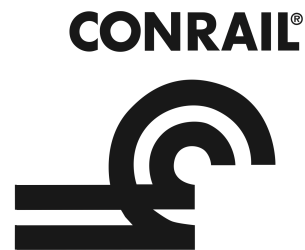
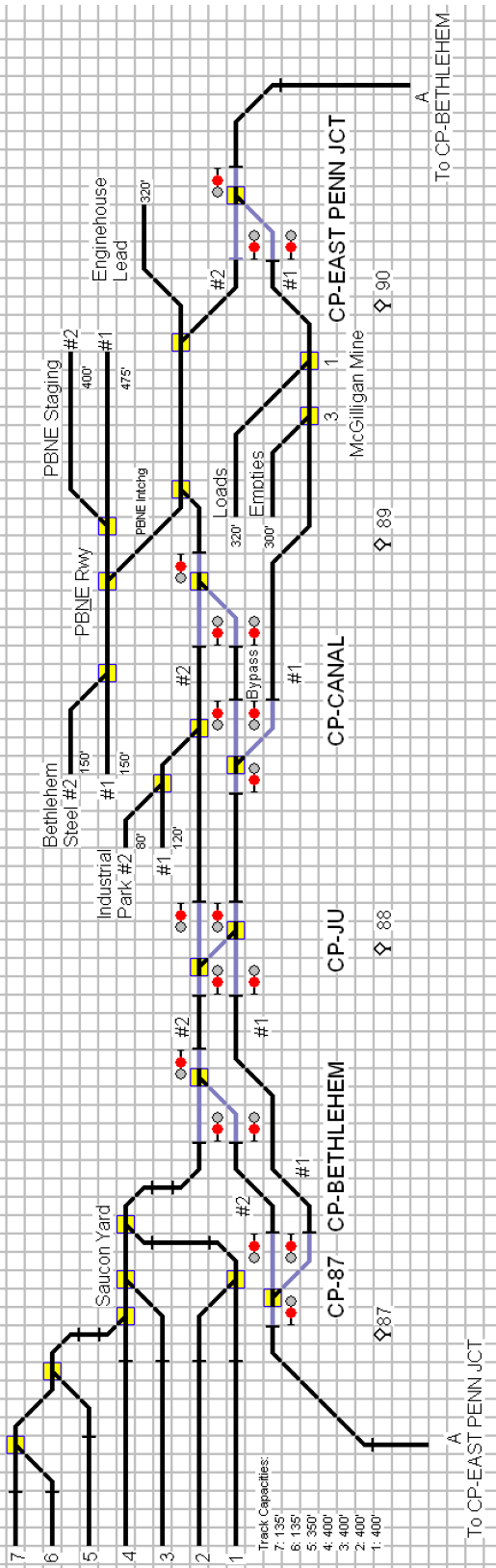


**Conrail Aspinwall Belt  
Philadelphia Division**



**PHILADELPHIA DIVISION**

**DEDICATED  
TO SAFETY**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

STATION PAGES AND DIVISION SPECIAL INSTRUCTIONS  
 FOR  
**ASPINWALL BELT TIMETABLE NO. 1**  
 EFFECTIVE 12:01 A.M., EASTERN STANDARD TIME  
 FRIDAY, JULY 1, 1994

**J. A. LANG**  
 General Manager

**A. C. GOOD-LANG**  
 Transportation Superintendent

**S. E. GOOD-LANG**  
 Superintendent Operations

**D.T. ABELES**  
 Ass't Superintendent - Mechanical

**L. J. CAPWELL**  
 General Road Foreman

**L. M. LANG**  
 Ass't Superintendent - Logistics

This packet contains the Station Pages, Notes and Special Instructions  
 for the Philadelphia Division only.

