

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	2	West of 69th Street	-0.2	0	#1 Loop	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the West end of #1 platform and #2 / #3 platform respectively where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of 69th Street	-0.2	0	#2 Loop	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the West end of #1 platform and #2 / #3 platform respectively where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	West of 69th Street #5 & #7 Switch	-0.2	0.15	#1 Loop	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #5 & #7 SWITCH		1	-	TAW - "Advanced Mobile Watchperson" will post at the leaving end of 69th St. #1 track and hold trains until inspector calls all clear.	5, 7
CTD	MFSE	SW	West of 69th Street #3 & #1E Switch	-0.2	0.15	#2 WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #3 & #1E SWITCH		1	-	TAW - "Advanced Mobile Watchperson" will post at the leaving end of 69th St. track #1, will post at SEPTA manhole between 2 Loop track & 2 yard feed with clear view of the east end of #2 Platform	1E, 3
CTD	MFSE	SW	West of 69th Street #1W Switch	-0.2	0.15	#1 WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #1W SWITCH		1	-	TAW - "Advanced Mobile Watchperson" will post at the leaving end of 69th St. track #1, watchperson will post between 1 & 2 track at the apex of the curve entering and exiting the yard with clear view of 1 & 2 Platform tracks	1W
CTD	MFSE	2	69th Street Station	0	0.15	#1 WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	69th Street Station	0	0.15	#2 EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	69th Street Station	0	0.15	#3 EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	East of 69th Street #9 Switch	0.35	0.38	#2 EB	10 MPH	225	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #9 SWITCH	1		-	TAW - will post at field side of switch with clear view of 1 & 2 Platform and 1 & 2 track 770 feet to the east	9
CTD	MFSE	2	East of 69th Street	0.4	0.45	#1 WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the East end of #1 platform and East of #13 switch where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	East of 69th Street	0.4	0.45	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the East end of #1 platform and East of #13 switch where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	East of 69th Street #13W & #11E Switch	0.4	0.45	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #13W & #11E SWITCH	1		-	TAW - will post on the field side of #1 between the two switches with clear view to east end of 69th Platform and 1 & 2 track 800 feet to the east	11E, 13W
CTD	MFSE	SW	East of 69th Street #11W Switch	0.4	0.45	#1 WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #11W SWITCH	1		-	TAW - will post on the field side of switch with clear view to the east end of 69th Platform and 1 & 2 track 900 feet to the east	11W
CTD	MFSE	SW	East of 69th Street #13E Switch	0.4	0.45	#1 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #13E SWITCH	1		-	TAW - will post at field side of switch with clear view to curve east of 69th Platform and 1 & 2 track 750 feet to the east	13E
CTD	MFSE	2	West of Millbourne	0.5	0.75	#1 WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at apex of curve and behind inspector where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of Millbourne	0.5	0.74	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at apex of curve and behind inspector where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	2	Millbourne Station	0.7	0.75	#1 WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	Millbourne Station	0.7	0.75	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	East of Millbourne Station	0.75	0.9	#1 WB	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the West end of the station and at the No Clearance sign east of the station where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	East of Millbourne Station	0.75	0.9	#2 EB	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHPERSON - will post at the West end of the station and at the No Clearance sign east of the station where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	63rd Street Station	0.9	1.1	#1 WB	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	63rd Street Station	0.9	1.1	#2 EB	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	63rd St. Interlocking	1.15	1.18	#1 WB	55 MPH	1211	Switch inspections. Line of sight, noise, egress ladder spacing	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 63rd St. Station eastbound and 60th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	63rd St. Interlocking	1.15	1.18	#2 WB	55 MPH	1211	Switch inspections. Line of sight, noise, egress ladder spacing	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 63rd St. Station eastbound and 60th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	2	60th Street Station	1.28	1.3	#1 WB	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	60th Street Station	1.28	1.3	#2 EB	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	56th Street Station	1.7	1.8	#1 WB	55 MPH	1215	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	56th Street Station	1.7	1.8	#2 EB	55 MPH	1215	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	52nd St. Interlocking	2.05	2.08	#1 WB	55 MPH	1215	Switch inspections. IFRAA Maintenance. Blind vertical curve. Egress ladder spacing	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 56th St. Station eastbound and 46th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	52nd St. Interlocking	2.05	2.08	#2 EB	55 MPH	1215	Switch inspections. IFRAA Maintenance. Blind vertical curve. Egress ladder spacing	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 56th St. Station eastbound and 46th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	2	52nd Street Station	2.1	2.17	#1 WB	55 MPH	1215	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	52nd Street Station	2.1	2.17	#2 EB	55 MPH	1215	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	2	46th Street Station	2.7	2.8	#1 WB	55 MPH	1215	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	46th Street Station	2.7	2.8	#2 EB	55 MPH	1215	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	East of 46th Street (46th Street Curve)	2.8	2.85	#1 WB	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post between Col.# 45/02 and Col.# 45/04 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	East of 46th Street (46th Street Curve)	2.8	2.85	#2 EB	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post between Col.# 45/02 and Col.# 45/04 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of 40th Street (44th Street Portal Curve)	2.9	3.15	#1 WB	25 MPH	555	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post at Col.# 43/86 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of 40th Street (44th Street Portal Curve)	2.9	3.15	#2 EB	25 MPH	555	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post at Col.# 43/96 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of 40th Street (42nd Street Curve)	3.18	3.25	#1 WB	25 MPH	555	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post at Col.# 42/30 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	West of 40th Street (42nd Street Curve)	3.18	3.25	#2 EB	25 MPH	555	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post at Col.# 42/30 where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	40th St. Interlocking	3.3	3.35	#1 WB	55 MPH	1215	Switch inspections. Reverse running protection. Line of sight, noise	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 46th St. Station eastbound and 40th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	40th St. Interlocking	3.3	3.35	#2 EB	55 MPH	1215	Switch inspections. Reverse running protection. Line of sight, noise	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 46th St. Station eastbound and 40th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	2	40th Street Station	3.4	3.55	#1 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	40th Street Station	3.4	3.55	#2 EB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	34th Street Station (Island Platform)	3.9	4.05	#1 WB	55 MPH	1215	LINE of SIGHT	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	34th Street Station (Island Platform)	3.9	4.05	#2 EB	55 MPH	1215	LINE of SIGHT	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	30th St. Interlocking	4.2	4.25	#1 WB	55 MPH	1215	Switch inspections, line of sight with island platform and vertical curves, noise, reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 34th St. Station eastbound and 30th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	30th St. Interlocking	4.2	4.25	#2 EB	55 MPH	1215	Switch inspections, line of sight with island platform and vertical curves, noise, reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 34th St. Station eastbound and 30th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	2	30th Street Station (Island Platform)	4.3	4.45	#1 WB	55 MPH	1215	LINE of SIGHT. CROSSOVER West of Station	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	2	30th Street Station (Island Platform)	4.3	4.45	#2 EB	55 MPH	1215	LINE of SIGHT. CROSSOVER West of Station	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	
CTD	MFSE	2	East of 30th Street to 22nd Street (Schuylkill River)	4.45	4.85	#1 WB	55 MPH	1215	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	1	-	TAW - "Advanced Mobile Watchperson" will post at 22nd st. where he can see the watchperson and trains approaching. Watchperson will post where they can see both parties and maintain contact.	
