

## OPERATING RULES

- PH-1. RULE G: Consumption of Alcoholic Beverages is encouraged.
- PH-2. Do not lean on sides of layout.
- PH-3. Do not use duckunders while track is occupied.
- PH-4. For those using iPhone throttles: Devices should be restarted prior to use.
- PH-5. Throttle response times can be delayed. Leave ample stopping room. A charging cable will be made available.
- PH-6. Contact Lehigh Line Dispatcher prior to starting a new assignment.
- PH-7. Observe interlocking limits, indicated by color-light signals. Proceed on verbal authority from Lehigh Line Dispatcher. Verbal authority supersedes any signal indication.
- PH-8. All hand-throw switches must be returned to normal position after use, as indicated on each switch by a yellow dot.
- PH-9. Locomotive Restrictions. Six-axle power is prohibited on PB&NE Tracks
- PH-10. Shove moves restricted to 20mph (3 inches per second).
- PH-11. Dangerous (hazmat) cars must be properly spaced. These must not be placed against the engine.
- PH-12. DCC Typical Function Outputs – Sound Equipped
  - 0. Headlights
  - 1. Bell
  - 2. Horn
  - 3. Short Horn
  - 4. Dynamic Brake
  - 5. Number Boards
  - 6. Ditch Lights
  - 7. Dimmer
  - 8. Mute the Sound
  - 9. Radiator Fans
  - 10. Air Compressor
  - 11. Brake Squeal/Release
  - 12. Coupler Crank
- PH-13. DCC Typical Function Outputs – Non-Sound Units
  - 0. Headlights
  - 1. Numberboard Lights
  - 2. Marker Lights or Beacon
- PH-14. Movements operating on the following tracks are permitted to operate at Restricted Speed not exceeding 15 MPH:
  - Engine Terminal
  - Loop 1 & Loop 2
  - Cement Sec.
  - Freemansburg Ind.
  - Bethlehem Sec.
  - PBNE Interchange Tracks

## HAND-OPERATED SWITCHES

Switch			Normal Position is for
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# PHILADELPHIA DIVISION

# DEDICATED TO SAFETY

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

STATION PAGES AND DIVISION SPECIAL INSTRUCTIONS  
FOR**LEHIGH LINE TIMETABLE NO. 1**

EFFECTIVE 12:01 A.M., EASTERN STANDARD TIME  
TUESDAY, MARCH 1, 1994

**J. A. LANG**  
General Manager

**M. L. FILONI**  
Trainmaster

**A. R. LANG**  
**Superintendent Transportation**

**C. R. LANG**  
**Superintendent Transportation**

**D.T. ABELES**  
**Ass't Superintendent - Mechanical**

**L. J. CAPWELL**  
**General Road Foreman**

**L. M. LANG**  
**Chief Financial Officer**

This packet contains the Station Pages, Notes and Special Instructions  
for the Philadelphia Division only.

LEHIGH LINE					
WEST ↓		SIDINGS IN FEET	MP	STATION	NOTE
				LEHIGH LINE DISPATCHER.....②	
			95.2	CP-95..... (Park and Field Yards – Staging) (Enter Helix 1)	1, 2
			97.1	CP-ALLEN..... (Conn. To CP-CANAL and Allentown Yard)	1, 2, 3
			97.2	CP-HELIX..... (Conn. To CP-CANAL and Allentown Yard)	1, 2, 3
			99.0		
			81.1	CP-EASTON..... (PBNE RR) (Exit Helix 1)	1, 2, 8
			87.0	FLORENCE YARD ..... (Layoff Track, PBNE RR)	5, 8
			88.6		
			84.3	CP-BETHLEHEM..... (Bethlehem Secondary) (Layoff Track)	4, 8
				(Enter Helix 2)	2
				(Exit Helix 2)	2
			84.5	CP-JU..... (Freemansburg I.T.) (Cement Secondary Track) (Allentown Yard)	7
			85.5	STEEL.....	7
			86.9	CP-CANAL..... (Allentown Yard) (Conn. To CP-HELIX)	7
			88.2	CP-ALLEN..... (Allentown Yard)	7
				(To CP-95) (Enter Helix 1)	2

**NOTE 1** – Located in Off-Stage Zone, marked with Grey Paint.

**NOTE 2** – Train Crews must monitor train progress on helix, watching carefully for conflicting movements.

**NOTE 3** – Interlocking on #2 Track only

**NOTE 4** – Eastward trains arriving Saucon Yard must not accept signal at CP-BETHLEHEM without prior permission of Allentown Hump Yardmaster.

**NOTE 5** – Contact PBNE RR on channel 14 for permission into interchange yard.

**NOTE 6** – Interlocking on #1 Track only.

**NOTE 7** – Yard Tracks under authority of Allentown Hump Yardmaster.

**NOTE 8** – Track out of service pending construction.

<b>RULES IN EFFECT – CURRENT OF TRAFFIC</b>			
<b>Between</b>	<b>Single Track</b>	<b>No. 1 Track</b>	<b>No. 2 Track</b>
CP-95 and CP-Easton		261	261
CP-Easton and CP-Bethlehem		251 West	251 East
CP-Bethlehem and CP-Allen	261		
CP-Canal and CP-Helix	261		

Tracks are numbered north to south.

