



PITTSBURGH DIVISION

Northern Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



SAFETY

IS

OUR

KEYSTONE

Job Safety Briefings are the Key

PITTSBURGH DIVISION TIMETABLE

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**NORFOLK SOUTHERN DIVISION HEADQUARTERS
TRAIN DISPATCHERS OFFICE
425 HOLIDAY DRIVE
PITTSBURGH, PA 15220**

Assistant Superintendent — Train Operations	Microwave 444-7067	Bell 412-893-7067
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Chief Dispatcher	Microwave 444-7207	Bell 412-893-7207
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Assistant Chief Dispatcher	Microwave 444-7210	Bell 412-893-7210
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Assistant Chief Dispatcher	Microwave 444-7408	Bell 412-893-7408
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Altoona East Dispatcher	Microwave 444-7404	Bell 412-893-7404
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Cleveland Line Dispatcher	Microwave 444-7186	Bell 412-893-7186
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Conway Terminal Dispatcher	Microwave 444-7215	Bell 412-893-7215
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Mon Valley Dispatcher	Microwave 444-7452	Bell 412-893-7452
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Pittsburgh East Dispatcher	Microwave 444-7212	Bell 412-893-7212
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Pittsburgh West Dispatcher	Microwave 444-7233	Bell 412-893-7233
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Youngstown Line Dispatcher	Microwave 444-7180	Bell 412-893-7180
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PITTSBURGH DIVISION TIMETABLE

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:

- Ⓐ — Automatic Interlocking
- Ⓒ — Controlled Interlocking
- ⒸP — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- ⒸB — Drawbridge
- RM — Dual Controlled Switch
- - - - — Foreign R.R.
- Frt. — Freight Trains
- Jct. — Junction
- Ⓒ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- ⒸL — Yard Limit

Train Inspection Detectors:

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

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

PITTSBURGH DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = B-23-7, GP-38, GP-38-2, GP-38-AC, GP-40
2 = B-30-7A, B-36-7, B-40-2, D8-32-B, GP-40X, GP-49, GP-50,
GP-59, GP-60
3 = C-30-7, SD-40, SD-40-2
4 = C-36-7, SD-50
5 = C-39-8, D8-40-C, D9-40-C, D9-40-CW, SD-60, SD-70
6 = C-44-AC, C-60-AC, C-90-AC, SD-70-MAC, SD-80, SD-80-MAC,
SD-90-MAC

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Signaled Sidings, Controlled Points, and Controlled Interlockings. All Controlled Sidings listed in the Pittsburgh Division Timetable are in charge of Train Dispatcher/Control Operator unless otherwise noted.

E. DIVISION SPECIAL INSTRUCTIONS

All Pittsburgh Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- PB-GR-13-1 — Refers to NS Operating Rule GR-13.
- PB-L-236-1 — Refers to NS-1 Rule L-236.
- PB-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
 - NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
 - PB indicates the Special Instruction is specific to the Pittsburgh Division.

PITTSBURGH DIVISION TIMETABLE

STATION PAGES

LINES	Milepost	Page
Cleveland...(CLEL)	RD 0.0 – RD 85.9.....	4–9
Conemaugh...(CONL)	LC 0.0 – LC 77.9.....	10–14
Fort Wayne...(FORL)	PC 0.0 – PC 188.7	15–29
Lake Erie District	B 6.5 – B 172.0	30–39
Meadville...(MEAL)	MI 105.5 – MI 150.8	40–44
Mon...(MONL).....	ML 0.0 – ML 85.7	45–52
Pittsburgh...(PITL)	PT 118.9 – PT 353.3.....	53–77
River...(RIVL)	RO 0.0 – RO 58.4	78–82
Youngstown...(YOUL)	YG 0.0 – YG 97.2	83–90

BRANCHES

Keystone...(KEYB).....	KB 0.0 – KB 15.8	91–92
Manor...(MANB).....	MG 0.0 – MG 14.6	93–95
Miracle Run...(MIRB).....	YN 0.0 – YN 6.1	96–97
Port Perry...(PORB)	JP 0.0 – JP 2.9.....	98–99
Waynesburg Southern...(WAYB)	WY 1.0 – WY 27.3.....	100–103

SECONDARY TRACKS

Captina...(CAPS)	OP 0.0 – OP 15.7.....	104–105
Cove...(COVS)	JK 0.0 – JK 6.0.....	106–107
Ellsworth...(ELLS).....	EL 0.0 – EL 19.4	108–109
Koppel...(KOPS)	KR 81.2 – KR 87.5	110–111
Lordstown...(LORS).....	RZ 0.0 – RZ 38.0	112–114
Loveridge...(LOVS).....	LR 0.0 – LR 79.6.....	115–119
Niles...(NILS)	NJ 11.9 – NJ 30.8	120–121
No. 2...(TWOS)	PT 232.4 – PT 234.0.....	122–123
South Fork...(SOUS)	SY 0.0 – SY 31.3	124–126
Weirton...(WEIS).....	WR 49.5 – WR 39.7	127–128

