



**NORFOLK SOUTHERN**®

*One line, infinite possibilities.*

**TT-KS**

**KEYSTONE DIVISION  
ALLENTOWN ROAD SUBDIVISION**

**Timetable Number**

**1**

Revised: November 27, 2023

**EFFECTIVE NOVEMBER 1, 2023**

# ALLENTOWN ROAD SUBDIVISION

## TABLE OF CONTENTS

I.	Timetable General Information .....	3
a.	Station Page.....	3
b.	Explanation of Characters .....	3
c.	Diesel Unit Groups .....	4
d.	Main Track Control.....	4
e.	Division Special Instructions .....	4
f.	Division Summary Changes .....	5
II.	Allentown Road Subdivision.....	6
a.	Lehigh Line .....	6
b.	Ashmore Secondary .....	15
c.	C&F Secondary.....	21
d.	Cement Secondary .....	26
e.	Portland Secondary .....	31
f.	Roxburg Secondary .....	36
g.	Stroudsburg Secondary .....	40
III.	Keystone Division Special Instructions .....	44

# ALLENTOWN ROAD SUBDIVISION

## GENERAL INFORMATION

### A. STATION PAGE

#### EACH STATION PAGE WILL CONTAIN THE FOLLOWING INFORMATION:

1. Rules in Effect
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

### B. EXPLANATION OF CHARACTERS

#### SYMBOLS:

- (A) — Automatic Interlocking
- (C) — Controlled Interlocking
- (CP) — Controlled Point
- CS — Controlled Siding
- xxx — Dispatcher Radio Call in Code
- Frt. — Freight Trains
- Jct. — Junction
- (N) — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- PTC — Territory with Positive Train Control installed for use
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- (YL) — Yard Limits

#### TRAIN INSPECTION DETECTORS:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD, and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

## ALLENTOWN ROAD SUBDIVISION

### C. DIESEL UNIT GROUPS

GROUP 1	GROUP 2	GROUP 3	GROUP 5	GROUP 6
GP22ECO	GP33ECO	RP20CD	SD60M/I/E	SD70ACe
GP38-2	GP59E	SD33ECO	SD70	SD70ACc
GP40-2	GP60	SD40E	SD70M	SD70ACT4
		SD40-2	SD70M-2	SD70ACu
		SD45-2	D8-40CW	SD80MAC
			C40-8.5	ET44AC
			D9-40CW	AC44C6M
			ES44DC	ES44AC

### D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher controls all Main Tracks, Controlled Points, and Controlled Interlockings.

### E. DIVISION SPECIAL INSTRUCTIONS

**1. NOTES:**

- a. The "KS" prefix indicates the Special Instruction is specific to the Keystone Division.
- b. The suffix of "-1," "-2," etc., will number concurrent division instructions that reference the same system instruction.



# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>NORTH JERSEY DISPATCHER.....050/050 #8</b>	
			<b>LE 36.0 CP-PORT READING JCT. .... CP</b>	1
			<b>HARRISBURG EAST DISPATCHER..AAR 64....721</b> (Trenton Sub) (CSXT) (Manville Yard)	
			<b>LE 39.6 SULLY..... CP</b>	
			LE 45.8 HBD-DED	
			LE 48.4 Three Bridges (BR&W R.R.)	
	SS	13 404	<b>LE 51.0 CP-51..... CP</b>	
			<b>LE 53.6 CP-53..... CP</b>	
			LE 57.7 HBD-DED	
	SS	82 00	<b>LE 62.3 CP-62..... CP</b>	
			LE 64.0 Bellwood (Musconetcong Tunnel)	
	SS	12 500	<b>LE 64.5 CP-64..... CP</b>	
			<b>LE 67.1 CP-67..... CP</b>	
			LE 68.8 HBD-DED	
			LE 71.0 Conn (Central I.T.)	
			<b>WD 80.2/ LE 76.3 PHILIPSBURG..... CP</b> (Washington Sec / Dover & Delaware RR)	
			LE 76.6 NJ/PA State Line	
			<b>PO 0.0/ LE 77.0 EASTON..... CP</b> (Portland Secondary Track)	
			<b>LE 82.8 REDINGTON..... CP</b> HBD-DED	
	SS	53 00	LE 86.0 Freemansburg	
		LE 87.0 Florence		
		<b>LE 87.2 CP-87..... (A) CP</b>	2	
	SS	70 00		
		<b>LE 88.6/ EN 88.6/ LB 84.3 BETHLEHEM..... CP</b>		

# LEHIGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			<b>HARRISBURG EAST DISPATCHER...AAR 64...721</b>	
		SE 0.0/ LB 84.5	<b>JU.....</b> (Cement Sec) <b>CP</b>	
		LB 85.5	Steel	
		LB 86.9	<b>CANAL.....</b> Allentown Yard <b>CP</b>	
		RV 36.3/ LB 88.2	<b>ALLEN.....</b> <b>CP</b>	
		LB 88.5	<b>HAM.....</b> <b>CP</b>	
		LB 90.2	WK	
		LB 91.9	<b>CATY.....</b> <b>CP</b>	
		LB 94.4	DED-Northampton	
		LB 96.0	Seigfreid	
		LB 108.4	Palmerton Yard	
		LB 112.7	HBD-DED	
		LB 114.7		
		LH 119.3	<b>LEHIGHTON.....</b> <b>CP</b>	3
		LH 121.0	Packerton Handthrow Turnouts	
		LH 121.3	<b>PACKERTON JCT. ....</b> <b>CP</b>	2
		LH 122.7	Jim Thorpe	
		LH 123.9	DED	
		QH 0.0/ LH 130.6	<b>M&amp;H JCT. ....</b> <b>CP</b> (Ashmore Secondary Track) (RBM&N R.R.)	

## STATION PAGE INFORMATION

**NOTE 1:** Remotely Controlled by CR.

**NOTE 2:** Controlled Point on Main 2 Track only.

**NOTE 3:** **NORAC DCS Rules** are in effect on No. 1 Track between Lehighton and M&H Jct. and is controlled by the RBM&N R.R. Dispatcher.

**NORAC Rules 93** (Yard Limits) in effect on No. 1 Track between Lehighton and MP LH 122.3 and is controlled by the RBM&N R.R. Dispatcher.

# LEHIGH LINE

## 1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
CP-Port Reading Jct. and Sully	261-PTC	261-PTC
Sully and Easton	261-PTC	
Easton and Bethlehem	261-PTC	261-PTC
Bethlehem and Lehighton	261-PTC	
Lehighton and M&H Jct.	Note 2	261

## 2. MAXIMUM SPEEDS

Between	Main 1 Track	Main 2 Track	SS
	MPH		
CP-Port Reading Jct. and Sully	30	50	
Sully and MP LE 63.6	50		
CP-51 and CP-53			40
CP-62 and CP-64			25
MP LE 63.6 and MP LE 66.0	40		
CP-64 and CP-67			25
MP LE 66.0 and MP LE 69.9	50		
MP LE 69.9 and MP LE 72.2	40		
MP LE 72.2 and Philipsburg	50		
Philipsburg and Easton	30		
Easton and MP LE 79.5	30	30	
MP LE 79.5 and Bethlehem	40	40	
Bethlehem and JU	10		
JU and Allen	20		
Allen and Ham	10		
Ham and MP LB 90.0	30		
Ham and Caty			10
MP LB 90.0 and WK	25		
WK and Lehighton	30		
Lehighton and Packerton Jct.	RBMNRR NOTE 1	20	
Packerton Jct. and MP LH 122.3	RBMNRR NOTE 1	25	
MP LH 122.3 and MP LH 122.5	RBMNRR NOTE 1	25	
MP LH 122.5 and MP LH 126.0	RBMNRR NOTE 1	30	
MP LH 126.0 and M&H Jct.	RBMNRR NOTE 1	25	

NOTE 1: RBM&N RR on #1 Main between Lehighton and M&H Jct. is Restricted speed not to Exceed 10 MPH



## LEHIGH LINE

### 3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

#### LOCATION OF TEST MILE SIGNS:

MP LE 40.0 to MP LE 41.0

MP LE 71.0 to MP LE 72.0

MP LB 90.0 to MP LB 91.0

**NOTE:** Tests for accuracy will be made at other locations in addition to those shown. Engineers will choose appropriate locations to check speed indicators.

