

HARRISBURG DIVISION TIMETABLE

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BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			SOUTHERN TIER DISPATCHER724	
		BX 0.21	Myers Road	1
		BX 0.0	GJ(CP)	2
		BR 5.4	Brian	
		BX 0.0 /	Powell Connection	
		BR 5.7		
	SS			
	12 000	BR 8.3	GRAVITY(CP)	3
		BR 8.8	(B&PRR)	
		BR 134.0	Drift (WNYP R.R. Ends).....(VL)	
	SS			
	23 250	BR 134.5	NORTH DRIFTWOOD(VL)(CP)	
		BR 139.2	DRIFTWOOD(CP)	
	12 250	BR 139.2	SOUTH DRIFTWOOD(CP)	
		BR 142.8	HBD-DED	
		BR 153.2	NORTH KEATING(CP)	
			(Corman Connection)	
	SS			
	17 500	BR 154.2	KEATING(CP)	
		BR 158.0	SOUTH KEATING(CP)	
		BR 158.0	DED	
		BR 162.3	NORTH DRURY(CP)	
	16 250	BR 165.6	DRURY(CP)	
		BR 169.4	HBD-DED	
		BR 175.6	DED	
	SS			
	15 250	BR 180.4	NORTH BAKER(CP)	
		BR 183.6	SOUTH BAKER(CP)	
		BR 188.6	HBD-DED	
		BR 192.8	North Flood Control Gate	
	SS			
	10 000	BR 194.2	LOCK HAVEN (NBER)(CP)	4
		BR 195.2	South Flood Control Gate	
		BR 196.0	DED	
		BR 196.2	LANE(CP)	
		BR 197.7	Scale (on SS)	
	29 000	BR 201.8	PINE(CP)	
		BR 207.8	HBD-DED	

BUFFALO LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	SS	BR 210.9	SOUTHERN TIER DISPATCHER724		
	12 250	BR 213.4 213.7 LY	BUD..... CP		
		BR 213.8	LINDEN..... CP		
		BR 217.5	RIVER..... CP		
		BR 228.9	SOUTH LINDEN..... CP		
		BR 232.3	DED HBD-DED		
			MUNCY (Lyncoming Valley RR)..... CP		
			BR 238.0 BR 240.2	DED North Siding Switch	
		3 500	BR 240.9	South Siding Switch	
			WH 0.0 / BR 241.7	WAT (Watsontown Secondary) CP	
		SS	BR 242.7	HARRISBURG EAST DISPATCHER721	
		16 250		NORTH FAIR..... CP	
			BR 245.4	SOUTH FAIR..... CP	
			BR 246.8	UCIR	
			BR 247.4	HBD-DED	
		SS	BR 253.4	MOLLY..... CP	
				Northumberland	
		16 250	BR 256.6		
			BR 256.6	NORRY (NSHR R.R.)..... CP	
			BR 257.5	KASE (Sunbury Line)..... CP	
			BR 258.1	HORN..... CP	
			BR 258.3	DED	
			BR 258.6	SF..... CP	
			BR 263.3	Selinsgrove I.T.	
			BR 265.8	HBD-DED	
		SS	BR 266.7	NORTH BOYLES..... CP	
		14 750	BR 269.6	SOUTH BOYLES..... CP	
			BR 276.0	DED	
		SS	BR 280.9	NORTH MILLER..... CP	
	13 000	BR 283.7	SOUTH MILLER..... CP		
		BR 286.7	HBD-DED		
	SS	BR 294.7	NORTH FERRY..... CP		
	13 000	BR 297.6	SOUTH FERRY..... CP		
		BR 300.0	HBD-DED-HCD (19'02")		
	SS	BR 302.8	HARRISBURG TERMINAL DISPATCHER723		
			STONEY..... CP		
			KW Yard		
	14 784	BR 305.7 BR 306.0 BR 306.2/ PT 109.9	WYE..... CP		
			ROCKVILLE (Pittsburgh Line)..... CP		

BUFFALO LINE

STATION PAGE INFORMATION

NOTE 1: Crosssties places across tracks south of Myers Road, MP BX 0.21, and a sign reading "End of Track" installed.

