Main Line extended to include Kay Interlocking.
- 2. Rules in Effect revised.
- 3. Maximum Authorized Speed revised.
- 4. Special Instruction changes:
 - a. S-ML1 Safety: AC Elecrtrical Operating Instruction revised.
 - b. 138-ML7 Pedestrian Crossing deleted.
 - b. 706-ML Duplex Radio Channel Monitoring revised.
 - c. 900-ML1 Train Dispatcher In Charge revised.



(K) NESHAMINY LINE AND CSX TRENTON SUBDIVISION No Changes.

(L) NORRISTOWN LINE No Changes.

(M) STONY CREEK BRANCH

2.

No Changes.

(N) WARMINSTER LINE

- 1. Maximum Authorized Speed revised
- 2. Special Instruction changes:
 - a. 104-WA2 Electrically Locked hand-Operated Switches revised.
- 3. Web craft siding retired.

(O) WEST CHESTER LINE

- 1. Special Instruction changes:
 - a. 900-WC1 Train dispatcher In Charge revised.

(P) SYSTEM SPECIAL INSTRUCTIONS

- 1. Special Instruction changes:
 - a. 124-S8 Maximum Speeds: Water Over the Rail Head revised and renamed.
 - b. 280-S2 Diverting Cab Speed deleted.

(Q) GENERAL ORDER

This General Order consists of page i, ii, 13, 14, 19, 20, 21, 22, 23, 24, 29, 30, 35, 36, 37, 38, 53, 54, 59, 60, 61, 62, 63, 64, 75, 76, 77, 78, 79, 80, 87, 88, 103, 104, 113, 114, 115, 116, 121, 122, 123, 124, 131, 132, 141, 142, 159, 160, 167, 168, 177, 178, 179, 180, 181, 182, 203 and 204. Employees must examine their copy of this General Order for completeness, review the information contained, and insert the pages in Timetable No. 4.

R. J. Hanratty Chief Rail Transportation Officer

