PROTECTION

CTD	CTD	CTD	CTD	CTD	CTD	CTD	СТВ	CTD	CTD	DIVISION
MFSE	MFSE	MFSE	MFSE	MESE	MFSE	MFSE	MFSE	MFSE	MFSE	LINE
7	7	7	7	7	DSI	DSI	DSI	7	7	RUN
East of 69th Street	East of 69th Street	69th Street Station	69th Street Station	69th Street Station	West of 69th Street #1W Switch	West of 69th Street #3 &	West of 69th Street #5 & #7 Switch	West of 69th Street	West of 69th Street	LOCATION
0.40	0.40	000	0.00	0.00	-0.20	-0.20	-0.20	-0.20	-0.20	MP
0.45	0,45	0.15	0.16	0,15	0.15	0.15	0.15	0.00	0.00	MP
#2 EB	#1 WB	#3 EB	#2 EB	#1 WB	#1 WB	#2 WB	#1 Loop	#2 Loop	#1 Loop	TRACK
10	10	10	10	10	10	10	10	10	10	MAS
225	225	225	225	225	225	225	225	225	225	Distance to Clear in 15 sec.
LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #1W SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #3 & #1E SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #5 & #7 SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	CONCERN
_	_	_	_	-	-	-	_	_	_	WP /
-		- (m)		-				,	-	AW FP
TAW - ADVANCE WATCHMEN - 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	TAW - ADVANCE WATCHMEN - 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	TAW - ADVANCE WATCHMEN - will post and 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	TAW - ADVANCE WATCHMEN - will post and 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	TAW - ADVANCE WATCHMEN - will post and 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	TAW - will post between 1 & 2 track at the apex of the curve entering and exiting the yardwith clear view of 1 & 2 Platform tracks	TAW - will post at SEPTA manhole between 2 Loop track & 2 yard feed with clear view of the east end of #2 Platform	TAW - will post behind SS-4 cable box which is west of #5 switch on field side track #1 with clear view to the east end of #1 Station Track	TAW - ADVANCE WATCHMEN - will post and 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	TAW - ADVANCE WATCHMEN - will post and 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	REMEDY



CTD	CTD	CTD	CTD	CTD	CTD	CTD	СТВ	CTD	CTD	DIVISION
MFSE	MFSE	MFSE	MESE	MFSE	MESE	MFSE	MFSE	MFSE	MFSE	LINE
7	7	7	7	7	7	DSI	DSI	DSI	DSI	RUN
East of Millbourne Station	East of Millbourne Station	Millbourne Station	Millbourne Station	West of Millbourne	West of Millbourne	East of 69th Street #13E Switch	East of 69th Street #11W Switch	East of 69th Street #13W & 11E Switch	East of 69th Street #9 Switch	LOCATION
0.75	0.75	0.70	0.70	0.50	0,50	0.40	0.40	0.40	0.40	MP
0.80	0.80	0,75	0.75	0.74	0.75	0.45	0.45	0.45	0.45	MP
#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#1 EB	#1 WB	#2 EB	#2 EB	TRACK
55	55	55	55	105	105	10	10	10	10	MAS
1215	1215	1215	1215	765	765	225	225	225	225	Distance to Clear in 15 sec.
LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT, BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION, DIFFICULT EGRESS in STATION LIMITS	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT, BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #13E SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #11W SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #13W & 11E SWITCH	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION WHEN INSPECTING #9 SWITCH	CONCERN
_	_	9		_	_	-	_	-	-	WP Z
_	-	a.	at a	<u> -</u>	-		ļ			AW FP
TAW - ADVANCE WATCHMEN - will post at the West end of the station and at the No Cleareance sign east of the station where he can see in both directions and watch for trains in either direction	TAW - ADVANCE WATCHMEN - will post at the West end of the station and at the No Cleareance sign east of the station where he can see in both directions and watch for trains in either direction	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.	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.	TAW - ADVANCE WATCHMEN - will post at apex of curve and behind inspector where he can see in both directions and watch for trains in either direction	TAW - ADVANCE WATCHMEN - will post at apex of curve and behind inspector where he can see in both directions and watch for trains in either direction	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	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	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	TAW - will post at field side of switch with clear view of 1 & 2 Platform and 1 & 2 track 770 feet to the east	REMEDY

7 7 7 7 ~ 7 7 7 7 63rd Street Station 52nd Street Station 52nd Street Station 56th Street Station 56th Street Station 60th Street Station 60th Street Station 63rd Street Station West of 63rd Street Station 0.80 1.75 2.20 1.30 1.30 1,15 1.15 2.20 1.75 2.25 1.80 1.80 1.11 1.11 1.20 1.10 2.25 1,20 #1 WB #2 EB #2 EB #2 EB #1 WB #1 WB #2 EB

55

1215

DIFFICULT EGRESS in STATION LIMITS

established

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

LINE of SIGHT: BLIND CURVE. NOISE REVERSE RUNNING PROTECTION.