NOTE 2: Between GJ and Myers Road, MP BX 0.21, milepost numbers measure north from GJ. Between GJ and Rockville, milepost numbers measure south from GJ, beginning with MP BR 5.7.

NOTE 3: B&P R.R. leases between MP 8.8 and Machias.

NOTE 4: Between Lock Haven and Post on the NBER R.R., **Rule 171** is in effect.

1. RULES IN EFFECT

Between	Main Track
	Rules
Gravity and BR 8.8 (Beginning of B&P RR)	93
Drift and North Driftwood	93
North Driftwood and Rockville	261
Linden North Wye – Linden and River	261
Linden South Wye – South Linden and River	261
Corman Connection Track	261

2. MAXIMUM SPEEDS

Between	Main Track	SS
	MPH	
MP BX 0.21, Myers Road, and GJ	10	
GJ and MP BR 8.34	40	
MP BR 8.34 and MP BR 8.8	20	
Drift and North Driftwood – Restricted Speed not Exceeding	20	
North Driftwood and MP BR 144.5	40	
<i>Except:</i> North Driftwood	20	
MP BR 138.0 to MP BR 139.0, Curves	35	
MP BR 142.0 to MP BR 142.3	30	
MP BR 144.5 and Keating	50	
<i>Except:</i> MP BR 152.5 to Keating, Curves	35	
Signaled Sidings		25
<i>Except:</i> GJ to Gravity		10
Keating and MP BR 157.0	35	30
MP BR 157.0 and South Keating	40	30
South Keating and North Drury	40	
North Drury and MP BR 163.2	40	30
MP BR 163.2 and Drury	45	30
Drury and MP BR 174.4	50	

BUFFALO LINE		
2. MAXIMUM SPEEDS (CONT.)		
Between	Main Track	SS
	MPH	
MP BR 174.4 and MP BR 175.0	40	
MP BR 175.0 and MP BR 177.3	50	
MP BR 177.3 and MP BR 177.7	40	
MP BR 177.7 and MP BR 179.2	50	
MP BR 179.2 and North Baker	40	
MP BR 180.4 North Baker from Main 1 to SS	25	
North Baker and South Baker	50	30
South Baker and MP BR 188.0	50	
MP BR 188.0 and MP BR 193.0	40	
MP BR 193.0 and Lock Haven	30	
Lock Haven and MP BR 194.4	30	25
MP BR 194.4 and MP BR 195.6	50	25
MP BR 195.6 and MP BR 197.7	50	30
MP BR 196.2 Lane from Main 1 to SS North Crossover	25	
MP BR 197.7	50	10
MP BR 197.7 and MP BR 200.0	50	30
MP BR 200.0 and MP BR 200.6	45	30
MP BR 200.6 and Pine	50	30
Pine and Bud	50	
Bud and Linden	50	30
Linden and South Linden	30	
Linden North Wye — Linden and River	10	
Linden South Wye — South Linden and River	10	
South Linden and MP BR 216.3	50	
MP BR 216.3 and MP BR 221.2	30	
MP BR 221.2 and MP BR 224.2	40	
MP BR 224.2 and MP BR 235.8	50	
MP BR 235.8 and MP BR 236.5	25	
MP BR 236.5 and North Fair	50	
North Fair and South Fair	50	30
South Fair and Molly	50	
Molly and MP BR 256.4	50	10
MP BR 256.4 and Kase	30	10
Kase and Horn	30	10
Horn and MP BR 258.8	20	
MP BR 258.8 and MP BR 262.2	50	
MP BR 262.2 and MP BR 262.3	40	