CTD	MFSE	2	East of 30th Street to 22nd Street (Schuylkill River)	4.45	4.85	#2 EB	55 MPH	1215	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	1	-	TAW - "Advanced Mobile Watchperson" will post at 30th st. where he can see the watchperson and trains approaching. Watchperson will post where they can see both parties and maintain contact.	
CTD	MFSE	SW	15th St. Interlocking	5.25	5.3	#1 WB	55 MPH	1215	Switch inspections. Noise, reverse running protection and egress areas	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 30h St. Station eastbound and 15th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	15th St. Interlocking	5.25	5.3	#2 EB	55 MPH	1215	Switch inspections. Noise, reverse running protection and egress areas	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 30h St. Station eastbound and 15th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	2	15th Street Station	5.35	5.5	#1 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	2	15th Street Station	5.35	5.5	#2 EB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	5th St. Interlocking	6.2	6.25	#1 WB	55 MPH	1215	Switch inspections, line of sight, noise, reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 8h St. Station eastbound and 5th St. Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	5th St. Interlocking	6.2	6.25	#2 EB	55 MPH	1215	Switch inspections, line of sight, noise, reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 8h St. Station eastbound and 5th St. Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	East of 2nd Street	6.6	6.7	#1 WB	20 MPH	435	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	East of 2nd Street	6.6	6.7	#2 EB	20 MPH	435	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	West of Spring Garden (Portal to Switch)	6.75	7	#1 WB	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	West of Spring Garden (Portal to Switch)	6.75	7	#2 EB	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	SW	West of Spring Garden (Switches)	7.15	7.4	#1 WB & Spur	55 MPH	1211	Switch Inspections. LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 2nd St. Station eastbound and Spring Garden Station westbound to hold trains until inspector calls clear.	1, 3E, 5E, 5W
CTD	MFSE	SW	West of Spring Garden (Switches)	7.15	7.4	#2 EB & Spur	55 MPH	1211	Switch Inspections. LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at 2nd St. Station eastbound and Spring Garden Station westbound to hold trains until inspector calls clear.	3W, 3E, 5W, 7

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	1	Spring Garden Station	7.41	7.5	#1	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	Spring Garden Station	7.41	7.5	#2	55 MPH	1211	LINE of SIGHT. NOISE. REVERSE RUNNING PROTECTION	1	1			
CTD	MFSE	1	East of Spring Garden (Viaduct)	7.75	7.95	#1 WB	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	East of Spring Garden (Viaduct)	7.75	7.95	#2 EB	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - Advance Watchperson - will maintain sufficient distance to maintain visual-audial contact with watchperson, who will maintain visual-audial contact with the inspector who will be cleared at least 15 seconds before the train passes.	
CTD	MFSE	1	Girard Avenue Station	8	8.1	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Girard Avenue Station	8	8.1	#2 EB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	West of Berks (Columbia Curve)	8.45	8.55	#1 WB	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	West of Berks (Columbia Curve)	8.45	8.55	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will post where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	Berks Interlocking	8.6	8.65	#1 WB	55 MPH	1211	Switch inspections. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at Girard Station eastbound and Berks Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	Berks Interlocking	8.6	8.65	#2 EB	55 MPH	1211	Switch inspections. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at Girard Station eastbound and Berks Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	Berks Street Station	8.7	8.75	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Berks Street Station	8.7	8.75	#2 EB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	York-Dauphin Station	9.15	9.25	#1 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. BLIND CURVE East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	York-Dauphin Station	9.15	9.25	#2 EB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. BLIND CURVE East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	East of York-Dauphin	9.25	9.3	#1 WB	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk the WB catwalk to Bent #232 (East end of York-Dauphin Curve) from which he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	1	East of York-Dauphin	9.25	9.3	#2 EB	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk the WB catwalk to Bent #232 (East end of York-Dauphin Curve) from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	Huntingdon Interlocking	9.45	9.55	#1 WB	55 MPH	1215	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" will be positioned at York-Dauphin Station eastbound and Huntingdon Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	Huntingdon Interlocking	9.45	9.55	#2 EB	55 MPH	1215	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" - will be positioned at York-Dauphin Station eastbound and Huntingdon Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	Huntingdon Station	9.6	9.65	#1 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Huntingdon Station	9.6	9.65	#2 EB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	West of Somerset (Lehigh Avenue Bridge)	9.7	9.8	#1 WB	35 MPH	770	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk the WB catwalk to center egress ladder from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	West of Somerset (Lehigh Avenue Bridge)	9.7	9.8	#2 EB	35 MPH	770	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	-	-	TAW will walk the WB catwalk to center egress ladder from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	Somerset Station	9.8	9.9	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Somerset Station	9.8	9.9	#2 EB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Allegheny Station	10.4	10.5	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Allegheny Station	10.4	10.5	#2 EB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	Allegheny Interlocking	10.55	10.6	#1 WB	55 MPH	1211	Switch inspection. Reverse running protection. Noise.	1	2	-	TAW - "Advanced Mobile Watchperson" - will be positioned at Allegheny Station eastbound and Tioga Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	Allegheny Interlocking	10.55	10.6	#2 EB	55 MPH	1211	Switch inspection. Reverse running protection. Noise.	1	2	-	TAW - "Advanced Mobile Watchperson" - will be positioned at Allegheny Station eastbound and Tioga Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	Tioga Station	10.85	10.95	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Tioga Station	10.85	10.95	#2 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	East of Tioga (Amtrak Bridge)	11.15	11.2	#1 WB	55 MPH	1211	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk the WB catwalk to Bent #36/409 from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	East of Tioga (Amtrak Bridge)	11.15	11.2	#2 EB	55 MPH	1211	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk the WB catwalk to Bent #36/409 from which he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	1	Erie-Torresdale Station	11.55	11.6	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Erie-Torresdale Station	11.55	11.6	#2 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	Erie-Torresdale Interlocking	11.65	11.7	#1 WB	55 MPH	1211	Switch inspection. Reverse running protection. Noise.	