<b>MAXIMUM SPEEDS</b>			
<b>Between</b>	<b>Single Track</b>	<b>No. 1 Track</b>	<b>No. 2 Track</b>
CP-95 and CP-Easton		25	25
CP-Easton and CP-Bethlehem		40	40
CP-Bethlehem and CP-Allen	25		
CP-Canal and CP-Helix	15		

Movements on all non-controlled sidings, yard tracks, and industrial tracks, is Restricted Speed not exceeding 15 MPH.

40 MPH corresponds to 6 inches per second.

<b>RADIO COMMUNICATIONS</b>		
<b>Contact</b>	<b>Channel</b>	<b>CTCSS</b>
Lehigh Line Dispatcher	10	02
Allentown Hump Yardmaster	10	02
PBNE Yardmaster	14	06

BETHLEHEM SECONDARY SAUCON RUNNING TRACK				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER.....②	
		54.4	LEHIGH..... (PBNE RR) (CP-Easton)	1, 4
		55.6	HEM.....⑩ (Enter Hidden Area)	2, 4
		56.5	WEST THIRD ST. .... (Exit Hidden Area)	2, 4
		56.7	CP-BETHLEHEM.....⑩⑪	3, 4
		88.6	(Lehigh Line) (Reading Line) (Enter Helix 2)	

**NOTE 1** – Located in Off-Stage Zone, marked with Grey Paint.

**NOTE 2** – Track hidden behind backdrop. Proceed with caution.

**NOTE 3** – Eastward trains must obtain permission from Allentown Hump Yardmaster to occupy Saucon Running Track before departing CP-Bethlehem.

**NOTE 4** – Track out of service pending construction.

RULES IN EFFECT – MAXIMUM SPEEDS			
Single Track Rules	Between	Single Track	Note
		MPH	
Rule 97	Lehigh and Hem	10	
DCS	Hem and CP-Bethlehem	10	

Movements on all non-controlled sidings, yard tracks, and industrial tracks, is Restricted Speed not exceeding 15 MPH.

READING LINE				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER.....②	
		84.3		
		88.6	CP-BETHLEHEM.....ⓉⓈ (Lehigh Line) (Bethlehem Sec.) (Enter Helix 2)	4, 6
		91.3	DED – (Bethlehem)	1, 6
		92.1	(Exit Helix 2) CP-EAST PENN JCT.....ⓉⓈ (Park Yard – Staging)	1, 3
		92.8	CP-92.....ⓉⓈ (Field Yard - Staging)	1, 3, 5
		95.2	CP-95.....ⓉⓈ (Park and Field Yards – Staging)	1, 2, 3
			(To CP-Easton) (Enter Helix 1)	
<p><b>NOTE 1</b> – Located in Off-Stage Zone, marked with Grey Paint.</p> <p><b>NOTE 2</b> – Train Crews must monitor train progress on helix, watching carefully for conflicting movements.</p> <p><b>NOTE 3</b> – Movements into and out of Field and Park Staging Yards under authority of Lehigh Line Dispatcher</p> <p><b>NOTE 4</b> – Eastward trains arriving Saucon Yard must not accept signal at CP-BETHLEHEM without prior permission of Allentown Hump Yardmaster.</p> <p><b>NOTE 5</b> – Interlocking on Single Main and Field Yard only.</p> <p><b>NOTE 6</b> – Track out of service pending construction.</p>				
RULES IN EFFECT – CURRENT OF TRAFFIC				
Between	Single Track	No. 1 Track	No. 2 Track	
CP-Bethlehem and CP-East Penn Jct.	261			
CP-East Penn Jct. and CP-95	261			
CP-95 and CP-Easton		261	261	
Tracks are numbered north to south.				
MAXIMUM SPEEDS				
Between	Single Track	No. 1 Track	No. 2 Track	
CP-Bethlehem and CP-East Penn Jct.	25			
CP-East Penn Jct. and CP-95	25			
CP-95 and CP-Easton		25	25	
Movements on all non-controlled sidings, yard tracks, and industrial tracks, is Restricted Speed not exceeding 15 MPH.				
40 MPH corresponds to 6 inches per second.				
RADIO COMMUNICATIONS				
Contact	Channel	CTCSS		
Lehigh Line Dispatcher	10	02		
Allentown Hump Yardmaster	10	02		

CEMENT SECONDARY				
EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			LEHIGH LINE DISPATCHER.....②	
		0.0	CP-JU.....ⓉⓈ (Lehigh Line) (Freemansburg I.T.)	
		1.1	ALLEN JCT. ....	1, 2, 3, 4
		6.5	BROADHEAD .....	1, 2
		11.7	BATH.....①	1, 3, 4
<p><b>NOTE 1</b> – Located outside of Helix 2.</p> <p><b>NOTE 2</b> – Extreme grade for eastward trains between Allen Jct. and Bath.</p> <p><b>NOTE 3</b> – Hand throw switches electrically locked, contact Dispatcher to unlock</p> <p><b>NOTE 4</b> – Connection to Helix 2 siding.</p>				
RULES IN EFFECT – MAXIMUM SPEEDS				
Single Track	Between	Single Track	Note	
Rules		MPH		
DCS	CP-JU and MP 1.1	10		
	MP 1.1 and MP 11.7	5		