### 4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
<b>Westward</b> North Jersey to Allentown	2506	3034	3513	4033	5040	6842
Allentown to M&H Jct.	2665	3226	3736	4290	5360	7283
<b>Eastward</b> M&H Jct. to Allentown	5414	6557	7583	8682	10850	14826
Allentown to North Jersey	4514	5455	6323	7247	9058	12322

### 5. LOCOMOTIVE AND CAR RESTRICTIONS

#### A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded:

286,000 lbs.

#### B. TRAILING TONNAGE RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty multi-level cars
2. Intermodal single-platform flats and such flats loaded with empty trailers or containers.
  - Empty Flatcars
  - Loaded with all empty trailers or containers
3. 75-foot-long or longer flats, including center beam and bulkhead flats, frame racks, and switch panel cars
  - Empty flats
  - Loaded cars with all empty trailers or containers
  - Loaded cars with only one loaded trailer or container
4. Single or multiple-unit articulated double-stack (well) cars, or empty multiple unit spine cars.
  - Empty cars
  - Cars not loaded in accordance with Appendix 1 Loaded Multi-Platform Stack/Spine Car Configurations in the System Timetable.

#### TRAILING TONNAGE RESTRICTIONS ON THE

LEHIGH LINE:

NONE

# LEHIGH LINE

## 5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

### C. HEIGHT RESTRICTIONS

1. Cars, double stacks, loads, or other equipment not exceeding 20'02" high are permitted to operate between CP-Port Reading Junction and Bethlehem.
2. Cars, double stacks, loads, or other equipment not exceeding 20'02" high are permitted to operate between Bethlehem and JU.

### D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. On the Lehigh Line (CP-Port Reading Jct. and Allen), up to 15 loaded double-stack or spine cars may be handled in any position in train regardless of train tonnage.

## 6. SWITCHES AND DERAILS

### A. NORMAL POSITION OF HAND OPERATED SWITCHES

No additional requirements.

### B. NORMAL POSITION OF HAND OPERATED DERAILS

OFF is normal position for derails unless a key train is parked on the layoff.

### C. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

Milepost	Track	Name of Switch	Timer
LE 36.1	Main 1	BRI	14'57"
LE 36.4	Main 1	John Manville	13'17"
LE 39.4	Main 1	GSA	9'19"
LE 40.06	Main 1	Aeropress	9'51"
LE 48.4	Main 1	3 Bridges	None
LE 51.1	SS	Lipton Tea	9'35"
LE 57.9	Main 1	Landsdowne	None
LE 71.0	Main 1	Central I.T.	None
LE 85.82	Main 1	Freemansburg	10'55"
LE 87.0	Main 2	Florence	11'19"
LE 87.0	Main 1	Florence	11'32"
LB 96.6	Main 1	Siegfried	9'00"
LB 108.2	Main 1	Palmerton	7'39"

### D. RADIO/ DTMF CONTROLLED SWITCHES

None.

### E. LOCATION AND OPERATION OF SPRING SWITCHES

None.

### F. HAND THROW MAIN TRACK SWITCHES IN NON-SIGNALLED TERRITORY

None.

## LEHIGH LINE

### 8. DETECTOR INSTRUCTIONS

#### A. STRESS STATE DETECTORS

None.

#### B. HIGH CAR AND CLEARANCE DETECTORS

None.

#### C. OTHER INSTRUCTIONS

None.