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at Erie-Torresdale Station eastbound and Church Station westbound to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	Erie-Torresdale Interlocking	11.65	11.7	#2 WB	55 MPH	1211	Switch inspection. Reverse running protection. Noise.	1	2		TAW - "Advanced Mobile Watchperson" - will be positioned at Erie-Torresdale Station eastbound and Church Station westbound to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	West of Church Street	12	12.15	#1 WB	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to Bent #42/508 from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	West of Church Street	12	12.15	#2 EB	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to Bent #42/508 from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	Church Street Station	12.15	12.2	#1 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS. BLIND CURVE West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Church Street Station	12.15	12.2	#2 WB	55 MPH	1215	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS. BLIND CURVE West of Station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	East of Church Street (Unity Street Curve)	12.22	12.3	#1 WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to Bent #43/527 from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	East of Church Street (Unity Street Curve)	12.22	12.3	#2 EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to Bent #43/527 from which he can see in both directions and watch for trains in either direction	
CTD	MFSE	1	Arrott Transportation Center	12.5	12.55	#1 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS.	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Arrott Transportation Center	12.5	12.55	#2 WB	55 MPH	1211	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	SW	Dyre Interlocking	13	13.15	#1 WB	55 MPH	1211	Switch inspection. Reverse running protection. Noise. Blind vertical curve.	1	3		TAW - "Advanced Mobile Watchperson" - will be positioned at Arrot Transportation Center Station eastbound FTC station tracks 1 & 2 to hold trains until inspector calls clear.	1E, 3W
CTD	MFSE	SW	Dyre Interlocking	13	13.15	#2 WB	55 MPH	1211	Switch inspection. Reverse running protection. Noise. Blind vertical curve.	1	3		TAW - "Advanced Mobile Watchperson" - will be positioned at Arrot Transportation Center Station eastbound FTC station tracks 1 & 2 to hold trains until inspector calls clear.	1W, 3E
CTD	MFSE	1	Frankford Transportation Center Station	13.15	13.2	#1 WB	10 MPH	221	DIFFICULT EGRESS in STATION LIMITS and BLIND CURVES East of station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	Frankford Transportation Center Station	13.15	13.2	#2 WB	10 MPH	221	DIFFICULT EGRESS in STATION LIMITS and BLIND CURVES East of station	-	-	-	FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the station area. If FOUL TIME is not granted, a WORK ZONE must be established.	
CTD	MFSE	1	East of FTC	13.25	13.5	#1 WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	MFSE	1	East of FTC	13.25	13.5	#2 EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk catwalk to where he can see in both directions and watch for trains in either direction	
CTD	MFSE	SW	Bridge Interlocking	13.25	Yard	#1 WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" - will position themselves on both sides of the east end of FTC platform and at Yard limits to stop trains until inspector is clear	5E, 7W, 11W, 15W, 17
CTD	MFSE	SW	Bridge Interlocking	13.25	Yard	#2 EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" - will position themselves on both sides of the east end of FTC platform and at Yard limits to stop trains until inspector is clear	5W, 7E, 9, 11E, 13, 15E
CTD	BSS	3	Fern Rock Station Track	0.15	0.15	#1	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Exiting end of Fern Rock Station and the RRD Pedestrian Overpass respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock Station Track	0.15	0.15	#3	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Exiting end of Fern Rock Station and the RRD Pedestrian Overpass respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock Station Track	0.15	0.35	#1, #3	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" - post at Fern Rock station leaving end of #1 and #3, hold trains until inspector calls all clear. Watchperson will position themselves to protect against incoming traffic from the North Portal.	
CTD	BSS	3	Fern Rock Loop	0.3	-0.3	#65	10 MPH	221	Switch inspection. Blind curve. Noise. Reverse Running Protection			3	TAW - "Advanced Mobile Watchperson" - post at Fern Rock station #1 and #3 "entering end" and at South Portal to alert inspector of all trains coming around the loop.	13, 27, 35, 45
CTD	BSS	3	Fern Rock (Curve between #45 switch and the RRD Pedestrian Ramp)	-0.2	-0.25	#65	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at the RRD Pedestrian Overpass and #45 switch respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (Curve between RRD Pedestrian Ramp and 70' North of Pole "FR1")	-0.2	-0.25	#65	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post on the RRD Pedestrian Overpass and 100' North of "FR1" Pole and 250' perpendicular to LA36 signal respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (Curve before North of Pole "FR1" and End of Fence near Chew Ave)	0	-0.2	#65	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post 100' North of Pole "FR1" and at the end of the fence near Chew Street respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (Curve between End of Fence near Chew Ave and inside North Portal at Col.# 11/11 to Col.# 11/10)	0	0.35	#65	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at the end of the fence near Chew Street and inside the North Portal between Col# 11/11 and Col.# 11/10 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	SW	Fern Rock (South of Station)	0.15	0.35	#1, #3	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2	-	TAW - "Advanced Mobile Watchperson" - post at Fern Rock station leaving end of #1 and #3, hold trains until inspector calls all clear. Watchperson will position themselves to protect against incoming traffic from the North Portal.	29, 31