55

1215

DIFFICULT EGRESS in STATION LIMITS

established

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

LINE of SIGHT. BLIND CURVE, NOISE REVERSE RUNNING PROTECTION.

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1215

DIFFICULT EGRESS in STATION LIMITS

established

station area. If FOUL TIME is not granted, a WORK ZONE must be

FOUL TIME (5 Mins) - Must be requested and considered the

minimal level of protection required to inspect the tracks in the

REVERSE RUNNING PROTECTION

_INE of SIGHT_BLIND CURVE_NOISE

CTD

MFSE

CTD

MFSE

CTD

MFSE

MFSE - SAFETY CONCERNS

DIVISION CTD CTD CTD LINE MFSE MFSE MFSE RSN West of 63rd Street Station LOCATION 0.80 톡 1.10 Ę #1 WB TRACK #1 WB #2 EB MAS 55 20 20 to Clear in 15 sec. Distance 435 1215 435 LINE of SIGHT. BLIND CURVE, NOISE REVERSE RUNNING PROTECTION REVERSE RUNNING PROTECTION DIFFICULT EGRESS in STATION LIMITS REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE, NOISE LINE of SIGHT. BLIND CURVE, NOISE CONCERN . ٧Þ PROTECTION _ _ NEEDED AW FP _ station area. If FOUL TIME is not granted, a WORK ZONE must be FOUL TIME (5 Mins) - Must be requested and considered the can see in both directions and watch for trains in either direction station and at the No Cleareance sign east of the station where he TAW - ADVANCE WATCHMEN - will post at the West end of the can see in both directions and watch for trains in either direction station and at the No Cleareance sign east of the station where he minimal level of protection required to inspect the tracks in the TAW - ADVANCE WATCHMEN - will post at the West end of the

CTD

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1215

LINE of SIGHT. BLIND CURVE. NOISE.
REVERSE RUNNING PROTECTION.
DIFFICULT EGRESS in STATION LIMITS

station area. established.

FOUL TIME (5 Mins) - Must be requested and considered the minimal level of protection required to inspect the tracks in the

If FOUL TIME is not granted, a WORK ZONE must be

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

55

1215

DIFFICULT EGRESS in STATION LIMITS

LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION.

55

1215

LINE of SIGHT. BLIND CURVE, NOISE.
REVERSE RUNNING PROTECTION,
DIFFICULT EGRESS in STATION LIMITS

established.

station area. If FOUL TIME is not granted, a WORK ZONE must be

FOUL TIME (5 Mins) - Must be requested and considered the

minimal level of protection required to inspect the tracks in the

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1215

LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION. DIFFICULT EGRESS in STATION LIMITS

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established.

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

CTD	стр	CTD	CTD	CTD	CTD	CTD	CTD	СТВ	CTD	NOISIAIG
MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	MESE	MFSE	MFSE	LINE
_	_	_	→	_	-3	_	_	_	_	RUN
34th Street Station (Island Platform)	34th Street Station (Island Platform)	40th Street Station	40th Street Station	West of 40th Street (42nd Street Curve)	West of 40th Street (42nd Street Curve)	West of 40th Street (44th Street Portal Curve)	West of 40th Street (44th Street Portal Curve)	East of 46th Street (46th Street Curve)	East of 46th Street (46th Street Curve)	LOCATION
3.90	3.90	3,45	3,45	3.25	3.25	3,00	3.00	2.80	2.80	MP
4.05	4.05	3.55	3,55	3.11	3.11	3.20	3.20	2.85	2.85	MP
#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	TRACK
55	City City	ហ	55	25	25	ਹੀ	ப்	55	55	MAS
1215	1215	1215	1215	555	555	330	330	1215	1215	Distance to Clear in 15 sec.
LINE of SIGHT	LINE of SIGHT	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN
		3		_	_	_	_	_	_	WP P
		•	i.	ā.	•	(6)	•		ř.	AW FP
TAW - will post where he can see in both directions and watch for trains in either direction	TAW - will post where he can see in both directions and watch for trains in either direction	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.	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.	TAW - will post at Col.# 42/30 where he can see in both directions and watch for trains in either direction	TAW - will post at Col.# 42/30 where he can see in both directions and watch for trains in either direction	TAW - will post at Col.# 43/96 where he can see in both directions and watch for trains in either direction	TAW - will post at Col.# 43/86 where he can see in both directions and watch for trains in either direction	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	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	REMEDY

