

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
RAIL TRANSPORTATION DIVISION - RAILROAD OPERATIONS
Bulletin Order Number: 5-12**

Lifting's a breeze when you bend at the knees

ISSUED: January 18, 2012

EFFECTIVE: 2:01 AM Monday, January 23, 2012

This Bulletin Order supersedes Bulletin Order 5-11.

General Order 501 effective 2:01 AM Sunday, November 6, 2011.

Division Notice 5-3 is in effect.

(A) SAFETY RULE OF THE WEEK: Safety Rule 1151:

Look in the direction you are walking, being on the alert for unsafe conditions. If looking elsewhere, stop.

(B) NORAC 10th Edition: Effective November 6, 2011

1. NORAC Rule 174 Receiving a Form D at a Temporary Block Station (TBS) revised:.....**rev. 11/12/11**

First sentence revised as follows to correct omission:

When a TBS is placed in service, approaching trains must be notified by Form D line 10 or Bulletin Order.

(C) RAILROAD DIVISION, TIMETABLE NO. 5

1. Schedule Trains, Page ii, revised.

a. T.T.5 CHE-1 Monday-Friday Train 740 station times revised as follows:**rev. 12/19/11**

30 th Street Station	2:32 PM
Suburban Station	2:37 PM
Market East Station	2:42 PM
Temple University	2:46 PM
Wayne Junction	D2:52 PM
Wister	D2:54 PM
Germantown	D2:56 PM
Washington Lane	D2:58 PM
Stenton	D3:00 PM
Sedgwick	D3:02 PM
Mount Airy	D3:03 PM
Wyndmoor	D3:05 PM
Gravers	D3:07 PM
Chestnut Hill East	D3:09 PM

2. General Order 501 revised to add item (JJ):**rev. 01/09/12**

a. (JJ) Authority Standard Rules

Authority Standard Rules (ASR), 2nd Edition, effective November 21, 2010 is in effect.

3. System Special Instructions:

a. A-S1 Timetables and Other Publications: SEPTA Employees revised:**rev. 01/09/12**

Paragraphs A. Engineers, Conductors and Assistant Conductors, paragraph B. Train Dispatcher and Tower Personnel, and paragraph C. Employee-in-Charge of Roadway Workers and Flagpersons revised to include: Authority Standard Rules (ASR) to list of publications that must be carried while on duty.

(D) AIRPORT LINE

1. Permanent Changes - None

2. Temporary Changes

a. Escape Track:**rev. 05/23/11**

Escape Track in service for M & W equipment only.

(E) BETHLEHEM LINE

1. Permanent Changes – None

2. Temporary Changes – None

(F) BLUE LINE BRANCH /CSX TRENTON SUBDIVISION

1. Permanent Changes - None

2. Temporary Changes – None

(G) CHESTNUT HILL EAST LINE

1. Permanent Changes

a. Rules In Effect revised: *rev. 11/12/11*

RULES IN EFFECT			
Between	And	Tracks	
		No. 1	No. 2
Wayne	Wind	261, 562, CSS	261, 562, CSS
Wind	Spring	251 (S)	251 (N)
Spring	Chestnut Hill East	No. 1 and No. 2 Running	
		Rule 97	
Chestnut Hill Yard		All	
		Rule 98	

b. Maximum Speeds revised: *rev. 11/12/11*

MAXIMUM AUTHORIZED SPEEDS		
Between/At	Track	
	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 Wind	30/10	30/10
Within Wind	40/30	40/30
Exceptions		
Diverting routes Wind: 30/15		
Between/At	No. 1	No. 2
Wind and Gravers	40/30	40/30
Exceptions		
Curve south of Wister	35/-	35/-
Curve at Germantown Ave	15/15	15/15
Between/At	No. 1	No. 2
Gravers and Spring	15/10	15/10
Within Spring	15/10	15/10
Spring and end of track	Restricted Speed not exceeding 10MPH	
Chestnut Hill Yard	Restricted Speed not exceeding 5MPH	

Delete exception to Maximum Authorized Speed 1st Curve north of Wayne: No.1 and No 2 track 35/10

c. Physical Characteristics Changes: *rev. 11/12/11*

1) Wind Interlocking (MP5.35) remote controlled by SEPTA -3

a) Northbound two unit home signal No. 1 track located 499 feet north of Wayne southbound home signal.