CTD	BSS	3	Fern Rock (South Portal) Curve inside portal, North of #9-#11 crossover	0.25	0.4	#4	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at the end of the fence near Chew Street and inside the North Portal between Col# 11/11 and Col.# 11/10 respectively where they can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	BSS	3	Fern Rock (South Portal)	0.25	0.4	#3	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at the end of the fence near Chew Street and inside the North Portal between Col# 11/11 and Col.# 11/10 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (North Portal)	0.25	0.4	#2	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post near #29s switch and inside the North Portal @ Col# 10/7 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (North Portal)	0.25	0.4	#1	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post near #29s switch and inside the North Portal @ Col# 10/7 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (North Portal)	0.25	0.4	YARD TIE	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post near #29s switch and inside the North Portal @ Col# 10/7 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	Fern Rock (inside portal)	0.35	0.4	#1, #2	12 MPH	270	Switch Inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advacned Mobile Watchperson" - post at Fern Rock station leaving end of #1 and #3, hold trains until inspector calls all clear. Watchperson will position themselves to protect against incoming traffic from the South Portal.	17, 19
CTD	BSS	SW	Fern Rock South	0.35	0.4	#3, #4	12 MPH	270	Switch inspection. Line of sight. Noise. Egress during switch inspection.	1	2		TAW - "Advanced Mobile Watchperson" - post at Olney station #3 and #4 and hold trains until inspector calls all clear.	9, 11
CTD	BSS	SW	North of Olney's Administration Curve	0.49	0.52	#2	12 MPH	270	Switch Inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - post at Fern Rock station #3 and Olney station #3 and hold trains until inspector calls all clear.	21
CTD	BSS	SW	North of Olney's Administration Curve	0.49	0.52	#3	12 MPH	270	Switch Inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - post at Fern Rock station #3 and Olney station #3 and hold trains until inspector calls all clear.	21
CTD	BSS	3	North of Olney (Administration Curve)	0.6	0.7	#1	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Col.# 57/87 and Col.# 13/100 (L-16 signal) respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	North of Olney (Administration Curve)	0.6	0.7	#2	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Col.# 57/87 and Col.# 13/100 (L-16 signal) respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	North of Olney (Administration Curve)	0.6	0.7	#3	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Col.# 57/80 and Col.# 13/80 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	3	North of Olney (Administration Curve)	0.6	0.7	#4	12 MPH	270	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - ADVANCE WATCHMEN - will post at Col.# 57/70 and Col.# 13/80 respectively where they can see in both directions and watch for trains in either direction	
CTD	BSS	SW	Olney North	0.65	0.7	#2, #2A	12 MPH	270	Switch inspection. Line of sight. Noise. Egress during switch inspection.	1	2		TAW - "Advanced Mobile Watchperson" - will post on Olney Ramp clear of 41 switch, another will be posted north of Admin Curve.	43
CTD	BSS	SW	Olney North	0.65	0.7	#2A, #3	12 MPH	270	Switch inspection. Line of sight. Noise. Egress during switch inspection.	1	2		TAW - "Advanced Mobile Watchperson" - will post on Olney Ramp clear of 41 switch, another will be posted at Olney to hold north bound trains until all clear..	37, 41
CTD	BSS	SW	Olney South	0.85	0.9	#1	50 MPH	1100	Switch inspection. Line of sight. Egress during switch inspection	1	2		TAW - "Advanced Mobile Watchperson" - will post at Olney station track #1 & #2 and stop trains until inspector calls all clear.	53
CTD	BSS	SW	Olney South	0.8	0.85	#2	70 MPH	1541	Switch inspection. Line of sight. Egress during switch inspection	1	2		TAW - "Advanced Mobile Watchperson" - will post at Olney station track #1 & #2 and stop trains until inspector calls all clear.	53
CTD	BSS	SW	Olney South	0.8	0.85	#2, #3	70 MPH	1541	Switch inspection. Line of sight. Egress during switch inspection	1	2		TAW - "Advanced Mobile Watchperson" - will post at Olney station track #2 and Erie #3 stop trains until inspector calls all clear.	55, 57

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	BSS	SW	Olney South	0.85	0.9	#3	70 MPH	1541	Switch inspection. Line of sight. Egress during switch inspection	1	2		TAW - "Advanced Mobile Watchperson" - will post at Erie station track #3 and Logan #4 stop trains until inspector calls all clear.	59, 61
CTD	BSS	SW	Olney South	0.85	0.9	#4	25 MPH	551	Switch inspection. Line of sight. Egress during switch inspection	1	2		TAW - "Advanced Mobile Watchperson" - will post at Erie station track #3 and Logan #4 stop trains until inspector calls all clear.	59, 62
CTD	BSS	SW	Girard	5.2	5.4	#1	25 MPH	551	Switch Inspection. LINE of SIGHT. NOISE. Crossover move / atp protection.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Cecil B. Moore station track #1 and stop trains until inspector calls all clear and another will post on North Philadelphia platform for #2 track and announce trains on approach. Watchperson will remain with inspector providing reverse running protection	53, 55
CTD	BSS	SW	Girard	5.2	5.4	#2	70 MPH	1541	Switch Inspection. LINE of SIGHT. NOISE. Crossover move / atp protection.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Cecil B. Moore station track #1 and stop trains until inspector calls all clear and another will post on North Philadelphia platform for #2 track and announce trains on approach. Watchperson will remain with inspector providing reverse running protection	53, 55
CTD	BSS	SW	Girard	5.21	5.3	#2 / #3	70 MPH	1541	Switch inspection for #57 crossover. Egress during switch inspection. Line of sight, noise, crossover protection.	1	3		TAW - "Advanced Mobile Watchperson" - will post at Cecil B. Moore station track #1 and stop trains until inspector calls all clear. Another will post on North Philadelphia platform for #2 track and announce trains on approach. Another will post on Girard platform north end and hold trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running protection	57
CTD	BSS	SW	Girard	5.2	5.4	#3	70 MPH	1541	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Girard station track #3 and #4 and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running protection	59, 61
CTD	BSS	SW	Girard	5.2	5.4	#4	25 MPH	551	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Girard station track #3 and #4 and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running protection	59, 61
CTD	BSS	SW	Fairmount	5.55	5.6	#1	25 MPH	551	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Girard station track #1 and #2 and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	21
CTD	BSS	SW	Fairmount	5.6	5.7	#2	70 MPH	1541	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Girard station track #1 and #2 and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	21, 23
CTD	BSS	SW	Fairmount	5.6	5.7	#3	70 MPH	1541	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	3		TAW - "Advanced Mobile Watchperson" - will post at Fairmount Ridge station track #4A, Fairmount #4, Spring Garden #3 and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	25, 27
CTD	BSS	SW	Fairmount	5.55	5.6	#4	25 MPH	551	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Fairmount station track #1 Fairmount Ridge #4A and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	27
CTD	BRS	SW	Fairmount (South, Ridge Line)	5.8	5.9	#1A	50 MPH	1100	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Fairmount Ridge station track #1A and Chinatown #4A and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	35
