



**MID-ATLANTIC DIVISION
NORTHEAST CORRIDOR
BULLETIN ORDER No. 2-77**

Effective 12:01 A.M. Monday, October 26, 2009

This BO is issued in conjunction with Summary BO No. 2-74SUM, supersedes all other BO, and contains all current information.

(a) PUBLICATIONS IN EFFECT:

NEC General Order	205	Division Notice(s)	2-49, 2-S50
Mid-Atlantic Div. General Order(s)	2009-S1, 03, 05, 06, 07	Mid-Atlantic Div. General Notice(s)	2009-S1, 06,12
Sys. Gen. Road Foreman Not. Index Pg	2009-60		

(b) NEC TIMETABLE NO. 2 CORRECTIONS/CHANGES

10/26/09

- Due to Elizabethtown Station Construction, these Keystone schedules found in GO 205 (pages 90 – 91) , and in paragraph (b), item 5 of MAD Summary BO 2-74SUM are revised as follows. *All times are considered "S" stops unless otherwise noted:*

	661	641	609	643	615	667	651
	SaSu	Mo-Fr	Mo-Fr	Mo-Fr	Su	SaSu	Mo-Fr
Phila. 30th St.	8.21A	8.48A		10.50A		4.38P	5.21P
Ardmore	8.35A	9.00A	10.00A	11.00A	1.55P	4.55P	5.35P
Paoli	8.47A					5.07P	5.47P
	8.59A	9.23A	10.23A	11.23A	2.22P	5.20P	6.01P
Exton	9.07A	9.30A	10.30A	11.30A	2.30P	5.28P	6.08P
Downingtown	9.11A	9.35A		11.35A	2.34P	5.32P	6.12P
Coatesville	9.17A		10.38A		2.40P	5.38P	6.18P
Parkesburg	9.23A	9.45A		11.45A	2.45P	5.44P	6.24P
Lancaster	9.41A	10.03A	11.01A	12.04P	3.04P	6.02P	6.42P
	9.44A	10.05A	11.03A	12.06P	3.06P	6.05P	6.45P
Mount Joy	9.53A		11.12A		3.16P	6.14P	6.54P
Elizabethtown	10.00A	10.23A	11.22A	12.23P	3.27P	6.21P	7.03P
Middletown	10.07A	10.29A	11.29A	12.30P	3.33P	6.28P	7.10P
Harrisburg	10.20A	10.43A	11.43A	12.43P	3.47P	6.40P	7.22P

(c) MAIN LINE- PHILADELPHIA TO HARRISBURG (PH)

1. Wayne Passenger Station :

10/19/09

Paragraph (g), Item 3 of MAD Summary BO 2-74SUM is revised as follows:

- New high level platform in service No. 1 track at Wayne. A portion of the lower platform is in service from the station's eastern limits to a barricade 35 feet west. Conductors must spot their trains accordingly.
- New high level platform in service No. 4 track at Wayne. The eastern most 35 feet of the low level platform is in service. Conductors must spot their trains accordingly.

2. CORK RECONFIGURATION

10/19/09

Cork will be reconfigured into three separate interlockings all controlled by the Operator at Cork. The three Interlockings will replace existing Cork configuration. Interlocking controls will remain in Cork Tower. All signals, except dwarf, are color position type signals

a) Main Line – Philadelphia to Harrisburg (PH)

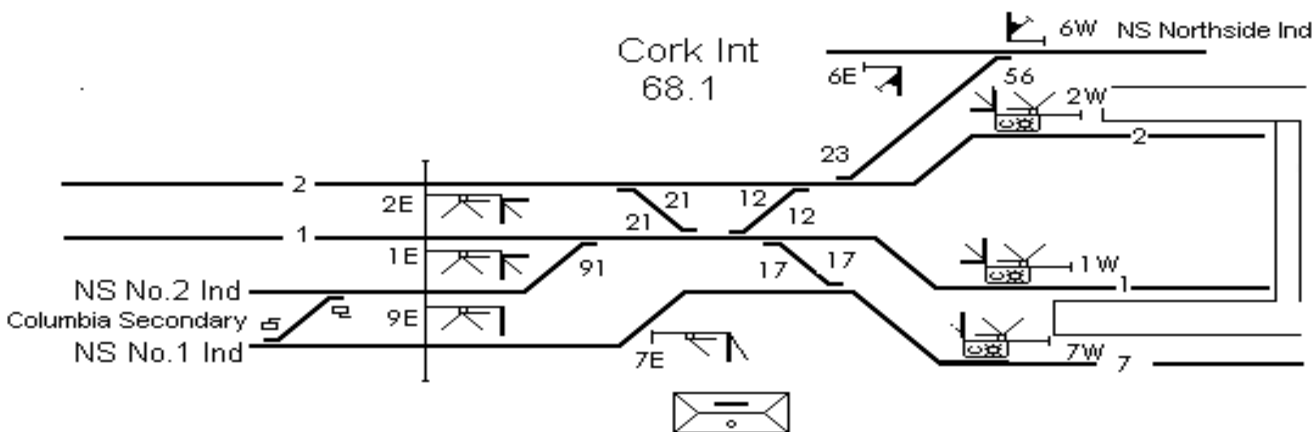
Timetable Station Pages 231- 232, revised.