LEHIGH LINE ASPINWALL BELT				
WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		85.8	LEHIGH LINE DISPATCHER.....② FREEMANSBURG	1
		A87.1	CP-87.....D X	2
		A87.3	CP-BETHLEHEM.....D X (Saucon Yard)	3, 4
		A87.9	CP-JU.....D X	
		A88.0	INDUSTRIAL PARK.....	
		A88.7	CP-CANAL.....D X (Bypass)	
		A89.1	PBNE INTERCHANGE.....	5
		A89.7	MCGILLIGAN MINE.....	6
		A89.9	ENGINEHOUSE LEAD.....	7
		A90.2	CP-EAST PENN JCT.....D X	2
		91.1	HBD-DED (Bethlehem)	1
		92.0	CP-BURN.....D X (Reading Line)	1
<p><b>NOTE 1</b> – Locations not represented on Aspinwall Belt  <b>NOTE 2</b> – Locations physically connect. It makes a loop. Hence, Aspinwall Belt.  <b>NOTE 3</b> – Interlocking on #2 Track only  <b>NOTE 4</b> – Trains lined for Saucon must not accept signal at CP-BETHLEHEM without prior permission of Saucon Yardmaster.  <b>NOTE 5</b> – Interchange on #2 Track only. Contact PBNE Rwy for permission into interchange yard.  <b>NOTE 6</b> – Mine on #1 Track only. Yard Limits under authority of Saucon Yardmaster.  <b>NOTE 7</b> – Enginehouse Lead on #2 Track only. Yard Limits under authority of Saucon Yardmaster.</p>				
RULES IN EFFECT – CURRENT OF TRAFFIC				
Between	Single Track	No. 1 Track	No. 2 Track	
Freemansburg and CP-87	261			
CP-87 and CP-East Penn Jct		261	261	
CP-East Penn Jct and CP-Burn	261			
Tracks are numbered north to south.				
MAXIMUM SPEEDS				
Between	Single Track	No. 1 Track	No. 2 Track	
Freemansburg and CP-87	40			
CP-87 and CP-Bethlehem			20	
CP-87 and CP-Canal		30		
CP-Bethlehem and CP-Canal		30		
CP-Canal (Bypass Track)	15			
CP-Canal and CP-East Penn Jct		30	40	
CP-East Penn Jct and CP-Burn	40			
Movements on all non-controlled sidings, yard tracks, and industrial tracks, is Restricted Speed not exceeding 15 MPH.				
40 MPH corresponds to 6 inches per second.				

OPERATING RULES			
PH-1.	RULE G: Consumption of Alcoholic Beverages is encouraged.		
PH-2.	Do not lean on sides of layout.		
PH-3.	Do not use duckunder at CP-87 while track is occupied. This means you, Mike Filoni.		
PH-4.	For those using iPhone throttles: Devices should be restarted prior to use.		
PH-5.	Throttle response times can be delayed. Leave ample stopping room. A charging cable will be made available.		
PH-6.	Contact Lehigh Line Dispatcher prior to starting a new assignment. No radios here, just yell.		
PH-7.	Observe interlocking limits, indicated by sprue signals or model signals. Proceed on verbal authority from Lehigh Line Dispatcher. Verbal authority supersedes any signal indication.		
PH-8.	All switches must be returned to normal position, as indicated on each switch.		
PH-9.	Locomotive Restrictions. Six-axle power is prohibited at Industrial Park #1 and #2.		
PH-10.	Shove moves on the mainline require a caboose on the leading end (opposite the locomotive). Maximum speed for these moves is 3 inches per second.		
PH-11.	Dangerous (hazmat) cars must be properly spaced. These must not be placed against the engine.		
PH-12.	DCC Function Outputs – Sound Equipped		
	0. Headlights	7. Dimmer	
	1. Bell	8. Mute the Sound	
	2. Horn	9. Radiator Fans	
	3. Short Horn	10. Air Compressor	
	4. Dynamic Brake	11. Brake Squeal/Release	
	5. Unused	12. Coupler Crank	
	6. Unused		
PH-13.	DCC Function Outputs – Other		
	0. Headlights		
	1. Numberboard Lights		
	2. Marker Lights		
PH-14.	Movements operating on the following tracks are permitted to operate at Restricted Speed not exceeding 15 MPH:		
	Saucon Yard (all tracks)		
	Klassic Pickle Factory (Ind Park #1)		
	Industrial Park #2		
	All PBNE Tracks		
	McGilligan Mine (loaded and empty)		
	Enginehouse Lead		
HAND-OPERATED SWITCHES			
Normal position of switches and crossovers			
Switch Located at	Connecting	With	Normal Position is for Movement to
CP-87	Single	Tracks 1 & 2	Track 2
CP-Bethlehem	Track 2	Saucon Yard	Track 2
Industrial Park	Track 2	Ind. Park	Track 2
Industrial Park	Ind Park Lead	Klassic Pickle Factory	Klassic Pickle Factory
CP-JU Crossover	Tracks 1 & 2	Crossover	Tracks 1 & 2
CP-Canal	Track 1	Bypass Crossover	Track 1
CP-Canal	Track 2	Bypass Crossover	Track 2
PBNE Switch	Track 2	PBNE Interchange	Track 2
McGilligan Mine Empties	Track 1	McGilligan Mine Empties	Track 1
McGilligan Mine Loads	Track 1	McGilligan Mine Loads	Track 1
Enginehouse Lead	Track 2	Enginehouse	Track 2
CP-87	Single	Tracks 1 & 2	Track 2