

FROM: TRANS J KIRCHNER 717 541 2167  
TITLE: OB 063 SIGNAL 10-12-15

--- Received from NSC.TDR6X 717-541-2164 10-12-15 15.31

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NORFOLK SOUTHERN CORPORATION  
HARRISBURG DIVISION  
OPERATION BULLETIN

HARRISBURG, PA - OCTOBER 12, 2015

OPERATION BULLETIN 063

HARRISBURG DIVISION  
DELMARVA SECONDARY  
REYBOLD INDUSTRIAL TRACK

Effective 12:01 PM, Monday, October 12, 2015, the following signal changes will be placed in service.

SUMMARY OF CHANGES:

A new Controlled Interlocking named "PORTER" located at MP FK 6.1 will be placed in service between what was formerly the Block Station signs, BEAR, OIL, BOLD, and PORTER; these block stations have been retired in their entirety.

The Delmarva Secondary track from DAVIS, MP FK 0.0/ MP PL 38.4, to PORTER, MP FK 6.1, and the REYBOLD I.T. between PORTER, MP FK 6.1 (MP YI 0.1) and station sign PLANT, MP YI 1.90 will be renamed as the REYBOLD BRANCH.

On the REYBOLD BRANCH from DAVIS, MP FK 0.0/ MP PL 38.4 South to PORTER, MP FK 6.1, the Main track has been signaled in both directions and is now RULE 261 operation.

On the REYBOLD BRANCH from PORTER, MP FK 6.1/ MP YI 0.10 to station sign PLANT, MP YI 1.90, the Main track has been signaled in both directions and is now RULE 261 operation.

SIGNAL CHANGES

Effective at 12:01 PM on October 12, 2015, the following signal changes will be placed in service.

RETIREMENTS

The Station Sign OIL located at MP YI 0.10 will be retired in its entirety.

The Station Sign BEAR located at MP FK 6.02 will be retired in its entirety.

The Station Sign BOLD located at MP WO 13.81 will be retired in its entirety.



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The Station Sign PORTER located at MP DM 14.4 will be retired in its entirety.

Block Limit Station Sign (DEL) located at MP FK 5.90 will be retired in its entirety.

The existing "O" dwarf signal located at MP FK 1.54 will be retired in its entirety.

NEW SIGNAL LOCATIONS

Northbound Automatic Signal (1N) at MP YI 1.75 located to the left on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C1	Clear
	313/C3	Approach Slow
	314/C1	Approach
	318/C1A	Restricting

Southbound Operative Approach Signal (12S) at MP WO 12.16 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	320/C2	Approach Clear
	321/C2	Approach Restricting

Northbound Operative Approach Signal (16N) at MP DM 16.29 on Main Track located to the left on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	320/C2	Approach Clear
	321/C2	Approach Restricting

Southbound Approach Signal (3S) at MP FK 3.33 on Main Track located to the left on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C1	Clear
	313/C1	Approach Slow
	314/C1	Approach
	318/C1A	Restricting

Northbound Approach Signal (3N) at MP FK 3.33 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	313/C1	Approach Slow
	314/C1	Approach
	318/C1A	Restricting

CONTROL POINT DAVIS

A Control Point "DAVIS" at MP FK 0.0/ MP PL 38.4 will be placed in service.

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The NS Mainline Dispatcher will control the Southbound signal at DAVIS, MP FK 0.0/ Amtrak NEC MP PL 38.4. Northward moves toward the Amtrak Main remain under the control of the Amtrak C-Tech 3 Dispatcher. Before lining Northbound moves up at PORTER, the NS Mainline Dispatcher will offer the train up to the Amtrak C-Tech 3 Dispatcher to ensure no conflicting moves.

Southbound Home Signal (4S) at MP FK 0.0 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C1	Clear
	314/C1	Approach
	318/C1	Restricting
	319/C1	Stop

#### CONTROLLED INTERLOCKING PORTER

A Controlled Interlocking "PORTER" at MP FK 6.1 will be placed in service.

PORTER is under the control of the NS Mainline Dispatcher.

Southbound Home Signal (4S) at MP FK 6.1 on Main Track located to the right on a cantilever is capable of displaying the following aspects:

Operating Rule #:	314/C	Approach
	316/C	Slow Clear
	318/C	Restricting
	319/C	Stop

Southbound Home Signal (4S) at MP FK 6.1 on Siding Track located to the right on a cantilever is capable of displaying the following aspects:

Operating Rule #:	316/C	Slow Clear
	317/C	Slow Approach
	318/C	Restricting
	319/C	Stop

Southbound Home Signal (2S) at MP FK 6.1 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C	Clear
	317/C	Slow Approach
	318/C	Restricting
	319/C	Stop

Northbound Home Signal (4N) at MP FK 6.1 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C	Clear
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316/C	Slow Clear
317/C	Slow Approach
318/C	Restricting
319/C	Stop

Northbound Home Signal (2N) at MP FK 6.1 on Main Track located to the right on a high signal mast is capable of displaying the following aspects:

Operating Rule #:	306/C	Clear
	314/C	Approach
	316/C	Slow Clear
	318/C	Restricting
	319/C	Stop

A dual controlled power crossover (#3) located at MP FK 6.1 to allow southbound moves from Main Track Reybold Branch (FK) to Main Track Delmarva Secondary (DM) or Main Track Reybold Branch (FK) to Main Track Reybold Branch (YI) and Northbound moves from Main Track Delmarva Secondary (DM) to Main Track Reybold Branch (FK) or Main Track Delmarva Secondary (DM) to Main Track New Castle Secondary (WO).

A dual controlled power crossover (#5) located at MP FK 6.1 to allow Southbound moves from Main track New Castle Secondary (WO) to Main Track Delmarva Secondary (DM) or Main Track New Castle Secondary (WO) to Reybold Branch (YI) and Northbound moves from Main Track Reybold Branch (YI) to Main Track New Castle Secondary (WO) or Main Track Reybold Branch (YI) to Main Track Reybold Branch (FK).

A dual controlled power switch (#1) located at MP FK 6.1 to allow Northbound moves from the Main Track to Porter Siding Track and Southbound moves from Porter Siding track to Main Track.

Be governed accordingly.

MD GOODEN  
DIVISION SUPERINTENDENT  
HARRISBURG DIVISION  
TRANSPORTATION DEPARTMENT