Stations	MP	INT	IS	PS	NOTES
Holland R-Cork (New Holland Sec. Trk., NS)	66.1	X	...	...	11
Conestoga R-Cork	67.7	X	...	...	...
Lancaster	68	...	...	X	...
Cork (Columbia Sec. Trk., NS)	68.1	X	X	...	6

Note: 11: Interlocking rules apply to No. 2 and New Holland Secondary tracks only.

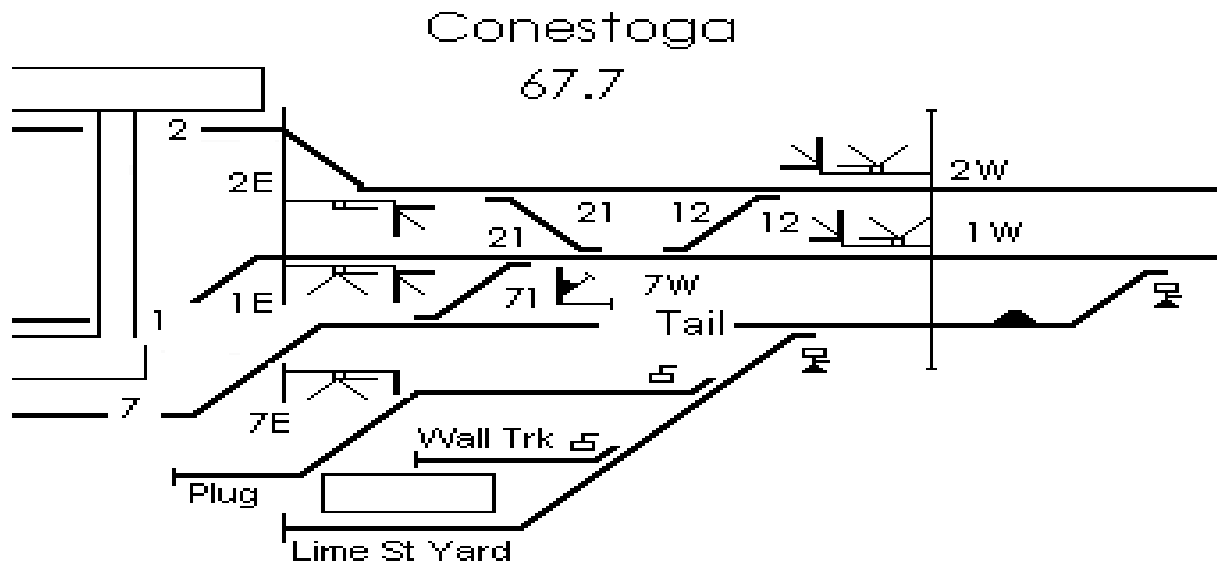
b) Cork Interlocking MP 68.1

- Eastbound Home Signals on No. 1 (1E) and 2 (2E) tracks and No. 2 Industrial Track (9E) remain at current location. Signals are located on a signal bridge.
- Eastbound Home Signal on No. 1 Industrial (7E) track is located 1700 feet west of MP 68 and is located on a signal mast.
- Westbound Home Signals on No. 1 (1W) and 2 (2W) tracks are located 730 feet west of MP 68 and are located on a signal mast. Both signals are equipped with a clear to next interlocking signal (280a).
- Westbound Home Signal on No. 7 (7W) track (formally No. 1F Track) is located 645 feet west of MP 68, located on a signal mast and is equipped with a clear to next interlocking signal (280a).
- Dwarf Home Signals on the NS Northside Industrial track remain at the same location and are now numbered 6E and 6W.
- No. 12, 21, 23, 91, and 17 switches are equipped with movable point frogs.
- The following map reflects the new numbers corresponding to switch and signal designations.



