

DCA13MR002
Conrail - Shared Assets
Derailment/Hazardous Material Release
Paulsboro, New Jersey
November 30, 2012

Conrail
Summary Bulletin
Order No. 9-S-3

CONSOLIDATED RAIL CORPORATION
MOUNT LAUREL, NJ

Summary Bulletin Order

BULLETIN ORDER NO. 9-S-3

Questions, comments or concerns about the information contained in this Bulletin should be directed to the Manager, Operating Rules & Regulatory Compliance at

EFFECTIVE: 6:01 PM Monday, May 14, 2012.
Safety Hot Line: SMART

ALL DISTRICTS

(A) CURRENT INFORMATION

1. CONRAIL TIMETABLE No. 9 is in effect.
2. SUMMARY BULLETIN ORDER No. 9-S-3 is in effect. Conrail Bulletin Orders In effect 9-1 & 9-2 . Summary Bulletin Order 9-S-2 is canceled. This Summary Bulletin Order is available through the Fax on Demand.
3. DIVISION NOTICES in effect: 9-S-1, 9-6, 9-8 & 9-15
4. MAIN TRACKS TIMETABLE UPDATE/OPERATIONAL CHANGE
EFFECTIVE IMMEDIATELY, MAIN TRACK REMOTE CONTROL LOCOMOTIVE (RCL) OPERATIONS ARE PERMITTED PROVIDED ALL APPLICABLE "RULES FOR REMOTE CONTROL OPERATION" FOUND ON PAGES 177 THROUGH 181 IN TIMETABLE NO.9 ARE FOLLOWED. ALL EMPLOYEES MUST ADD THIS INSTRUCTION IN INK IN SECTION D PAGE 180 ITEM 12 IN TIMETABLE #9

(B) DETROIT DISTRICT

DETROIT LINE (DETL) (CP W.DETROIT TO CP YD)

- 1) CROSSOVER FROM OLD NORTHBOUND TO CP YD
THE TRACK LOCATED AT THE NORTH END OF RIVER ROUGE YARD CONNECTING THE OLD NORTHBOUND WITH CP YD IS NOW DESIGNATED AS A CONNECTING TRACK. THE HAND THROWN SWITCH THAT ALLOWS MOVEMENT FROM THE OLD NORTHBOUND INTO CP YD CAN BE LEFT LINED FOR THE CROSSOVER

DETROIT LINE (DETL) (CP YD TO MP20)

1) EFFECTIVE FROM 10:00 AM FRIDAY DECEMBER 16,2011 RULE 261 IN SERVICE FROM CP-MILL AND CP-FN NUMBER 1 TRACK

Automatic Signal changes: New D111N governing northward movements is left hand 2 head color light type high signal added to existing D111S signal MP 11.3. New D131N governing northward movements is left hand color light type high signal added to existing D131S signal MP

2) EFFECTIVE FROM 10:00 AM FRIDAY DECEMBER 16,2011 RULE 261 IN SERVICE FROM CP-MILL AND CP-JD NUMBER 2 TRACK

Automatic Signal changes: New D112S governing southward movements is left hand color light type high signal added to existing D112N signal MP 11.3. New D132S governing southward movements is left hand color light type high signal added to existing D132N signal MP 13.5.

New D132S governing southward movements is left hand color light type high signal added to existing D132N signal MP 13.5. Hand Operated switches at the following locations equipped with electric locks: MP 10.7, 13.8, 15.9, 16.3 and 17.9. All electric locks have approach locking. (NO TIMERS). Existing Hand Operated switch equipped with electric lock at MP 19.9 has time release (8 minutes)

STERLING SECONDARY (STES)

- 1) CP NORTH YARD (MP9.6) AND (TM 14.0) PHYS CHAR SINGLE TRACK**
EFFECTIVE WEDNESDAY, NOVEMBER 2, 2011 AT 10:00 AM, YARD LIMITS (NORAC RULE 93) IS REMOVED BETWEEN CP NORTH YARD AND TM. NEW DCS STATION "KM" IN SERVICE AT **MP 11.29** MAXIMUM SPEED BETWEEN TM AND CP NORTH YARD IS 30 MPH. ALL EMPLOYEES MUST MAKE INK CHANGES TO TIMETABLE #9 PAGE 35 ACCORDINGLY.

- 2) TM (MP 13.8) AND MP 13.4 PHYS CHAR SINGLE TRACK**

SWITCH AND TRACK FOR THE PASSING TRACK REMOVED / INACCESSIBLE. TO ACCESS THE NORTH END OF THE PASSING TRACK USE CROSSOVER SOUTH OF RINKE ROAD.

3) MP 13.4

PASSING TRACK SIDE OF CROSSOVER IS LINED, BLOCKED AND SPIKED
REVERSE

4) MP 13.5

RELOCATED SWITCH INSTALLED FOR SUPER STEEL (FORMERLY LOCATED
ON PASSING TRACK)

JUNCTION YARD RUNNING TRACK(CONTROLLED BY NS DISPATCHER)

1) **ALL PERSONNEL MUST MAKE THE FOLLOWING ADDITION IN INK TO
TIMETABLE #9**

PAGE 27 SECTION 5, PART B "CARS IN EXCESSSS OF 17'4" HEIGHT ARE
PROHIBITED ON THE DETROIT SALT SDF. MP0.84.JUNCTION YARD RT,
DETROIT BELTLINE IT.