СТВ	CTD	CTD	CTD	СТВ	CTD	CTD	CTD	CTD	DIVISION
MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	MESE	MFSE	LINE
_	_	_	ω	ယ	w	ယ	ω	ω	R S
West of Spring Garden (Portal to Switch)	East of 2nd Street	East of 2nd Street	15th Street Station	15th Street Station	East of 30th Street to 22nd Street (Schuylkill River)	East of 30th Street to 22nd Street (Schuylkill River)	30th Street Station (Island Platform)	30th Street Station (Island Platform)	LOCATION
6.75	6.60	6.60	5.40	5.40	4.50	4.50	4.11	4.11	MP
7.00	6.70	6.70	5.50	5.50	4.60	4.60	4.45	4,45	MP
#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	TRACK
55	20	20	55	55	55	55	55	55	MAS
1215	435	435	1215	1215	1215	1215	1215	1215	Distance to Clear in 15 sec.
LINE of SIGHT. NOISE. REVERSE	LINE of SIGHT, BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT, BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND VERTICAL CURVE, REVERSE RUNNING PROTECTION	LINE of SIGHT. CROSSOVER West of	LINE of SIGHT, CROSSOVER West of Station	CONCERN
i•tn	11.				_	_	_	_	WP A
_	_	·	•	¥.	··	ř	*	×	AW FP
WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. "A" board must be placed at end of curve, PTS placed at the Portal, IN GAGE Stop sign placed at the West end of Spring Garden Station and the Resume placed at the East end of the station.	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. "A" board must be placed West of 2nd Street, PTS placed at the West end of the curve, IN GAGE Stop sign placed at the East end of the curve and the Resume placed at the portal.	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. "A" board must be placed at the Portal, PTS placed at the West end of the curve, IN GAGE Stop sign placed at the West end of the curve and the Resume placed at the West end of 2nd Street.	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.	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.	TAW - will post where he can see in both directions and watch for trains in either direction	TAW - will post where he can see in both directions and watch for trains in either direction	TAW - will post where he can see in both directions and watch for trains in either direction	TAW - will post where he can see in both directions and watch for trains in either direction	REMEDY

_	NEEDED	PROTECTION

CTD	CTD	CTD	СТД	CTD	CTD	CTD	CTD	CTD	NOISIVIO
MFSE	MFSE	MFSE	LINE						
On .	CI	O)	ι.	-3		_	_	-	RUN
York-Dauphin Station	York-Dauphin Station	Berks Street Station	Berks Street Station	Girard Avenue Station	Girard Avenue Station	East of Spring Garden (Viaduct)	East of Spring Garden (Viaduct)	West of Spring Garden (Portal to Switch)	LOCATION
9.20	9.20	8.70	8.70	8.00	8.00	7.75	7.75	6.75	MP
9.25	9.25	8.75	8.75	8.10	8.10	7,95	7.95	7.00	MP
#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	TRACK
55	55	55	55	CTi CTi	55	45	45	55	MAS
1215	1215	1215	1215	1215	1215	990	990	1215	Distance to Clear in 15 sec.
DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. BLIND CURVE East of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. BLIND CURVE East of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT, NOISE, REVERSE	CONCERN
.(*))	•15		1	*		*		(B)	WP /
		<i>I</i> .				_	_	_	AW FP
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.	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.	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.	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.	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.	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.	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. "A" board must be placed at East end of Spring Garden station, PTS placed 225' East of viaduct transition, IN GAGE Stop sign placed at the East end of viaduct curve and the Resume placed at the West end of the Girard station.	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area. "A" board must be placed at West end of Girard station, PTS placed 225' East of viaduct transition, IN GAGE Stop sign placed at the West end of viaduct curve and the Resume placed at the East end of the Spring Garden station.	WORK ZONE must be requested and considered the minimal level of protection required to inspect the tracks in this area, "A" board must be placed at East end of Spring Garden station, PTS placed at the Switch, IN GAGE Stop sign placed at the East end of 2nd Street curve and the Resume placed at the West end of the curve.	P REMEDY