CTD	BRS	SW	Fairmount (South, Ridge Line)	5.8	5.9	#4A	25 MPH	551	Switch inspection. Egress during switch inspection. Noise. Line of sight.	1	2		TAW - "Advanced Mobile Watchperson" - will post at Fairmount Ridge station track #1A and Chinatown #4A and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	35

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	BRS	SW	Chinatown (South, Ridge Line)	6.8	6.85	#1A / #4A	20 MPH	440	Switch inspection. Line of sight. Noise	1	2		TAW - "Advanced Mobile Watchperson" - will post at Chinatown #1A and 8th & Market Station leaving end and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	3
CTD	BSS	SW	Spring Garden (North)	5.95	6.1	#1	25 MPH	551	Switch inspection. Line of sight. Noise	1	2		TAW - "Advanced Mobile Watchperson" - will post at Fairmount #1 and Girard #2 leaving end and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	5
CTD	BSS	SW	Spring Garden (North)	5.95	6.1	#2	70 MPH	1541	Switch inspection. Line of sight. Noise	1	2		TAW - "Advanced Mobile Watchperson" - will post at Fairmount #1 and Girard #2 leaving end and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	5
CTD	BSS	SW	Spring Garden (North)	5.95	6.1	#3	70 MPH	1541	Switch inspection. Line of sight. Noise	1	2		TAW - "Advanced Mobile Watchperson" - will post at Spring Garden #3 and #4 leaving end and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	11
CTD	BSS	SW	Spring Garden (North)	5.95	6.1	#4	25 MPH	551	Switch inspection. Line of sight. Noise	1	2		TAW - "Advanced Mobile Watchperson" - will post at Spring Garden #3 and #4 leaving end and stop trains until inspector calls all clear. Watchperson will remain with inspector providing reverse running and crossover protection	11
CTD	BSS	4	South of Race-Vine	6.5	6.6	#1	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	
CTD	BSS	4	South of Race-Vine	6.5	6.6	#2	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	
CTD	BSS	4	South of Race-Vine	6.5	6.6	#3	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	4	South of Race-Vine	6.5	6.6	#4	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	4	North of City Hall (Arch Street Curve)	6.7	6.8	#1	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	
CTD	BSS	4	North of City Hall (Arch Street Curve)	6.7	6.8	#2	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	
CTD	BSS	4	North of City Hall (Arch Street Curve)	6.7	6.8	#3	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	4	North of City Hall (Arch Street Curve)	6.7	6.8	#4	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	5	South of City Hall	6.8	6.9	#1	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	BSS	5	South of City Hall	6.8	6.9	#2	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# N-2/120, PTS @ N-2/12, IGS @ S-1/91 and R/A S-2/92.	
CTD	BSS	5	South of City Hall	6.8	6.9	#3	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	5	South of City Hall	6.8	6.9	#4	20 MPH	440	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	1	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. A/R will be posted @ Col.# S-2/92, PTS @ S-1/91, IGS @ N-2/12 and R/A N-2/120.	
CTD	BSS	SW	South of City Hall	6.95	7.07	#1, #2	20 MPH	440	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will hold trains on City Hall platform tracks 1 and 2 until inspector is all clear for switch inspection (1 Advanced Mobile Watchperson per track)	27
CTD	BSS	SW	South of City Hall	6.95	7.07	#3, #4	20 MPH	440	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will hold trains on Walnut-Locust platform tracks 3 and 4 leaving ends until inspector is all clear for switch inspection	37
CTD	BSS	SW	Walnut Locust	7.1	7.2	#2, #3	20 MPH	440	Switch inspection. Line of Sight. Reverse running protection.		3		TAW - "Advanced Mobile Watchperson" will hold trains on Walnut-Locust platform 2 and the #2 and #3 pocket tracks until inspector is all clear for switch inspection	19, 17
CTD	BSS	5	Walnut Locust	7.3	7.5	#1, #2	20 MPH	440	Switch inspection. Line of Sight. Reverse running protection.	1	2		TAW - "Advanced Mobile Watchperson" will hold trains on Walnut-Locust platform tracks 1 and 24 leaving ends until inspector is all clear for switch inspection	13
CTD	BSS	5	Walnut Locust	7.3	7.5	#3, #4	20 MPH	440	Switch inspection. Line of Sight. Reverse running protection.	1	2		TAW - "Advanced Mobile Watchperson" will hold trains on Walnut-Locust platform tracks 2 and Lombard-South track #4 leaving ends until inspector is all clear for switch inspection	25
CTD	BSS	5	Lombard South	7.4	7.5	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	BSS	SW	Lombard South Interlocking	7.35	7.4	#1	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Walnut-Locust #1 and Lombard-South 4 leaving ends to hold trains until inspector calls clear during switch inspections. Watchperson shall be vigilant of potential crossover moves.	3
CTD	BSS	SW	Lombard South Interlocking	7.4	7.35	#4	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Walnut-Locust #1 and Lombard-South 4 leaving ends to hold trains until inspector calls clear during switch inspections. Watchperson shall be vigilant of potential crossover moves.	3
CTD	BSS	5	Snyder	8.7	8.8	#1	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	BSS	SW	Snyder Interlocking	8.6	8.8	#1	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Tasker-Morris southbound and Snyder northbound to hold trains until inspector calls clear during switch inspections	5, 7
CTD	BSS	SW	Snyder Interlocking	8.8	8.6	#4	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Oregon southbound and Snyder northbound to hold trains until inspector calls clear during switch inspections.	5, 7
CTD	BSS	SW	Pattison Interlocking	9.7	10	#1A / #4A / #4	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Oregon southbound to hold trains until inspector calls clear during switch inspections. Watchperson will be positioned clear of #4 track just north of the switch on the ramp (Lower ramps may be taken out of service for inspection in place of "AMW")	13

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	BSS	SW	Pattison Interlocking	9.7	10	#4	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	3		TAW - "Advanced Mobile Watchperson" will be posted at Oregon southbound and NRG Platform on #1 and #4 track to hold trains until inspector calls clear during switch inspections.	5, 7, 11
CTD	BSS	SW	Pattison Interlocking	9.7	10	#1	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" will be posted at Oregon southbound and NRG Platform on #1 and #4 track to hold trains until inspector calls clear during switch inspections.	5, 7
CTD	BSS	5	AT&T Station	10	10.2	#4	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 40th Street Portal	0.14	0.16	WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 40th Street Portal	0.14	0.16	EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 37th Street	0.35	0.38	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 37th Street	0.35	0.38	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 36th Street	0.4	0.6	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 36th Street	0.4	0.6	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 36th Street	0.4	0.6	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 36th Street	0.4	0.6	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 34th & Ludlow	0.58	0.6	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 34th & Ludlow	0.58	0.6	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	SW	34th & Ludlow Special Work	0.6	0.65	WB	10 MPH	221	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" will be placed at 33rd Street station, holding the trolley until inspector calls all clear for switch inspections	
