

**CONSOLIDATED RAIL CORPORATION
CENTRAL REGION**

Pittsburgh, Pa., Sept. 10, 1976

GENERAL ORDER NO. 606

Effective 12.01 A.M., Friday, September 24, 1976

Applies in All Divisions

**(a) RULES FOR CONDUCTING TRANSPORTATION —
CT-400**

Signature on Page iii and entire page revised May 1, 1976. CT-400 with Conrail cover has this revision. CT-400 with other than Conrail cover will need sticker. Conrail sticker for other covers and Page iii will be available at all on duty points where General Orders are distributed.

Applies in Allegheny Division

(b) TITUS SECONDARY TRACK

Titus Secondary Track between Love (MP 95.2) and Spartansburg (MP 105.0) redesignated Spartan Secondary track. Page 11, changed.

(c) CRESSON RUNNING TRACK

Cresson Running track between MO and MP 2 redesignated Irvona Running Track.

Special Instruction 1151-G1, Page 100, changed.

**(d) MAIN LINE PHILADELPHIA TO PITTSBURGH
SG — JD**

Hand-operated switch, 3800 feet west of MP 278 leading from No. 4 track to Municipal Siding, out of service.

(e) MAIN LINE PHILADELPHIA TO PITTSBURGH

At the following locations, the third paragraph of Rule D-151 will not apply and movements may be made as indicated below at Reduced Speed. Trains or engines may operate against the current of traffic without train orders, under Manual Block Signal System Rules, in the following territories when authorized by the Train Dispatcher. The conductor or engineman must obtain permission to use the track only from the employe in charge of track as designated below.

Track	From	To	When authorized by Train Dispatcher on verbal permission from	Note
No. 3	MP 168.2	Lewis	Operator Lewis	1
No. 3	MP 196.2	Jacks	Operator Jacks	1

Note 1. Where operator controls track, the Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the Operator's Record of Train Movement sheet before permission is granted.

Special Instruction 1151-B2, Page 97, changed.

**(f) MAIN LINE HARRISBURG TO BUFFALO
OLEAN**

"X" Block Station, Train Order Office and Road Radio Channel 1, at MP 69.4 (former Erie Crossing), in addition to Interlocking and Interlocking Station, in service. Page 9, changed.

(g) ROAD RADIO CHANNEL

Road Radio Channel 2 at Wye Block Station and Jones St. Yard Office, Hollidaysburg, and Road Radio Channel 1 at MS Block Station, in service.

Page 13, 19 and Special Instruction 1704-A1, Page 189, changed.

Applies in Pittsburgh Division

**(h) MAIN LINE — PITTSBURGH TO COLUMBUS
DENNISON — DYKE**

No. 101 Industrial Track between Third Street, Dennison and Dyke, redesignated No. 101 Running Track of No Assigned Direction, controlled by operator Uhrich, in service.

Special Instruction 1151-G1, Page 101, changed.

(Page 2 of 2 pages, General Order No. 606)

(i) MAIN LINE — PITTSBURGH TO CHICAGO

At the following locations, the third paragraph of Rule D-151 will not apply and movements may be made as indicated below at Reduced Speed. Trains or engines may operate against the current of traffic without train orders, under Manual Block Signal System Rules, in the following territories when authorized by the Train Dispatcher. The conductor or engineman must obtain permission to use the track only from the employe in charge of track as designated below.

Track	From	To	When authorized by Train Dispatcher on verbal permission from	Note
No. 1	MP 13.7	Leetsdale	Operator Leetsdale	1
No. 2	Beaver Falls	Rochester	Operator Rochester	1

Note 1. Where operator controls track, the Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the Operator's Record of Train Movement sheet before permission is granted.

(j) MAIN LINE CONEMAUGH

Names of Stations changed as follows:

Toms Run changed to Toms
Alum Bank changed to Alum
AJ changed to Kiski

Page 7, changed.

Applies in Valley Division

(k) ASH SECONDARY TRACK

No. 101 Secondary track between GR and Ash, redesignated Ash Secondary track of No Assigned Direction and extended to Rock Creek (MP 109.4), in service.

No. 102 Secondary track between GR and Ash, redesignated Industrial Track, Rule 113 in effect, in service.

Spring switches at GR and Ash, out of service.

Page 31 and Special Instruction 1105-A1, Page 91, 1151-C1, Page 98, changed.

**(l) MAIN LINE — PITTSBURGH TO CHICAGO
MANSFIELD**

Paragraph (l), General Order No. 605, referring to highway crossing protection Longview Ave., annulled.

(m) PUBLIC CROSSING AT GRADE**MAIN LINE — PITTSBURGH TO CHICAGO****Mansfield, Longview Avenue and Bowman Street**

Automatic highway crossing protection equipped with automatic gates and flashing lights at Longview Ave., in service. The following columns of Special Instruction 1103-A1 will apply:

No. 1 track Westward and No. 2 Track - Column 4
No. 1 track Eastward - Column 3
Industrial Track - Column 5

Automatic highway crossing protection equipped with automatic flashing lights and short armed gates with manual interruption of automatic protection on No. 1 and No. 2 tracks at Bowman Street, in service. Column 4, Special Instruction 1103-A1, applies.

Special Instruction 1103-A1, Page 77, changed.

**(n) E & A BRANCH
COVERTS**

Turnout leading to Coverts yard and Walford Secondary track, out of service.

**(o) E & A BRANCH
DIVISION STREET — MOSIER**

Girard Yard out of service. Numbers 1 and 2 Industrial tracks and eastward and westward storage tracks, remain in service.

**(p) BAYARD BRANCH
CLARK**

Crossover located at Clark between No. 1 and No. 2 tracks. out of service.

C. W. OWENS
General Manager