TERMINAL EAST I.T.

1) **EFFECTIVE IMMEDIATELY CHANGE TO TIMETABLE #9 , PG 34
DISTRICT INSTRUCTION #9**

UNDER PARAGRAPH A, TERMINAL EAST INDUSTRIAL TRACK MP 9.0, THE
CN PONTIAC YARDMASTER MUST BE CHANGED TO THE CN FLINT
YARDMASTER

MOUND YARD AREA LOCO RESTRICTION WARREN PLANT

- 1) EFFECTIVE IMMEDIATELY **LOCOMOTIVES ARE NOT ALLOWED INTO THE
WARREN TRUCK ASSEMBLY PLANT BUILDING AT ANY TIME . CREWS
MUST USE PROPER SPACERS BEFORE HANDLING ANY CARS IN OR OUT
OF THE BUILDING.** EMPLOYEES MUST ADD THE INSTRUCTION IN BOLD
UNDERLINED IN INK TO TIMETABLE #9 PAGE 36 SECTION 5 AS ITEM
NUMBER 3

RIVER ROUGE YD

**1) DETROIT LINE (DETL) DISTRICT INSTRUCTION #9 PARAGRAPH C
REMOTE CONTROL ZONE – RIVER ROUGE YARD**

LIMITS OF REMOTE CONTROL ZONE HAVE CHANGED AS FOLLOWS :
FROM THE TRACK BOUNDED BY THE HUMP LEAD SWITCH (DOUBLE
AUGHT/TRACK 9) AND ENDING 100 FT NORTH OF VISCAR ST.EMPLOYEES
MUST MAKE THIS CHANGE TO TIMETABLE #9 PG.25 IN INK

C) NORTH JERSEY DISTRICT

LEHIGH LINE(LEHL)

**1) INMAN AVE (MP 23.1) & TINGLEY LANE (MP23.7) PHYS CHAR
QUIET ZONE CROSSING SIGNALS**

EFFECTIVE SATURDAY,DECEMBER 10,2011, CONFIRMATION
SIGNALS,WHICH ARE A RANDOM FLASHING ORANGE X , WILL BE
DISPLAYED AT EACH CROSSING SHOWN ABOVE. IF NOT DISPLAYED, THE
ENGINE HORN MUST BE SOUNDED PER NORAC RULE 19(B). THIS
INSTRUCTION IS SUPPLEMENTAL TO THE EXCEPTION NOTED IN NORAC
RULE 19(B) AND WILL BE TREATED AS AN EMERGENCY.**THIS
INSTRUCTION MUST BE ADDED IN INK AS “NOTE 6” TO LEHIGH LINE
STATION PAGE 45, TIMETABLE #9, AT THE ABOVE LOCATIONS ONLY**

D) SOUTH JERSEY DISTRICT

DELAIR BRANCH (DELB)

1) CP PARK PHYS CHAR SINGLE TRACK

EFFECTIVE 0800 MONDAY FEBRUARY 6, 2012, THE HOME SIGNAL
GOVERNING MOVEMENTS FROM THE DELAIR BRANCH WILL BE
RELOCATED 1944 FEET SOUTH OF ITS CURRENT LOCATION. THE SIGNAL
WILL BE A 3 HEAD RIGHT HAND COLOR LIGHT TYPE HIGH SIGNAL **THIS IS
IN CONJUNCTION WITH THE CSX CP PARK CUTOVER, PLEASE ENSURE
YOU HAVE A COPY OF THE CURRENT CSX BULLETIN.**

BEESELYS POINT SECONDARY (BEES).

- 1) **MP 27.0 TO PAL** **RUSTY RAIL COND.** **SINGLE TRACK**
TRAINS AND ENGINES MUST PROCEED ACCORDING TO TIMETABLE SI 138-3, PG 36.
- 2) **MP 30.4 (PRIVATE XING)** **GRADE CROSSING** **SINGLE TRACK**
(SOUTH OF BACKLINE ROAD)ALL TRAINS AND ENGINES MUST STOP AND APPLY
RULE 138-8 OVER CROSSING

CHEMICAL COAST SECONDARY (COAS)

- 1) **SYD (MP7.3)** **TIMETABLE CORRECTION** **DCS STATION**
EFFECTIVE IMMEDIATELY, ALL EMPLOYEES MUST CORRECT OMISSION
AT"SYD" AS A DCS STATION ON PAGE 62 IN TIMETABLE #9 IN INK

MORRISVILLE LINE (MORL)

- 1) **CP MY (MP 0.6)** **GRADE CROSSING** **SINGLE TRACK**

GATES AND FLASHERS IN SERVICE FOR PRIVATE ROAD CROSSING AT WEST END
OF CP MY INTERLOCKING. DUE TO RUSTY RAIL CONDITIONS ALL EASTWARD
TRAINS MUST APPROACH THIS LOCATION PREPARED TO STOP AND MUST
ENSURE THAT THE GATES ARE IN THE HORIZONTAL POSITION BEFORE FOULING
THECROSSING.