CTD	SS	SW	34th & Ludlow Special Work	0.6	0.65	EB	10 MPH	221	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" will be placed at 36th Street station, holding the trolley until inspector calls all clear for switch inspections	
CTD	SS	4	Curve West of 33rd Street	0.91	0.92	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 33rd Street	0.91	0.92	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 33rd Street	0.93	0.95	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 33rd Street	0.93	0.95	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
CTD	SS	4	Vertical Curve West of 22nd Street	1.6	1.4	WB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Vertical Curve West of 22nd Street	1.6	1.4	EB	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 15th Street	2	2.2	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of 15th Street	2	2.2	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 15th Street	2	2.2	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of 15th Street	2	2.2	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve East of Juniper	2.3	2.4	WB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
CTD	SS	4	Curve West of Juniper	2.3	2.4	EB	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	2	69th Street Platform	0	0.05	#1	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	69th Street Platform	0	0.05	#2	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	69th Street Platform	0	0.05	#3	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of 69th Street (Victory Avenue Bridge)	0.18	0.4	#1	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of 69th Street (Victory Avenue Bridge)	0.18	0.4	#2	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of 69th Street (Glick Park)	0.42	0.43	#1	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of 69th Street (Glick Park)	0.42	0.43	#2	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Parkview	0.9	1.1	#1	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve North of Parkview	0.9	1.1	#2	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	SW	Township Line Rd.	1.4	1.55	#1	65 MPH	1430	Switch inspection. Blind curve. Reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - post at Parkview station and hold trains until inspector calls all clear. Another to position north of Township line rd. station in the curve and call train up.	12A, 21A
STD	NHSL	SW	Township Line Rd.	1.4	1.55	#2	65 MPH	1430	Switch inspection. Blind curve. Reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - post at Parkview station and hold trains until inspector calls all clear. Another to position north of Township line rd. station in the curve and call train up.	12B, 21B

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	NHSL	2	Curve North of Township Line Rd.	1.49	1.65	#1	65 MPH	1430	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Township Line Rd.	1.49	1.65	#2	65 MPH	1430	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Penfield	1.9	2.2	#1	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve North of Penfield	1.9	2.2	#2	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve South of Beechwood-Brookline	2.3	2.5	#1	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve South of Beechwood-Brookline	2.3	2.5	#2	55 MPH	1211	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Beechwood-Brookline	2.55	2.7	#1	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Beechwood-Brookline	2.55	2.7	#2	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	SW	Beechwood Sub	2.63	2.67	#1	45 MPH	990	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE.	1	1		TAW - "Advanced Mobile Watchperson" - post at leaving end of Beechwood-Brookline and hold trains until inspector calls clear.	Siding
STD	NHSL	2	Curve South of Wynnewood Road	2.7	3.4	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve South of Wynnewood Road	2.7	3.4	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	SW	Wynnewood Rd.	3	3.2	#1	50 MPH	1100	Switch inspection. Blind curve. Reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - post at leaving end of Beechwood-Brookline and Ardmore Jct. and hold trains until inspector calls clear.	12A, 21A
STD	NHSL	SW	Wynnewood Rd.	3	3.2	#2	50 MPH	1100	Switch inspection. Blind curve. Reverse running protection	1	2		TAW - "Advanced Mobile Watchperson" - post at leaving end of Beechwood-Brookline and Ardmore Jct. and hold trains until inspector calls clear.	12B, 21B
STD	NHSL	2	Curve South of Ardmore Avenue	3.7	3.9	#1	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve South of Ardmore Avenue	3.7	3.9	#2	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Haverford Avenue	4.6	5	#1	70 MPH	1541	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve North of Haverford Avenue	4.6	5	#2	70 MPH	1541	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	TAW - ADVANCE WATCHMAN - will walk to apex of curve where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve south of Bryn Mawr	5.1	5.3	#1	55 MPH	1211	LINE of SIGHT. BLIND CURVE. Vertical Curve. NOISE. REVERSE RUNNING PROTECTION		1		TAW - ADVANCE WATCHMAN - will walk to apex of curve (vertical) where they can see in both directions and watch for trains in either direction	
STD	NHSL	2	Curve south of Bryn Mawr	5.1	5.3	#2	55 MPH	1211	LINE of SIGHT. BLIND CURVE. Vertical Curve. NOISE. REVERSE RUNNING PROTECTION		1		TAW - ADVANCE WATCHMAN - will walk to apex of curve (vertical) where they can see in both directions and watch for trains in either direction	
STD	NHSL	SW	Bryn Mawr	5.15	5.3	#1	55 MPH	1211	Switch Inspection. Line of sight. Blind curves.	1	1		TAW - "Advanced Mobile Watchperson" - post at leaving end of Haverford and hold trains until inspector calls clear.	13A, 31

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	NHSL	SW	Bryn Mawr	5.15	5.3	#2	55 MPH	1211	Switch Inspection. Line of sight. Blind curves.	1	2		TAW - "Advanced Mobile Watchperson" - post at leaving end of Bryn Mawr station (both sides of island platform) and hold trains until inspector calls clear.	13B, 23
STD	NHSL	2	Curve North of Bryn Mawr	5.3	5.6	#1	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve North of Bryn Mawr	5.3	5.6	#2	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve South of Roberts Road	5.6	5.8	#1	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	2	Curve South of Roberts Road	5.6	5.8	#2	45 MPH	990	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	1	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of Stadium	6.7	6.85	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve North of Stadium	6.7	6.85	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve South of Villanova	6.85	7	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve South of Villanova	6.85	7	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve South of Radnor (Route 30)	7.3	7.5	#1	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of Radnor (Route 30)	7.3	7.5	#2	35 MPH	770	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	SW	Radnor	7.6	7.8	#1	70 MPH	1541	Switch inspection. Line of sight, blind cuve.	1	2		TAW - "Advanced Mobile Watchperson" - post at leaving end of Villanova northbound and Radnor southbound hold trains until inspector calls clear.	12A, 21A