### 9. DISTRICT INSTRUCTIONS

#### A. CLOSE CLEARANCES

In accordance with Operating rule 20(a)(4), employees are prohibited from riding equipment on tracks designated by Special Instructions to be restricted account close track centers.

Additionally, in accordance with Operating rule 20(a)(5), employees are prohibited from riding on close clearance side, between, or on leading end (front) of equipment moving adjacent to platform, building, or close-clearance structure. They must not stand between moving equipment and adjacent platform, building, or close-clearance structure.

For the range of tracks listed, employees are prohibited from riding equipment on the following tracks designated to be restricted account close track centers. Employees are permitted to ride equipment on tracks when an adjacent track is not restricted and not included in the restricted track range.

Example: If "Tracks 105 – 107" are listed as restricted account close track centers, employees **are not** permitted to ride equipment on the side between track 105 and 106, and between 106 and 107. Employees are permitted to ride equipment on the side between track 104 and 105, and between 107 and 108."

The following tracks located at Allentown Road locations are now close clearance account track centers:

1. **Palmerton Yard (MP LB109)-- Palmerton, PA.**  
Tracks PALM6 – PALM8
2. **Lehighton Yard (MP LH119)—Lehighton, PA.**  
Tracks LHY22 – LHY26

#### B. TRACK PERMISSION

No special instructions.

#### C. INTERLOCKING INSTRUCTIONS

1. CP87 Automatic Interlocking for movement River Yard Tracks to LVRR Hill Tracks – Pull onto circuit, restricting signal will display for movement through interlocking.

#### D. DRAWBRIDGES

None.

#### E. HANDBRAKE REQUIREMENTS

System instructions govern

#### F. TRAIN HANDLING INSTRUCTIONS

No additional requirements

# LEHIGH LINE

## 9. DISTRICT INSTRUCTIONS

### G. ROAD CROSSINGS

#### 1. DO NOT BLOCK ORDER

None.

#### 2. QUIET ZONES

##### a. LE 39.48 – LE 45.78

- MP LE 39.48, Roycefield Road DOT # 362844K
- MP LE 39.79, Valley Road DOT # 362843D
- MP LE 40.50, Auten Road DOT # 362842W
- MP LE 41.35, Beekmans Lane DOT # 362840H

#### 3. RUSTY RAIL CONDITIONS

None.

### H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

None.

### I. STEEP GRADES - END OF TRAIN DEVICE

The following designated sections of track are identified as average grades of: 2% or greater over a distance of 2 continuous miles or 1% or greater over a distance of 3 continuous miles:

#### Eastward

None

#### Westward

None

### J. EXCESSIVE CURVATURE RESTRICTIONS

LH 122.07 – 122.37 – 13.05 degrees

### K. JOINT TRACKAGE

Trains and engines of the Keystone Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:

None.

Trains and engines of other divisions and foreign lines will use Keystone Division tracks as shown below:

None.

### L. HAZMAT SPILL PAN LOCATIONS

None.

## LEHIGH LINE

### 9. DISTRICT INSTRUCTIONS (CONT.)

#### M. GENERAL INSTRUCTIONS

1. BETHLEHEM, PA – RIVER YARD INSTRUCTIONS
  - a. All through freight train that are scheduled to set off railcars or equipment at the River Yard in Bethlehem, PA must carry one additional train consist from crew origin. This extra train consist must include the car numbers and hazardous waybill information of the contents. The train consist, along with a record of Class 1 brake test, must be left behind in the knuckle of the car(s) set out.
  
2. RIVER TRACK  
A compressor is operational with air ground line on River Track 1 through River Track 5 on west end and Tracks 1 through 3 on east end.
  
3. FRA Excepted Track  
None.

#### N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs  
None.
  
2. Locations where key trains, or cuts of cars meeting the definition of a key train, may be left unattended on a main track or siding outside of a yard or terminal:  
Bethlehem, PA                      Layoff track, derails required

#### O. ZERO PIH LINE SEGMENTS AND JUNCTIONS

None.