The signal is on the left side of No. 1 track.

b) Southbound two unit home signal No 1 track located 1634 feet north of Wayne southbound home signal.

c) Northbound two unit home signal No. 2 track located 375 feet north of Wayne southbound home signal.

d) Southbound two unit home signal No. 2 track located 1510 feet north of Wayne southbound home signal.

The signal is on the left side of No. 2 track.

2) Automatic signal 253 moved 1250 feet north to the northern limits of Wind interlocking attached to the signal mast of southbound home signal at Wind.

3) Automatic signal 254 reconfigured as two unit signal, "D" added to number plate.

4) Automatic signal 252 removed and retired.

5) Fishers retired.

d. Special Instruction Change: *rev. 11/12/11*

1) S-CE1 Safety: AC Electrical Operating Instructions item A revised: Tracks Equipped: Main, interlocking, running tracks and yard tracks.

2) S-CE 2 Safety: Location of Rail Lubricators revised: reference to North of Fishers MP 5.70 changed to Footway UGB MP 5.73

3) 104-CE1 Location of Dual Control Switches revised to include Wind.

2. Temporary Changes

a. Chestnut Hill East Platform Construction: *rev. 01/16/12*

Due to platform construction a portion of the platform adjacent to No. 2 track will be removed from service.

Construction barricades will be erected to designate the out of service area. Stopping locations on No. 2 track must be adjusted to prevent passengers from being discharged or boarded in the out of service area.

- b. Wayne Jct Platform Construction:.....*rev. 12/05/11*
 Due to construction 200 feet of the north end of Wayne Jct platform adjacent to No. 2 track CHE is removed from service. A Train Stop sign (T/S) is in use for northbound trains on No. 2 track CHE. Trains must be positioned so all doors being used for passenger travel are on the in-service portion of the platform.

(H) CHESTNUT HILL WEST LINE

1. Permanent Changes - None
2. Temporary Changes

- a. Rule 135 in Effect:*rev. 01/23/12*

Track.	Between or At	Day-Date:	From:
No.1	Westmoreland (MP 0.85)	Monday 1/23/12 to Wednesday 1/25/12	9:00 AM to 3:00 PM

(I) DOYLESTOWN LINE

1. Permanent Changes

- a. Rules In Effect revised:*rev. 12/10/11*

Rules In Effect					
Between	And	Tracks			
		No. 1	No. 2	Single	Siding
Dale	Land	261,562, CSS	261,562, CSS		
Land	Doyle			261, 562, CSS	
County Siding					261, 562, CSS
Long Siding					261, 562, CSS

- b. Maximum Speeds revised:.....*rev. 12/10/11*

Between/At	Single	Siding
School and Long	50/25	
Long and Doyle	30/15	30/15
Exceptions		
Diverting routes at Doyle: 30/15		
Diverting routes at Long: 30/15		

- c. Physical Characteristics Changes:.....*rev. 12/10/11*

- 1) Long Interlocking (MP 9.70) remote controlled by SEPTA -1.
 - a) Northbound two unit home signal for Single Track located 82 feet south of the switch points.
 - b) Southbound two unit home signal on Single Track located 492 feet north of the switch points.
 - c) Southbound two unit home signal located on left side of Siding track located 492 feet north of the switch points.
 - d) Home signals display Cab Speed, Restricting and Stop Signal.
- 2) Doyle Interlocking (MP 9.90) remote controlled by SEPTA -1.
 - a)Northbound two unit home signal for Signal Track on the left side is located 85 feet south of the switch points.
 - b)Northbound two unit home signal for Siding Track located 85 feet south of the switch points.
 - c)Southbound two unit home signal on Single Track located 85 feet north of the switch points.
 - d)Southbound two unit low home signal on Siding Track on the left side is located 10 feet north of the switch points.
 - e)Home signals display Cab Speed, Restricting and Stop Signal.
- 3) All Automatic signals between School and CP Doyle removed and retired.
- 4) CP Doyle is retired.