STD	NHSL	SW	Radnor	7.6	7.8	#2	70 MPH	1541	Switch inspection. Line of sight, blind cuve.	1	2		TAW - "Advanced Mobile Watchperson" - post at leaving end of Villanova northbound and Radnor southbound hold trains until inspector calls clear.	12B, 21B
STD	NHSL	1	Curve North of Radnor	7.9	8.2	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of Radnor	7.9	8.2	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of County Line	8.2	8.4	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of County Line	8.2	8.4	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of County Line	8.5	8.75	#1	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of County Line	8.5	8.75	#2	60 MPH	1320	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of Matsonford Road	8.9	9.2	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	NHSL	1	Curve South of Matsonford Road	8.9	9.2	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of Matsonford Road	9.2	9.3	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve North of Matsonford Road	9.2	9.3	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of Gulph Mills (Hanging Rock)	9.7	10.2	#1	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	1	Curve South of Gulph Mills (Hanging Rock)	9.7	10.2	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	-	-	-	FOUL TIME must be requested and considered the minimal level of protection required to inspect the tracks in this area	
STD	NHSL	SW	Hughes Park	11.05	11.2	#1	70 MPH	1541	Switch inspection. Blind curve.	1	2		TAW - "Advanced Mobile Watchperson" - post at Hughes Park northbound and King Manor Southbound stations and hold trains until inspector calls all clear.	12A, 21A
STD	NHSL	SW	Hughes Park	11.05	11.2	#2	70 MPH	1541	Switch inspection. Blind curve.	1	1		TAW - "Advanced Mobile Watchperson" - post at Hughes Park northbound and King Manor Southbound stations and hold trains until inspector calls all clear.	12B, 21B
STD	NHSL	1	Curves North of Hughes Park (Church Road)	11.2	11.7	#1	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curves North of Hughes Park (Church Road)	11.2	11.7	#2	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	SW	King Manor Siding	12.19	12.21	#2	70 MPH	1541	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE.	1	1		TAW - "Advanced Mobile Watchperson" - post at Dekalb St.southbound and hold trains until inspector calls all clear.	Siding
STD	NHSL	1	Curve North of Dekalb Street and south of Bridgeport	12.3	12.7	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve North of Dekalb Street and south of Bridgeport	12.3	12.7	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve South of Bridgeport	12.8	12.9	#1	40 MPH	881	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	1	Curve South of Bridgeport	12.8	12.9	#2	40 MPH	881	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	SW	Bridgeport	12.92	12.95	#1	40 MPH	881	Switch inspection. Line of sight. Blind curves. Reverse running protection.	1	2		TAW - "Advanced Mobile Watchperson" - post at Dekalb northbound and Bridgeport southbound stations and hold trains until inspector calls all clear.	21A
STD	NHSL	SW	Bridgeport	12.92	12.95	#2	40 MPH	881	Switch inspection. Line of sight. Blind curves. Reverse running protection.	1	2		TAW - "Advanced Mobile Watchperson" - post at Dekalb northbound and Bridgeport southbound stations and hold trains until inspector calls all clear.	21B
STD	NHSL	1	Curve North of Bridgeport	12.98	13.1	ST	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	NHSL	SW	NTC	13.01		ST	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION		2		TAW - "Advanced Mobile Watchperson" - post at Bridgeport northbound and another on NTC platform, hold trains until inspector calls all clear.	12
STD	NHSL	1	Curve South of Norristown (BRIDGE 12.81)	13.3	13.4	ST	25 MPH	551	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	SW	69th Street Terminal Loop	0	0.05	#1	5 MPH	105	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - will walk to apex of both curves where they can see in both directions and watch for trains in either direction	21

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	TRUNK	3	69th Street Terminal Loop	0	0.1	#1	5 MPH	105	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - will walk to apex of both curves where they can see in both directions and watch for trains in either direction	
STD	TRUNK	3	69th Street Terminal Loop	0	0.1	#2	5 MPH	105	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1	-	TAW - will walk to apex of both curves where they can see in both directions and watch for trains in either direction	
STD	TRUNK	SW	69th Street Terminal	0.05	0.12	#1, #3	5 MPH	105	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - watchperson will position themselves at the curve near the bottom of the ramp and hold oncoming trolleys until called all clear. "AMW" will hold trolleys entering 69th St. Terminal until called all clear.	TY2, TY3
STD	Ramp	SW	69th Street	0.05	0.12	#1, #3, Ramp	15 MPH	330	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - watchperson will position themselves at the curve near the bottom of the ramp and hold oncoming trolleys until called all clear. "AMW" will hold trolleys entering 69th St. Terminal until called all clear.	TY4
STD	TRUNK	SW	Terminal Square	0.18	0.19	#1	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will position themselves at Fairfield station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of 69th St. Terminal and hold trolleys until inspector calls all clear.	1A, 3B
STD	TRUNK	SW	Terminal Square	0.18	0.19	#2	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	2		TAW - "Advanced Mobile Watchperson" - will position themselves at Fairfield station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of 69th St. Terminal and hold trolleys until inspector calls all clear.	1B, 3A
STD	TRUNK	3	Terminal Square	0.18	0.19	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	3	Terminal Square	0.18	0.19	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	3	Curve West of Walnut Street	0.5	0.6	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	3	Curve West of Walnut Street	0.5	0.6	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	SW	Bywood			#1	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at Fairfield station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of 69th St. Terminal and hold trolleys until inspector calls all clear.	
STD	TRUNK	SW	Bywood			#2	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at Fairfield station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of 69th St. Terminal and hold trolleys until inspector calls all clear.	
STD	TRUNK	3	Naylor's Run Bridge	1.1	1.2	#1	50 MPH	1100	LINE of SIGHT (VERTICAL)	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	3	Naylor's Run Bridge	1.1	1.2	#2	50 MPH	1100	LINE of SIGHT (VERTICAL)	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	SW	Congress Ave	1.32	1.34	#1	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND vertical CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at Lansdowne Ave. station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of Congress Ave. station and hold trolleys until inspector calls all clear.	