c) Conestoga Interlocking MP 67.7

- Eastbound Home Signals on No. 1 (1E) and 2 (2E) tracks are located 434 feet east of MP 68 and are located on a signal mast.
- Eastbound Home Signal on No. 7 (7E) track (formally 1F track) is located 263 feet east of its former location (14L) and is located on a signal mast.
- Westbound Home Signals on No. 1 (1W) and No. 2 (2W) tracks are located 2281 feet east of MP 68 and are located on a signal bridge.
- Dwarf westbound Home Signal on the Tail Track (7W) is located 982 feet east of MP 68.
- New facing point crossover (21 SW) in service for eastbound moves on No. 2 track to No. 1 track. The eastend points are located 522 feet east of the eastbound Home Signal on No. 2 track (2E). The westend points are located 600 feet west of the westbound Home Signal on No. 1 track (1W).
- No. 12, 21, and 71 switches are equipped with movable point frogs *SI 80-S1, page 305, revised*.
- The following map reflects the new numbers corresponding to switch and signal designations.



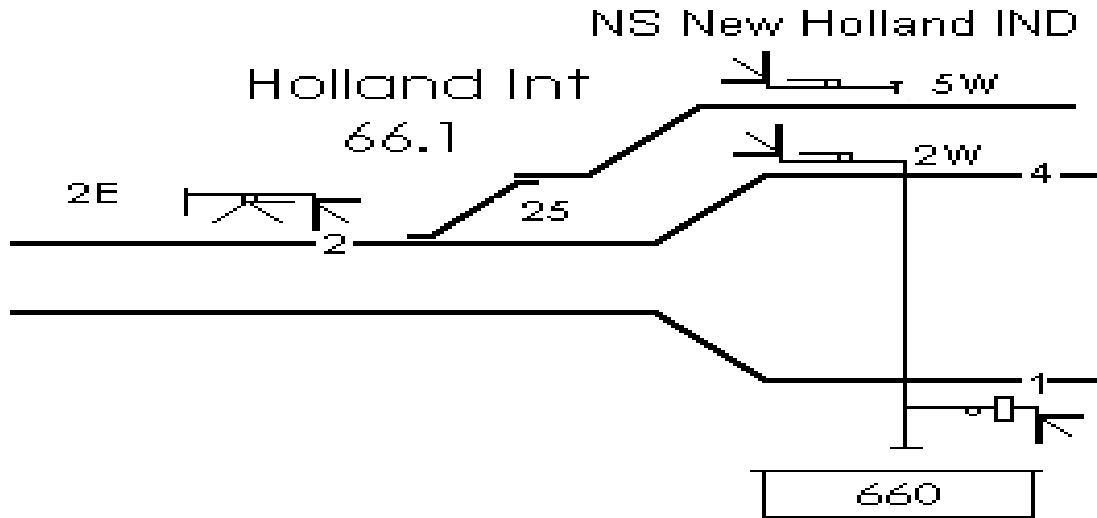
d) Switch Equipped with an Electric Lock MP 66.8

- Former interlocking switch on the eastend of the Tail Track connecting the Tail Track to No. 1 Track has been replaced with a hand operated switch equipped with an electric lock. The hand-operated electric locked switch on No. 1 track must be reversed before you can operate the hand-operated derail located approximately 215 feet west on the Tail Track. *SI 104-G2, page 240, revised*.

e) Holland Interlocking MP 66.1

- Interlocking rules apply to No. 2 and New Holland Secondary tracks only.
- Westbound Home Signal on No. 4 track (formally Cork Int Sig 2R) re-designated 2W is located on a signal bridge.
- Westbound Home Signal on NS New Holland Secondary (5W) track is located 561 feet east of its former location (16R) and is located on a signal mast.