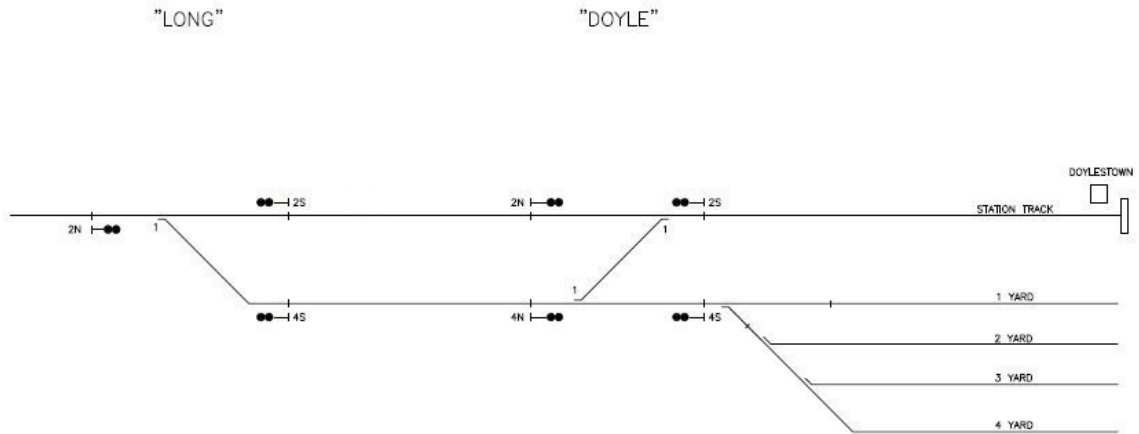
- d. Special Instruction Change:*rev. 01/09/12*

- 1) 104-DT1 Electrically Locked Hand Operated Switches revised:

Switch Identification	Mile Post	Track	Type	Time-Out	
				Min	Sec
MU Yard #1	0.20	2	USS-SL-25	3	0
MU Yard #2	0.20	2	USS-SL-25	3	0
WYE	0.60	Single	USS-SL-25	3	0
Lansdale Warehouse	1.30	Single	USS-SL-25	3	0
Forrest	5.90	Single	USS-SL-25	3	0
84 Lumber	8.25	Single	USS-SL-25	3	0

- 2) 104-DT2 Location of Dual Control; Switches revised to add: Interlocking switches at Long and Doyle.

- 3) 106-DT1 Location of Semi-Automatic Switches first sentence revised to read Doylestown Yard equipped with semi-automatic switches.
- 4) Delete reference to Long siding in 104-DT1 Electrically Locked Hand Operated Switches.
- 5) Delete reference to 261-DT1 Non-Electric Lock Hand-Operated Switches in 261 Territory.



2. Temporary Changes

- a. Temporary Speed Restrictions:.....*rev. 12/26/11*

	Between or At	Track	Speed	Signs
1)	Walter's Run UGB 4.42 and Neshaminy Creek UGB 5.76	Single	45/25	No
2)	Cooks Run UGB 7.34 and Del Val College	Single	45/25	No

(J) FOX CHASE LINE

- 1. Permanent Changes – None
- 2. Temporary Changes:

- a. Ryers Station Platform Construction:.....*rev. 06/13/11*

Due to high level platform construction a close clearance condition exists on the west side of the Single Track (parking lot side).

- b. Rule 135 in Effect:*rev. 01/23/12*

Track.	Between or At	Day-Date:	From:
Single	Limits of Ryers station	Monday 1/23/12 to Friday 1/27/12	9:00 AM to 3:00 PM

(K) IVY RIDGE LINE

- 1. Permanent Changes – None
- 2. Temporary Changes – None

(L) MAIN LINE

- 1. Permanent Changes – None
- 2. Temporary Changes

- a. Rule 135 in Effect:*rev. 01/23/12*

Track.	Between or At	Day-Date:	From:
No.2	Kay and southern limits 30 th St	Monday 01/23/12 to Thursday 01/26/12	9:30 AM to 3:00 PM
No. 3	Within limits of Wayne Jct station	Monday 01/23/12 to Friday 01/27/12	9:00 AM to 3:00 PM
No.1 & No. 2	Jenkin to Jenk South	Monday 01/23/12 to Friday 01/27/12	9:00 AM to 3:00 PM

