



**MID-ATLANTIC DIVISION
NORTHEAST CORRIDOR
SUPPLEMENTAL BULLETIN ORDER No. 3-46a**

Effective 5:01 A.M. Thursday, December 2, 2010

This BO is issued supplemental to BO No. 3-46 and will remain in effect until 12:01AM, **Monday, December 6, 2010.**

(a) MAIN LINE – PHILADELPHIA TO HARRISBURG (PH)

THE FOLLOWING IS EFFECTIVE 12:01AM, SATURDAY, DECEMBER 4, 2010

1. Park Interlocking:

12/04/10

- Park Interlocking, MP 43.9, is retired and out of service in its entirety.
- Park Interlocking is re-configured and in service at MP 46.3 on Track Nos. 1 and 4, remotely controlled by Cork.
- *SI 241-G1 (page 244), SI 807-G1 (page 246), the reference to Park in SI 133-S1 (page 332), and the listing of Park's telephone number in SI 714-S1 (page 363) are all deleted.*
- Former No. 2 track through Park interlocking will be renamed Parksburg Industrial track to the hand-operated access switch to No. 1 track.

a) Main Line- Philadelphia to Harrisburg (PH):

Timetable Station Pages 233, has been revised as indicated below by dotted line and strikeout.

Stations	MP	INT	IS	PS	NOTES
PARK	43.9	X	6
PARKSBURG	44.2	X	...
PARK R-Cork	46.3	X

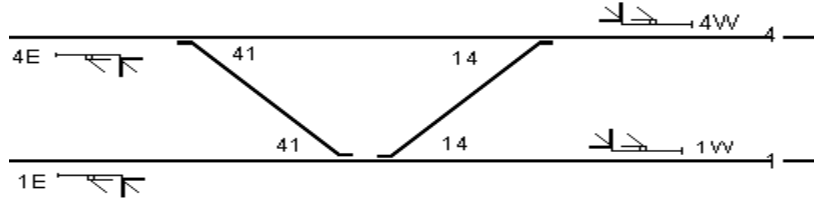
b) Home Signals in Service:

1. High color position-light interlocking home signals governing eastward movements on No. 1 track (1E) and No. 4 track (4E), located on signal masts approximately 2293 feet east of MP 47.
2. High color position-light interlocking home signals governing westward movements on No. 1 track (1W) and No. 4 track (4W), located on signal masts approximately 789 feet west MP 46.

c) Switches in Service With Movable Point Frogs:

1. Facing point interlocked crossover (No. 14) in No. 1 track for eastward movements to No. 4 track, located 965 feet east of eastward interlocking home signal (1E), is equipped for AC electrical operation. *SI 80-S1, Page. 319, Revised.*
2. Facing point interlocked crossover (No. 41) in No. 4 track for eastward movements to No. 1 track, located 1018 feet east of eastward interlocking home signal (4W), is equipped for AC electrical operation. *SI 80-S1, Page. 319, Revised.*

Park Int 48.3



d) Automatic Block Signals

1. Automatic Block Signals No. 465/466 for No. 1 and 4 tracks are removed from service.
2. New Automatic Block Signal No. 443 for No.4 track located 1373 feet west of MP 44 will serve as the distant signal to Park.
3. New Automatic Block Signal No. 444 for No. 1 track located 3867 feet east of MP 45. ABS 444 is located to the left of No. 1 track.

Automatic Block Signal System Rule 251 for westward movement on No. 4 track between Thorn and Leaman and eastward movement on No. 1 track between Leaman and Caln remains in effect.

e) Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless otherwise Restricted_ *For locations listed below, SI 37-G1, pages 236-238, revised.*

PASSENGER TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
West Limits Caln & East Limits Park	90	---	---	90
West Limits Caln & Signal 444	90	---	---	90
Within Park Int.	70	30	45	70
West Limits Park & MP 50	110	---	---	110
Signal 444 & MP 50	110	---	---	110

FREIGHT TRAIN SPEEDS				
Between/At	Tracks			
	NO. 4	No. 3	No. 2	No. 1
Caln & East Limits Park	50	---	40	50
Caln & MP 63	50	---	---	50
Within Park Int.	40	25	40	40
West Limits Park & MP 63	50	---	---	50

f) Switches equipped with electric locks: Park to Leaman:

SI 104-G2 (pg 242) is revised as follows:

1. Hand operated switch located on No. 4 track at MP 47.2 (Keen & Son) is equipped with an electric lock. Permission to operate this switch must be obtained from Cork Tower.

g) Wreck and Wire Trains

SI 37-G5, page 239, is revised been revised as indicated below by dotted line and strikeout.

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Paoli & Park	40	40	40
Paoli & MP 44	40	40	40
Park & Division Post MP 105.2	50	40	30
MP 44 & Division Post MP 105.2	50	40	30

Michael J. Sherlock
General Superintendent