- Eastbound Home Signal on No. 2 track (2E) is located 1557 feet west of MP 66 and is located to the left of No. 2 track.
- Facing point crossover for eastbound moves from No. 2 track to No. 1 track (1 SW) is removed.
- No. 25 switch is equipped with movable point frog *SI 80-S1, page 305, revised*.
- NEW ABS Signal, No. 660, in service for eastbound moves on No. 1 track, located 550 feet west of MP 66.
- Interlocking signals 6L, 20L, 6R, and 4 R are retired.
- The following map reflects the new numbers corresponding to switch and signal designations.



f) Signal Rules and Current of Traffic

For the locations listed below, the table in S.I. 240-G1, pages 232-233, is revised. Revision in BO 2-74SUM paragraph (g) item 2 referring to No. 2 track between Cork & Lititz is deleted.

Locations	Tracks from North to South				Notes
	4	3	2	1	
Caln & Conestoga	251(E)	
Caln & Holland	251(W)	...	...	...
Holland & Lititz	Int	...	...6
Conestoga & Cork	Int	...12
Cork & Rheems	562	
Lititz & Rheems	562	...	

Note 6: CSS Rules in effect on No. 2 trk for movements in both directions.
Note 12: CSS Rules in effect on No. 1 trk for movements in both directions.

g) Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless otherwise Restricted *For locations listed below, SI 37-G1, pages 233-236, revised.*

PASSENGER TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
MP 63 & East Limits Cork Int.	110	---	---	110
MP 63 & East Limits Holland Int.	110	...	...	...
MP 63 & MP 66	...	...	...	110
Cv MP 63.6 & MP 63.8	95	...	...	...
East Limits of Holland & West Limits of Litiz	...	...	60	...
MP 66 & MP 70	...	...	...	60
Within Cork Int.	---	---	60	60
No. 1F Track	30 MPH			
Conestoga & Cork				
No. 7 Track.....				30MPH
Eastward Tail Trk.....				10MPH
West Limits Lititz Int. & MP 74	...	...	95	...
MP 70 & MP 74	...	...	...	95/ 90

FRIEGHT TRAIN SPEEDS				
Between/At	Tracks			
	NO. 4	No. 3	No. 2	No. 1
MP 63 & MP 66	40	...	...	50
MP 66 and East Limits Cork	40	---	---	40
MP 66 & East Limits Conestoga	...	...	40	30
East Limits Conestoga & West Limits of Cork	...	...	20	20
Within Cork Int.	---	---	40	30
No. 1F Track	30MPH			
Conestoga & Cork				
No. 7 Track.....				30 MPH
Eastward Tail track.....				10 MPH
West Limits of Cork & Roy	...	...	40	40
West Limits Lititz & Roy	...	...	40	...

(d) MAIN LINES- NYP, PW and WT

No changes or additions.

SYSTEM INSTRUCTIONS

(e) SWITCH EXCHANGE SYSTEM CARS

10/19/09

In S.I. 41-S10, the listing of cars is revised as indicated by dotted underline (page 295):

The following restrictions apply to the movement of Switch Exchange System (SES) cars A18001..A18004, and A18101, and to Amtrak flat cars 15610-15619 and 1565515799, **when either type car is loaded with panels:**

1. They may be moved only with the authority of, and when accompanied by, a qualified supervisor or MW Foreman.
2. They must not exceed 30 MPH.

The two requirements shown above supersede the "prescribed form" provision contained in Rule 119(a). (Also see SI 41-S5, page 294)

OPERATING RULE REVIEW

(f) HANDLING EQUIPMENT, SWITCHES & FIXED DERAILS

Over the next several weeks NORAC rule 104 part "A" found in Special Instruction 104-S1 will be presented in sections for your review.

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;
3. 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.

Mid Atlantic Division Rule Errors by Department

As of October 19, 2009

Department/ Location	Total
Commuter Service	
VRE	0
MARC	0
Divisions Train Operations	
Zone 2	0
Zones 4 and 5	0
WAS Term. Operations	0
PHL. Term. Operations	0
Train Movement	0
Work Trains	0
Division Psgr. Services	
Pittsburgh Mechanical	0
Harrisburg Mechanical	0
Richmond Mechanical	0
Newport News Mechanical	0
Total Division Errors	0

Mid-Atlantic Division Safety Performance by Department

As of October 19, 2009

Department	Month to Date			FY to Date		
	Total	Reportable	Lost Time	Total	Reportable	Lost Time
Commuter Services - VRE	0	0	0	0	0	0
Commuter Services - MARC	0	0	0	0	0	0
WAS Term Operations	0	0	0	0	0	0
Operations	0	0	0	0	0	0
Passenger Services	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0

Steven J. Alleman
General Superintendent