- b. Wayne Jct Platform Construction:..... **rev. 12/05/11**
Due to construction, 200 feet of the north end of Wayne Jct platform adjacent to No. 1, No.2, and No. 3 tracks is removed from service. A Train Stop sign (T/S) is in use for northbound trains on No. 1 No. 2, and No. 3 tracks. Trains must be positioned so all doors being used for passenger travel are on the in-service portion of the platform.
- c. Jenkintown Platform and Bridge Construction:**rev. 01/09/12**
Due to construction 150' of the south end of the platforms on No. 1 and No. 2 track are removed from service. A Train Stop sign (T/S) for northbound trains is in use on No. 2 and a T/S is in use for southbound trains on No. 1 track. Trains must be positioned so all doors being used for passenger travel are on the in-service portion of the platform.
- d. Temporary Speed Restrictions:.....**rev. 10/31/11**

Between or At		Track	Speed	Signs
1)	Within limits of Hunt	No. 4	30/10	Yes
2)	Jenkin to 500 feet north of Rices Mill Rd.	No. 2	55/30	Yes
3)	Within limits of Carmel <i>Note: This restriction for electric trains only</i>	No. 1 & No. 2	30/-	No

- e. Special Instruction 138-ML4 Highway Crossing: Butler Pike(MP 17.25) revised**rev. 10/25/10**
Trains on No. 2 track at Ambler are relieved from complying with the 1st paragraph of S.I. 138-ML4.

(M) NESHAMINY/CSX TRENTON SUBDIVISION

- 1. Permanent Changes
 - a. Special Instruction N-NE1 added**rev. 09/26/11**
All crewmembers of CSX trains in the operating cab of an engine must announce by radio the following conditions or occurrences:
 1. The name and location of each block and controlled point signal.
 2. When stopping, and each fifteen minutes after being stopped, on a main track or passing siding.
- 2. Temporary Changes
 - a. Temporary Speed Restrictions:.....**rev. 08/08/11**

Between or At		Track	Speed	Signs
1)	Neshaminy and CP Wood <i>Note: This restriction applies to AEM-7 and ALP-44 equipped trains only</i>	No. 1 & No.2	60/-	No
2)	Trent and MP 33	No. 1 & No.2	25/25	No

(N) NORRISTOWN LINE

- 1. Permanent Changes - None
- 2. Temporary Changes
 - a. Temporary Speed Restrictions:..... **rev. 1/23/12**

Between or At		Track	Speed	Signs
1)	Limits of Conshohocken station platform	No. 1	15/10	No
2)	Green to 16 th St. Jct. <i>Note: This restriction for electric trains only</i>	No. 1	30	No

(O) STONY CREEK BRANCH

- 1. Permanent Changes - None
- 2. Temporary Changes – None

(P) WARMINSTER LINE

- 1. Permanent Changes - None
- 2. Temporary Changes
 - a. Temporary Speed Restrictions:..... **rev. 12/5/11**

Between or At		Track	Speed	Signs
Montgomery Ave (MP 6.65)		Single	20/10	No

(Q) WEST CHESTER LINE

- 1. Permanent Changes - None
- 2. Temporary Changes
 - a. Close Clearance – Primos Station:*rev. 10/31/11*
 - 1) Due to platform construction close clearance exists on the north end of No. 2 track low level platform.
 - b. AC Motor Stop Sign:.....*rev. 12/18/06*
AC Motor Stop Sign installed at Cat Pole 15/12 located on the north side of Middletown Rd, OHB (MP 15.42)

**B. KOCH
DIRECTOR, RAILROAD OPERATIONS CENTER**

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OPERATING RULE REVIEW

In the application of Rule 30 Employees are prohibited from breaking seals on interlocking appliances or other equipment, except when specifically authorized to do so. Employees are prohibited from altering, nullifying or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property, except when specifically authorized to do so. In case of failure, or where seals are found to be tampered with, broken, missing, or authorized to be removed, a report must be made immediately to the Dispatcher, Yardmaster, or Enginehouse Forman in charge of the territory where the defect is discovered.