BUFFALO LINE

2. MAXIMUM SPEEDS (CONT.)

Between	Main Track	SS
	MPH	
MP BR 262.3 and MP BR 262.6	50	
MP BR 262.6 and MP BR 262.7	40	
MP BR 262.7 and MP BR 263.7	50	
MP BR 263.7 and MP BR 263.8	40	
MP BR 263.8 and North Boyles	50	
North Boyles and South Boyles	50	30
South Boyles and MP BR 278.5	50	
MP BR South Boyles from Main 1 to SS	25	
MP BR 278.5 and MP BR 278.8	40	
MP BR 278.8 and North Miller	50	
North Miller and South Miller	50	30
South Miller and MP BR 284.9	50	
MP BR 284.9 and MP BR 285.2	40	
MP BR 285.2 and MP BR 289.5	50	
MP BR 289.5 and MP BR 289.6	45	
MP BR 289.6 and North Ferry	50	
North Ferry and South Ferry	50	10
South Ferry and Stoney	50	
Stoney and Wye	40	20
Wye and Rockville	40	
Wye Track between Wye and Rockville	10	
<i>Auxiliary Tracks:</i>		
Transco Wye, Restricted Speed not exceeding	10	
Ebenezer Running Track, GJ to MP BR 2.0, Restricted Speed not exceeding	15	
Ebenezer Running Track, MP BR 2.0 to Draw, Restricted Speed not exceeding	10	

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 BR 160.0 to MP BR 161.0
 MP BR 216.0 to MP BR 217.0
 MP BR 248.0 to MP BR 249.0
 MP BR 301.0 to MP BR 302.0

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

BUFFALO LINE

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Buffalo to Olean	1650	2300	2360	2980	3690	5696
Olean to Emporium	1210	1690	1740	2210	2710	4214
Emporium to Northumberland	4170	5840	5910	7110	8840	14135
Northumberland to Rockville	5240	7350	7390	8720	10850	17810
Northward						
Rockville to Emporium	4170	5840	5910	7110	8840	14135
Emporium to Olean	860	1190	1230	1580	1920	2988
Olean to Buffalo	5240	7350	7390	8720	10850	17810

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:

- Buffalo Line – 286,000 lbs.
- Ebenezer R.T. – 273,000 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. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one (1) trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in the System Timetable.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward / Westward	Northward / Eastward
Buffalo Line	GJ and Keating Summit	5,000	5,400

C. HEIGHT RESTRICTIONS

1. Double stacks are prohibited on the Buffalo Line Main Track at MP BR 189.9.

D. LOCATIONS OF EQUIPMENT RESTRICTIONS

1. Six (6) axle locomotives are prohibited on the Selinsgrove I.T.
2. Six (6) axle locomotives are prohibited on the Watsonstown Secondary between the East Leg of the Wye Switch and End of Track, MP WH 14.17.

BUFFALO LINE

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF HAND OPERATED SWITCHES

1. MP BR 2.2 – Transco Wye Switch

The hand operated switch may be left in reverse position with verbal permission from the Train Dispatcher. Before the Train Dispatcher authorizes any train or track car movements in the direction of the switch left in reverse position, he/she must inform the crew or track car driver. Train Dispatchers must include in their transfer any hand operated switch shown above which is left in the reverse position.

2. MP BR 194.5

Hand-operated switch providing access to the Signaled Siding from the Post I.T., MP BR 194.5, may be left lined for the I.T. when authorized by the Train Dispatcher.

B. NORMAL POSITION OF HAND OPERATED DERAILS

1. MP BR 137.8

Normal position for hand-operated derail in service on Signaled Siding at MP BR 137.8, north of private road crossing is non-derailing. Derail to be applied only when cars are left standing north of this location, and to be locked in non-derailing position at all other times.

C. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches in 261-ABS territory are equipped with electric locks:

Milepost	Track	Name of Switch	Timer
BR 199.8	Siding	Wayne Township Landfill	8'01"
BR 222.5	Main 1	Choice Fuels	9'00"
BR 240.2	Main 1	North Siding Switch	6'25"
BR 240.9	Main 1	South Siding Switch	8'46"
BR 242.2	Main 1	Watson town Brickyard	7'45"
BR 245.05	Main 1	ACF Switch	9'23"
BR 246.8	Main 1	Union Co.	6'34"
BR 247.66	Main 1	Con Agra	5'00"
BR 248.0	Main 1	Weis Switch	8'34"
BR 256.5	Main 1	North Shore R.R.	None
BR 263.3	Main 1	Selinsgrove Jct.	0'45"

BUFFALO LINE

7. COMMUNICATION INFORMATION

A. DIAL IN RADIO CODES

Emergency	911
Harrisburg Division Chief Dispatcher	720
Harrisburg Division Southern Tier Dispatcher	724
Harrisburg Terminal Dispatcher	723
Harrisburg East Dispatcher	721
Mechanical Operations Center (MOC)	124
Operations Service and Support (OSS)	108
Wayside Help Desk	128