STD	TRUNK	SW	Congress Ave	1.32	1.34	#2	50 MPH	1100	Switch inspection. LINE of SIGHT. BLIND vertical CURVE. NOISE. REVERSE RUNNING PROTECTION	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at Lansdowne Ave. station east/inbound platform and hold trolleys until inspector calls all clear. Another will position themselves at the leaving end of Congress Ave. station and hold trolleys until inspector calls all clear.	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	TRUNK	3	Curve West of Lansdowne Avenue	1.45	1.55	#1	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	3	Curve West of Lansdowne Avenue	1.45	1.55	#2	30 MPH	660	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	TRUNK	SW	Hill / Drexel Hill Interlocking	2	2.19	#1	50 MPH	1100	Switch inspection. Line of sight. Blind Curves. Noise. Reverse Running Protection	1	2		TAW - "Advanced Mobile Watchperson" - will post at the leaving end of Garrettford, Huey and Irvington stations and hold trains until inspector calls all clear.	
STD	TRUNK	SW	Hill / Drexel Hill Interlocking	2	2.19	#2	50 MPH	1100	Switch inspection. Line of sight. Blind Curves. Noise. Reverse Running Protection	1	2		TAW - "Advanced Mobile Watchperson" - will post at the leaving end of Garrettford, Huey and Irvington stations and hold trains until inspector calls all clear.	
STD	101	3	Curve West of Shadeland Ave	2.1	2.2	#1	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Shadeland Ave	2.1	2.2	#2	15 MPH	330	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Turner Avenue	2.2	2.3	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Turner Avenue	2.2	2.3	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of School Lane	2.5	2.8	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of School Lane	2.5	2.8	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Drexeline	3.2	3.7	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Drexeline	3.2	3.7	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	SW	Scenic Interlocking	4	4.08	#1	50 MPH	1100	Switch Inspection. Reverse running protection.	1	1		TAW - "Advanced Mobile Watchperson" - will post at the leaving end of Scenic Rd. station and hold trolleys until inspecor calls all clear. Watchperson will position themself in the clear with line of sight to provide protection from the westbound trolleys.	
STD	103	SW	Scenic Interlocking	4	4.08	#2	50 MPH	1100	Switch Inspection. Reverse running protection.	1	1		TAW - "Advanced Mobile Watchperson" - will post at the leaving end of Scenic Rd. station and hold trolleys until inspecor calls all clear. Watchperson will position themself in the clear with line of sight to provide protection from the westbound trolleys.	
STD	101	3	Curve West of Scenic Road	4.1	4.25	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Scenic Road	4.1	4.25	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Springfield Road	4.8	5.1	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Springfield Road	4.8	5.1	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	101	SW	Woodland Avenue Interlocking	5.33	5.42	#1	50 MPH	1100	Switch inspection. Line of sight, blind vertical curve. Reverse running protection	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at the east end of Thomson station and hold trolleys until inspector calls all clear. Watchperson will provide protection from westbound trolleys cresting the vertical curve at Leamy westbound station holding trolleys until inspector calls all clear.	
STD	101	SW	Woodland Avenue Interlocking	5.33	5.42	#2	50 MPH	1100	Switch inspection. Line of sight, blind vertical curve. Reverse running protection	1	1		TAW - "Advanced Mobile Watchperson" - will position themselves at the east end of Thomson station and hold trolleys until inspector calls all clear. Watchperson will provide protection from westbound trolleys cresting the vertical curve at Leamy westbound station holding trolleys until inspector calls all clear.	
STD	101	3	Curve West of Woodland Avenue	5.5	5.6	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Thomson Avenue	5.65	5.85	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Thomson Avenue	5.65	5.85	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Springfield Mall	6.15	6.3	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Paper Mill Road (WHISKEY RUN)	6.5	6.6	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Paper Mill Road (BLUE ROUTE)	6.7	6.9	Single	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	SW	Smedley Park	6		Single, #1, #2	50 MPH	1100	Switch inspection. Blind curve. Reverse Running protection.	1	1		TAW - "Advanced Mobile Watchperson" - will be positioned at the westbound end of Paper Mill Rd and hold trolleys until inspector calls all clear. Watchperson will be positioned on the eastbound end of Pine Ridge Ave. station and hold trolleys until inspector calls all clear.	
STD	101	3	Curve West of Pine Ridge	7.3	7.5	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve West of Pine Ridge	7.3	7.5	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Beatty Road	7.6	7.7	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	3	Curve East of Beatty Road	7.6	7.7	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	101	SW	Bowling Green	7.8	7.9	#1	50 MPH	1100	Switch Inspection. Reverse running protection. Line of sight	1	1		TAW - "Advanced Mobile Watchperson" - positioned at the eastbound end of Providence Rd. station to hold trolleys until inspector calls all clear. Another will be positioned at the westbound end of Beatty rd. station to hold trolleys until inspector calls all clear.	
STD	101	SW	Bowling Green	7.8	7.9	#2	50 MPH	1100	Switch Inspection. Reverse running protection. Line of sight	1	1		TAW - "Advanced Mobile Watchperson" - positioned at the eastbound end of Providence Rd. station to hold trolleys until inspector calls all clear. Another will be positioned at the westbound end of Beatty rd. station to hold trolleys until inspector calls all clear.	
STD	102	3	Curve West of Shadeland Ave	2.1	2.2	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	

DIVISION	LINE	RUN	LOCATION	MP	MP2	TRACK	MAS	Distance to Clear in 15 sec.	CONCERN	WP	AW / AMW	FP	REMEDY	Switches
STD	102	3	Curve West of Shadeland Ave	2.1	2.2	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Turner Avenue	2.2	2.3	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Turner Avenue	2.2	2.3	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Marshall	2.6	2.7	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Marshall	2.6	2.7	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Creek Road	2.9	3	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Creek Road	2.9	3	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Creek Road	3	3.1	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Creek Road	3	3.1	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Broadway Avenue	3.4	3.45	#1	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Broadway Avenue	3.4	3.45	#2	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve between Berkley and Springfield Road	3.5	3.6	#1	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve between Berkley and Springfield Road	3.5	3.6	#2	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Maryland Road (R3 Bridge)	3.75	3.85	#1	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION and CLOSE CLEARANCE	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of Maryland Road (R3 Bridge)	3.75	3.85	#2	10 MPH	221	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION and CLOSE CLEARANCE	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve West of North Street	4.4	4.6	ST	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	102	3	Curve East of Bartram Avenue	4.7	4.75	ST	50 MPH	1100	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	1	-	-	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	
STD	103	3	Overhead Bridge East of Sharon Hill Station (B&O OHB)	5.25		Single	25 MPH	551	Line of sight. Blind Vertical Curve. Reverse running protection.	1			TAW - will walk to apex of the vertical curve where he can see in both directions and watch for trains in either direction	