PORT READING SECONDARY (MANS)

- 1) **ENTIRE LENGTH** **PHYS CHAR** **SINGLE TRACK**
ENTIRE SECONDARY IS NOW AUTHORIZED FOR 286,000 LBS. EMPLOYEES
MUST CHANGE ITEM 5 PARAGRAPH A ON PAGE 67 OF TIMETABLE #9

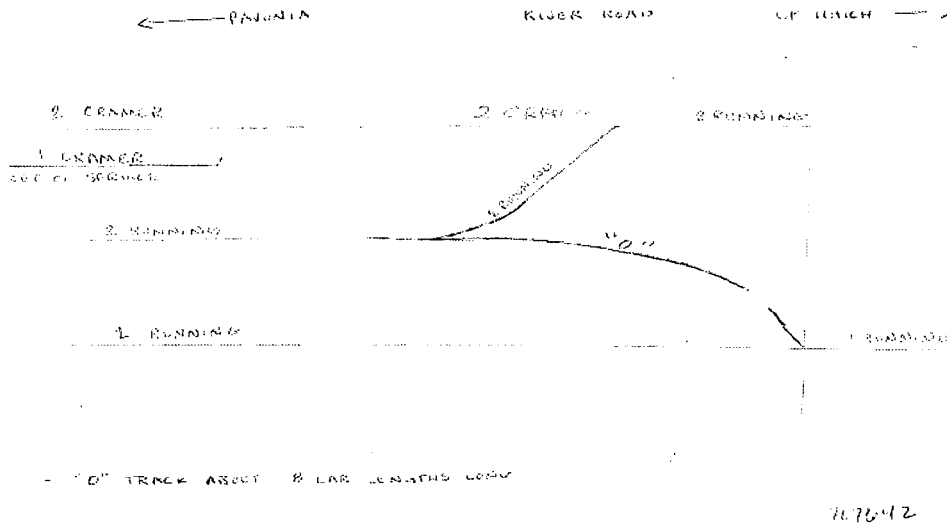
SOUTHERN SECONDARY (SOUS)

- 1) **MP60.7 TO MP 60.85** **PHYS CHAR** **SINGLE TRACK**
EFFECTIVE WED. DEC.8, 2010 NEW RUNAROUND TRACK INSTALLED AND
IN SERVICE ON EAST SIDE OF SINGLE TRACK. USEABLE LENGTH IS 600
FT. HAND OPERATED SWITCHES ON EACH END.

PAVONIA YARD

- 1) **SUPPORT YARD-EAST END PHYS CHAR ALL SWITCHES**
 HAND OPERATED SWITCHES CONVERTED TO POWER SWITCHES
 CONTROLLED BY PUSHBUTTONS LOCATED AT EACH SWITCH.
 ILLUMINATED SWITCH INDICATION REPLACES SWITCH TARGETS.
 GREEN LIGHT INDICATES SWITCH LINED NORMAL. AMBER LIGHT
 INDICATES SWITCH LINED REVERSE, FLASHING RED INDICATES SWITCH
 IS OUT OF POSITION (**TRAINS MUST NOT TRAVERSE OVER SWITCH IF
 LIGHT IS FLASHING RED**) STEADY RED INDICATES THE TRACK IS
 OCCUPIED OVER THE SWITCH AND THE SWITCH WILL NOT THROW.

- 2) **2 RUNNING / O TRACK TRACK DESIGNATION TIMETABLE CHANGE**
 A) EFFECTIVE IMMEDIATELY THE O TRACK WEST OF THE CROSSOVER
 ON 2 RUNNING AT RIVER RD OVERHEAD BRIDGE WILL BE
 DESIGNATED 2 RUNNING. (DIVERTING MOVE AT THE EAST END OF
 THE CROSSOVER) THE STRAIGHT MOVE AT THIS SWITCH WILL BE
 THE START OF 2 CRAMER. THE O TRACK WILL REMAIN BETWEEN THE
 O SWITCH ON 1 RUNNING AND THE WEST END SWITCH OF THE
 CROSSOVER NOW 2 RUNNING. SEE DIAGRAM BELOW.



2) 2 RUNNING / O TRACK (CONT.)

B) REMOTE ZONES LISTED ON PAGES 86&87 OF TIMETABLE #9 ARE AFFECTED AS FOLLOWS: UNDER DISTRICT INSTRUCTIONS 9.E.1 ON PAGE 86 WHAT WAS REFERED TO AS 2 RUNNING IS NOW 2 CRAMER. ON PAGE 87 DISTRICT INSTRUCTION 9.E.3 WHAT WAS REFERED TO AS THE O TRACK IS NOW THE O TRACK INCLUDING 2 RUNNING. CHANGES MUST BE MADE IMMEDIATELY IN INK TO 9.E.1 AND 9.E.3.

**R. L. BATORY
PRESIDENT & CHIEF OPERATING OFFICER**