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CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	NOISIVIO
MFSE	MFSE	MESE	MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	MFSE	LINE
ι U	_Ω	O1	и	ഗ	O1	51	On .	CTI	CTI	RCN
Somerset Station	Somerset Station	West of Somerset (Lehigh Avenue Bridge)	West of Somerset (Lehigh Avenue Bridge)	Huntingdon Station	Huntingdon Station	Huntingdon Interlocking	Huntingdon Interlocking	East of York-Dauphin	East of York-Dauphin	LOCATION
9.80	9.80	9.70	9.70	9.60	9.60	9,45	9.45	9.25	9.25	WP
9.90	9.90	9.80	9.80	9.65	9.65	9,55	9.55	9.11	9.11	MP
#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	#2 EB	#1 WB	TRACK
55	55	35	35	55	55	55	55	1 5	15	MAS
1215	1215	765	765	1215	1215	1215	1215	330	330	Distance to Clear in 15 sec.
DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks.	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER West of Station	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN
ï	i.	_	_	AC	840	_	_	-	-	WP /
	il.					(®) (%)	6	•):	*** ***	AW FP
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.	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.	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	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	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.	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.	TAW - will walk 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	TAW - will walk 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	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	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	REMEDY

TAW - will walk catwalk to Bent #42/508 from which he can see in both directions and watch for trains in either direction	*	_	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	555	25	#2 EB	12.15	12.00	West of Church Street	cn cn	MESE	CTD
TAW - will walk catwalk to Bent #42/508 from which he can see in both directions and watch for trains in either direction	9	_	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	555	25	#1 WB	12.15	12.00	West of Church Street	Ch	MFSE	CTD
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.	<u>.</u>	,	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks, CROSSOVER East of Station	1215	55	#2 WB	11.65	11.55	Erie-Torresdale Station	Ch	MFSE	CTD
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.		9	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	1215	Çi Çi	#1 WB	11.65	11,55	Erie-Torresdale Station	On On	MFSE	CTD
	(WX	_	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1215	55	#2 EB	11.20	11.15	East of Tioga (Amtrak Bridge)	C)	MFSE	CTD
	1 3 9	_	LINE of SIGHT. BLIND VERTICAL CURVE. REVERSE RUNNING PROTECTION	1215	55	#1 WB	11.20	11,15	East of Tioga (Amtrak Bridge)	υ ₁	MFSE	CTD
			DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	1215	Si Si	#2 WB	11.00	10.95	Tioga Station	O1	MFSE	CTD
	<u>#</u>	к.	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	1215	55	#1 WB	11.00	10.95	Tioga Station	Ch	MFSE	CTD
		6	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	1215	55	#2 EB	10.50	10.40	Allegheny Station	CI	MFSE	CTD
1		y ₀	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between tracks. CROSSOVER East of Station	1215	55	#1 WB	10.50	10.40	Allegheny Station	CJ	MESE	СТВ
#152	AW FP	Viρ	CONCERN	Distance to Clear in 15 sec.	MAS	TRACK	MP	MP	LOCATION	RUN	LINE	DIVISION
	AL LUCIO											

CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	DIVISION
MFSE	MESE	MFSE	MFSE	MFSE	MFSE	MESE	MFSE	MFSE	MFSE	E E
O1	cn	O1	cn cn	CJ	ن ن	Ch	Ch	СЛ	CJ	RUN
East of FTC	East of FTC	Frankford Transportation Center Station	Frankford Transportation Center Station	Margaret Orthodox Station	Margaret Orthodox Station	East of Church Street (Unity Street Curve)	East of Church Street (Unity Street Curve)	Church Street Station	Church Street Station	LOCATION
13.25	13.25	13.15	13.15	12.50	12.50	12.30	12.30	12.15	12.15	MP
13.50	13,50	13.20	13.20	12.55	12.55	12.11	12.11	12.25	12.25	MP
#2 EB	#1 WB	#2 WB	#1 WB	#2 WB	#1 WB	#2 EB	#1 WB	#2 WB	#1 WB	TRACK
10	10	10	10	55	55	35	35	55	55	MAS
225	225	225	225	1215	1215	765	765	1215	1215	Distance to Clear in 15 sec.
LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	DIFFICULT EGRESS in STATION LIMITS and BLIND CURVES East of station	DIFFICULT EGRESS in STATION LIMITS and BLIND CURVES East of station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS.	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS. BLIND CURVE West of Station	DIFFICULT EGRESS in STATION LIMITS and CONTACT RAIL between TRACKS. BLIND CURVE West of Station	CONCERN
	_	104	(4	X(•):	(0)	_	_	_	_	WP A
9				(10) (10)	(*)	(c)	•			P AW FP
TAW - will walk catwalk to where he can see in both directions and watch for trains in either direction	TAW - will walk catwalk to where he can see in both directions and watch for trains in either direction	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.	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.	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.	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.	TAW - will walk catwalk to Bent #43/527 from which he can see in both directions and watch for trains in either direction	TAW - will walk catwalk to Bent #43/527 from which he can see in both directions and watch for trains in either direction	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.	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.	REMEDY