B. AAR RADIO CHANNELS

	Channel 1	Channel 2
Base Station	TX and RX	TX (RX)
Driftwood	064-064	
Grove	064-064	
Keating	064-064	
Renovo	064-064	
Hyner	064-064	
North Baker	064-064	
Lock Haven	064-064	
Newberry	064-064	
Montgomery	064-064	
Turbotsville	064-064	
Milton	050-050	
Kase	050-050	
Boyles	050-050	
Milersburg	050-050	
View	050-050	
Kinkora	058-058	
Rockville	058-058	
Lock Haven (Yardmaster)	064-050	

C. TELEPHONE NUMBERS

Harrisburg Division Safety Hot Line	717-541-2151
Harrisburg Division Chief Dispatcher	717-541-2158
Harrisburg Division Southern Tier Dispatcher	717-541-2143
Harrisburg Terminal Dispatcher	717-541-2138
Harrisburg East Dispatcher	717-541-2136

BUFFALO LINE

8. DETECTOR INSTRUCTIONS

A. STRESS STATE DETECTORS

None.

B. HIGH CAR AND CLEARANCE DETECTORS

1. CP-Draw, Ebenezer Running Track

Southward Only – If HCD at CP-Draw is activated and alarm tones broadcast, Engineer must immediately bring train to a safe stop and contact the Train Dispatcher for instructions. HCD is set at 19'1".

2. Transco Wye, MP BR 0.0

Transco Wye equipped with HCD, MP BR 0.0, is set at 19'2".

3. Stoney, MP BR 300.0

Northward trains destined to the Canadian Pacific Railway Freight Main Line at Kase may disregard a High Car Detector alarm at MP BR 300.0 provided the following requirements have been met:

- a. The relieving crew at Harrisburg verbally communicated with the inbound crew, and
- b. The inbound crew reported that the train did NOT activate the High Car Detector at Harrisburg, and
- c. The Harrisburg East Dispatcher authorizes the crew to disregard the alarm at MP BR 300.0.

C. OTHER INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE TRACK CENTERS

Due to close clearances account close track centers, employees are prohibited from riding the side of moving equipment at all times whether or not cars are on any adjacent track at the following locations:

1. Northumberland Yard – Tracks 1 through 10
2. Cleaning Facility: Tracks 5 through 9

B. TRACK PERMISSION

1. Between the hours of 6:30am and 2:30pm, M-F, the Northumberland Yardmaster will govern all movements within Northumberland and Lock Haven Yards. At all other times, pending weekend service, train crews will contact the Southern Tier Dispatcher. Restricted Speed not exceeding 10 MPH governs both locations.

BUFFALO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRACK PERMISSION (CONT.)

1. During these hours, train crews working in Northumberland Yard must communicate with the Harrisburg East Dispatcher on Road Channel #3.
2. Train crew working in Lock Haven Yard must communicate with the Southern Tier Dispatcher on Road Channel #2. Restricted Speed not exceeding 10 MPH governs on both tracks. Restricted Speed not exceeding 15 MPH at MP BR 263.3, Selingsgrove I.T.
3. Southward trains stopping at South Boyles are to contact the Train Dispatcher before entering the siding for exact tie-down location.
4. Trains must receive permission from the Train Dispatcher to occupy the Transco Wye between Ebenezer R.T. and Bison R.T.
5. Trains must receive permission from the Train Dispatcher to occupy the Ebenezer Running Track between CP Draw and GJ.
6. Permission to occupy the Selingsgrove I.T. (BR 263.3) will be governed by the Harrisburg East Dispatcher. Restricted Speed not exceeding 15 MPH governs movements on the Selingsgrove I.T.

C. INTERLOCKING INSTRUCTIONS

None.

D. DRAWBRIDGES

None.

E. HANDBRAKE REQUIREMENTS

1. NORTHUMBERLAND YARD

After applying a minimum of 3 handbrakes in Northumberland Yard a C102 test must be performed. If the test was successful it will not be required to perform any additional C102's on that track.