BSS - SAFETY CONCERNS

CTD BSS CTD BSS					CTD BSS	CTD BSS	CTD BSS	CTD BSS	CTD BSS	DIVISION LINE	
N		N	Ν	2	N	N	N	2	N	RUN	
Fern Rock (North Portal)		Fern Rock (North Portal)	Fern Rock (North Portal)	Fern Rock (South Portal)	Fern Rock (South Portal) Curve inside portal, North of #9-#11 crossover	Fern Rock (Curve between End of Fence near Chew Ave and inside North Portal at Col.# 11/11 to Col.# 11/10)	Fern Rock (Curve before North of Pole "FR1" and End of Fence near Chew Ave)	Fem Rock (Curve between RRD Pedestrian Ramp and 70' North of Pole "FR1")	Fern Rock (Curve between #45 switch and the RRD Pedestrian Ramp)	LOCATION	
0.40)	0.40	0.40	0.40	0.40	3	<u> </u>	ų.	ù.	aM	
	0,50	0.50	0,50	0.50	0.50	*	%	ij.	116	dW	
	YARD TIE	#1	#2	#	#	#65	#65	#65	#65	TRACK	
	12	12	12	12	12	10	10	10	10	MAS	
	270	270	270	270	270	225	225	225	225	Distance to Clear in 15 sec.	
	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	CONCERN	
	_	-	_	_	-	_	_	_	_	WP	PRO
	_	_	_	_	_	_	_	_	_	AW	PROTECTION
	TAM and they direc	TAW - A and insic they can direction	TAM and they direc	TAW fence Col# both	TAM fence Col# both	TAW fence Col# both	TAW "FR1 resp	TAM Peds perp both	TAW - A Pedestrii can see direction	B	ON
	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	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	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	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	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	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	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	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	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	REMEDY	

BSS - SAFETY CONCERNS

СТВ	СТВ	CTD	CTD	CTD	CTD	CTD	CTD	CTD	CTD	NOISIVI	
BSS	BSS	BSS	BSS	BSS	BSS	BSS	BSS	BSS	BSS	LINE	
2	2	N	N	2	2	2	N	2	N	RUN	
North of City Hall (Arch Street Curve)	North of City Hall (Arch Street Curve)	North of City Hall (Arch Street Curve)	South of Race-Vine	South of Race-Vine	South of Race-Vine	South of Race-Vine	North of Olney (Administration Curve)	North of Olney (Administration Curve)	North of Olney (Administration Curve)	LOCATION	
6,70	6.70	6.70	6.50	6.50	6,50	6.50	0.60	0.60	0.60	MP	
6.80	6.80	6.80	6.60	6,60	6,60	6.60	0.70	0.70	0.70	MP	
#	#2	*	#	#3	#2	*	#	#3	#2	TRACK	
20	20	20	20	20	20	20	12	12	12	MAS	
435	435	435	435	435	435	435	270	270	270	Distance to Clear in 15 sec.	
LINE of SIGHT. BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN	
%	i.	(9	ğ		ř.	•	->		_	WP	PRO
<u> </u>	ii.	(A)	<u>ā</u>	•	6		_	_	_	AW	PROTECTION NEEDED
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-1/91 and R/A N-2/120.	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.	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.	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.	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.	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.	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.	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	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	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	FP	2

BSS - SAFETY CONCERNS

CTD	CTD	CTD	CTD	CTD	СТВ	СТВ	CTD	NOISIVIO	
BSS	BSS	BSS	BSS	BSS	BSS	BSS	BSS	LINE	
ω	o	တ	co.	တ	o,	on .	2	RUN	
AT&T Station	Snyder	Lombard South	South of City Hall	North of City Hall (Arch Street Curve)	LOCATION				
10.00	8.70	7,40	6.80	6.80	6,80	6.80	6.70	S O	
10.20	8.80	7.50	6.90	6.90	6.90	6.90	6,80	Mp.	
生	生	生	巷	*	.	*	巷	TRACK	
1 5	55	55	20	20	20	20	20	MAS	
330	1215	1215	435	435	435	435	435	Distance to Clear in 15 sec.	
LINE of SIGHT. BLIND CURVE. NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN	
_	_	_	·)	i.	Q.	<u> </u>	WP	PRO
Ď	i,	ě	ř.	ÿ.	Ĩ	(i	%	AW	PROTECTION
K:	K 5	X	_	_	_	_	_	3	ON
TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	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.	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.	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.	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.	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.	REMEDY	

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SUBWAY SURFACE - SAFETY CONCERNS

DIVISION CTD CTD CTD CTD CTD CTD CTD CTD SHO CTD LINE SS RUN 4 4 4 4 4 4 4 4 4 Ludlow Street Curve West of 36th Street Curve East of 36th Street Curve West of 34th & Curve East of 33rd Street Vertical Curve West of 22nd Curve East of 15th Street Curve West of 15th Street Curve East of Juniper Curve West of Juniper Curve West of 33rd Street LOCATION Sp. ₹ TRACK ₩ ₩ ₽ ¥B Ş₿ VB ŊB ¥B WB EB MAS 10 5 6 10 35 10 10 10 10 10 Distance to Clear in 15 225 225 225 225 225 225 225 225 225 765 REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE.
REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE REVERSE RUNNING PROTECTION LINE of SIGHT, BLIND CURVE, NOISE REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE, NOISE REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE REVERSE RUNNING PROTECTION LINE of SIGHT, BLIND CURVE, NOISE REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION LINE of SIGHT. BLIND CURVE, NOISE. CONCERN ₽P _ _ _ _ PROTECTION NEEDED _ AW Ŧ **TAW** - will walk to apex of curve where he can see in both directions and watch for trains in either direction TAW - will walk to apex of curve where he can see in both **TAW** - will walk to apex of curve where he can see in both directions and watch for trains in either direction directions and watch for trains in either direction TAW - will walk to apex of curve where he can see in both **TAW** - will walk to apex of curve where they can see in both directions and watch for trains in either direction directions and watch for trains in either direction **TAW** - will walk to apex of curve where they can see in both directions and watch for trains in either direction directions and watch for trains in either direction TAW - will walk to apex of curve where they can see in both TAW - will walk to apex of curve where he can see in both TAW - will walk to apex of curve where he can see in both TAW - will walk to apex of curve where he can see in both REMEDY

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SUBWAY SURFACE - SAFETY CONCERNS

CTD	NOISIAIC									
SS	LINE									
4	4.	4	4	4	4	4	4	4	4	RUN
Curve East of 36th Street	Curve West of 34th & Ludlow	Curve West of 33rd Street	Curve East of 33rd Street	Vertical Curve West of 22nd Street	Curve East of 15th Street	Curve West of 15th Street	Curve East of 40th Street	Curve East of 40th Street	Curve East of 37th Street	LOCATION
										MP MP
EB	EB	E	EB	EB	E	EB	E E	WB	WB	TRACK
10	10	10	10	35	10	10	35	35	10	MAS
225	225	225	225	765	225	225	765	765	225	Distance to Clear in 15
LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE, NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT, BLIND CURVE, NOISE, REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN
_	-	ے	_	_	_	_	_	_	_	PRO NI
1007	Y.	×		0002	E)	×	÷x	30		PROTECTION NEEDED
TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	ON REMEDY

SUBWAY SURFACE - SAFETY CONCERNS

СТВ	CTD	DIVISION LINE	
SS	SS	LINE	
4	4	RUN	
Curve East of 37th Street	Curve West of 36th Street	LOCATION	
		M _D	
		MP	
EB	EB	TRACK MAS	
10	10		
225	225	Distance to Clear in 15 sec.	
LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	LINE of SIGHT. BLIND CURVE. NOISE. REVERSE RUNNING PROTECTION	CONCERN	
<u> </u>	_	WP	PRO
0	100	AW FP	PROTECTION NEEDED
0 -	•	Ŧ	ž
TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	TAW - will walk to apex of curve where he can see in both directions and watch for trains in either direction	REMEDY	

Speed Distance Table

														₽
51	10	12	15	20	25	30	35	40	45	50	55	60	65	70
														mph trains are moving at
7	15	18	22	29	37	44	51	59	66	73	81	88	95	103
														feet per second and therefore moving
105	225	270	330	435	555	660	765	885	990	1095	1215	1320	1425	1545
														feet
														every 15 seconds