F. TRAIN HANDLING INSTRUCTIONS

1. Trains stopping on the Transco Wye will stop with the train stretched by using the automatic train brake. Before starting, the Engineer will ensure the train brakes are released throughout the entire train. Engineers must minimize slack action throughout Transco Wye due to extreme curvature.

G. ROAD CROSSINGS

1. DO NOT BLOCK ORDER

- a. Roberts Valley Road, MP BR 306.2
- b. 500 feet south of CP Stoney

2. QUIET ZONES

None.

3. RUSTY RAIL CONDITIONS

- a. Gravity Siding
- b. Driftwood Siding
- c. Driftwood Siding
- d. Baker Siding
- e. Bud / Linden Siding
- f. Fair Siding

BUFFALO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

H. LOCATIONS WHERE GRAVITY DROPPING CARS IS AUTHORIZED

1. NORTHUMBERLAND AND LOCK HAVEN YARDS

Crews must ensure that:

- a. A minimum of 3 secured cars (hand brakes applies) are in place on tracks being used for classification to protect against equipment roll out and fouling adjacent tracks.
 - 1. Switching from North End, cars secured on South End of track
 - 2. Switching from South End, cars secured on North End of track.
- b. Free rolling cuts of cars should be done so that the speed at the time of coupling does not exceed 4 mph.
- c. No more than 6 cars will be cut and allowed to free roll at one time.

I. STEEP GRADES - END OF TRAIN DEVICES

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

Long cars must not be handled through No. 6 turnouts.

Long cars moving over tracks having a curvature in excess of 12 degrees 30 minutes must be coupled on each end to cars not shorter than 50 feet. If curvature is in excess of 15 degrees, or turnouts are No. 7, the movement must be made under observation at slow speed.

Long cars must not be handled on curves exceeding 17 degrees.

- 1. Transco Wye, MP BR 1.9 – BR 2.1 17 degrees 00 minutes
- 2. Selinsgrove I.T, MP SV 0.05 14 degrees 00 minutes

K. JOINT TRACKAGE

- 1. Trains and engines of the Harrisburg Division will use tracks of other divisions and foreign lines in accordance with their Timetables, Rules, and Regulations as shown below:
 - (a) Nittany and Bald Eagle Railroad (NBER, NSHR)
 - (b) Lycoming Valley Railroad, NSHR
- 2. Trains and engines of other divisions and foreign lines will use Harrisburg Division tracks as shown below:
 - (a) None.

L. HAZMAT SPILL PAN LOCATIONS

None.

BUFFALO LINE

9. DISTRICT INSTRUCTIONS (CONT.)

M. GENERAL INSTRUCTIONS

1. B&P RAILROAD INTERCHANGE - DRIFTWOOD

Cars interchanged at Driftwood, PA, to the NS from the B&P Railroad must be accompanied with an Air Slip. The Southern Tier Dispatcher must verify this with the B&P Railroad, before accepting cars and the Air Slip will be placed in the mailbox at the air connection.

If an Air Slip is not provided, the cars are not to be accepted. Employees will not walk on the West Side of the Siding. If for some reason inspection of cars on the Siding is needed, the affected employees will utilize the Main Track side and secure protection from the Train Dispatcher against movement on the Main Track.

2. WEIGH IN MOTION SCALE

McElhattan Scales — Radio will announce “Train Speed Okay” or “Train Speed Limit.”

After train has completed movement over scales, Engineer will communicate with the Train Dispatcher before proceeding.

Southward freight trains routed to Signaled Siding at Lane will weigh, unless otherwise instructed. Northward trains will weigh only when notified by the Train Dispatcher.

When notified of overweight cars, the following will govern:

- a. Train may proceed not exceeding 25 MPH.
- b. Instructed as to disposition of overweight car or cars.
- c. Relieving crews, yards and connecting divisions notified, when required.

3. FRA EXCEPTED TRACK

PP&L Lead and Runaround Tracks, East and West Legs off Wye Tracks at Selinsgrove I.T.

N. HIGH THREAT URBAN AREAS AND KEY TRAIN SECUREMENT

1. HTUAs

- a. Buffalo, NY: MP BX 0.00 to MP BX 5.70
- b. Buffalo, NY: MP BR 0.62 to MP BR 8.80

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:
None.