TERMINALS

Altoona	129
Ashtabula.....	130
Conway.....	131–136

CLEVELAND LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<p>The diagram shows a vertical track layout. At the top, a horizontal line labeled 'FORL' branches into two tracks labeled '2' and '1'. These tracks run vertically down to a section labeled 'MAIN'. From the 'MAIN' section, the tracks continue down, with track '2' having a dashed section. A siding labeled 'RIVL R.T.' branches off to the right from track '1'. At the bottom, the tracks converge back into two tracks labeled '2' and '1'. A horizontal siding labeled 'FORL' branches off to the left from track '1' near the bottom. A vertical siding labeled '11400' is shown between tracks '2' and '1' in the lower-middle section.</p>			CLEVELAND LINE DISPATCHER AAR-64 [143]	
		RD 0.0	ROCHESTER [RM] [CP] (Fort Wayne Line)	
		RD 8.7	DED-HCD (18'10")	
		RD 11.0	Midland	
		RD 11.9	Midsteel	
		RD 14.6	PA/OH State Line	
		RD 21.0	DED (<i>Wellsville</i>)	
		RD 23.4	Wellsville	
		RD 25.3	YELLOW CREEK [RM] [CP] (River Line)	
		RD 26.5	RIVER [RM] [CP] (Yellow Creek R.T.)	
		RD 36.7	ROGERS	
		RD 37.4	HBD-DED-1 (<i>Salienville</i>)	
		RD 42.7	SHALE [RM] [CP] RD 48.2 DED (<i>Kensington</i>)	
		RD 54.4	BAYARD	
		RD 58.0	MOULT	
		RD 58.0	HBD-DED-HCD (18'10") (<i>Moultrie</i>)	
		RD 64.6	Home Spring Switch	
		RD 66.0	MAHONING (Mahoning Siding)	
		RD 66.9	ALLIANCE [RM] [C] (Fort Wayne Line)	
		RD 73.3	CP-73 [CP]	
	RD 81.0	HBD-DED (<i>Rootstown</i>)		
	RD 85.9	CP-86 [RM] [CP] Division Post (Dearborn Div.)		

1

CLEVELAND LINE

STATION PAGE INFORMATION

NOTE 1: Eastward trains must not pass Bayard without verbal permission of the Train Dispatcher/Control Operator regardless of aspect displayed at Bayard.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Rochester and Yellow Creek		251-East	251-West
Yellow Creek and River	261		
River and Shale		251-East	251-West
Shale and Bayard	261		
Bayard and Alliance	171		
Alliance and CP-86		261-CSS	261-CSS

Tracks are numbered from South to North.

NOTE: Between Alliance and CP-86, **Cab Signal Rules, except Rules 554 and 556,** are in effect.

2. MAXIMUM SPEEDS — PASSENGER

Between	Main 1 Track	Main 2 Track	Other Tracks
	MPH		
Alliance and CP-86	79	79	
Except:			
Alliance to MP RD 68.0	40	40	
MP RD 68.0 to MP RD 69.2, Head End Only	60	60	
MP RD 69.6 to MP RD 69.7		75	
MP RD 71.4 to MP RD 72.6	75	75	
MP RD 72.6 to MP RD 73.4, Head End Only	60	60	
MP RD 74.4 to MP RD 74.8		75	
MP RD 74.8 to MP RD 75.0	75	75	
MP RD 75.5 to MP RD 76.6	60	60	
MP RD 79.6 to MP RD 79.9	75	75	
MP RD 80.2 to MP RD 80.7	70	70	
MP RD 80.7 to MP RD 83.4	60	60	
MP RD 83.4 to MP RD 83.7	65	65	
MP RD 84.3 to MP RD 85.3	60	60	

CLEVELAND LINE

2. MAXIMUM SPEEDS — FREIGHT

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	MPH			
Rochester and MP RD 24.0		40	40	
Except:				
MP RD 12.0 to MP RD 13.1		10	10	
MP RD 18.0 to MP RD 19.0		35	35	
MP RD 24.0 and Yellow Creek		35	35	
Yellow Creek and River	35			
Except:				
Yellow Creek	20			
River and Shale		35	10	
Except:				
MP RD 42.0 to MP RD 36.0 on Main 1 Track, Eastward Solid Bulk Commodity Trains		25		
Shale and Bayard	40			
Bayard and Alliance	40			
Except:				
MP RD 54.4 to MP RD 56.9	30			
MP RD 64.6 to MP RD 66.9	30			
Mahoning Siding				10
Cleveland Line Main Track to Fort Wayne Line, Main 1 Track	25			
Cleveland Line Main 1 and Main 2 Tracks to Fort Wayne Line, Main 1 and Main 2 Tracks		40	40	
Alliance and CP-86		60	60	
Except:				
MP RD 67.0 to MP RD 68.0		40	40	

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Rochester to Yellow Creek	2180	3040	3110	3880	4810	7179
Yellow Creek to CP-86	4650	6510	6570	7840	9740	15346
Eastward						
CP-86 to Yellow Creek	2300	3210	3280	4090	5070	7578
Yellow Creek to Rochester	5240	7350	7390	8720	10850	17810

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Cleveland Line — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

CLEVELAND LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. KENSINGTON MINE TIPPLE

Engines are permitted under tipple provided tipple is up and in retracted position.

C. TRAILING TONNAGE RESTRICTIONS — *RAILRUNNER* EQUIPMENT*

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Cleveland Line	Alliance and CP-86	2,100	2,100	3,100

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

D. TRAILING TONNAGE RESTRICTIONS — *ROADRAILER TRAILERS*

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More (Note 2)
Cleveland Line	Alliance and CP-86	2,500	3,200	4,800 (Note 2)

NOTE 1: Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

NOTE 2: Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

6. SWITCHES AND DERAILS

A. SPRING SWITCH

Switch Located at	Connecting	With	Normal Position is for Movement
MP RD 64.6 Spring Switch	Cleveland Line	Siding	Cleveland Line

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signalized territory for use in identifying switches by name as required by **Rule GR-39**:

- MP RD 55.2 — Bayard
- MP RD 55.65 — Rinker
- MP RD 60.95 — Homeworth
- MP RD 64.6 — East Mahoning Siding
- MP RD 66.15 — Mahoning Siding Crossover
- MP RD 66.2 — Alliance Castings

CLEVELAND LINE

6. SWITCHES AND DERAILS (CONT.)

C. ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
RD 53.8	Hoops Fertilizer
RD 75.1	Atwater Switch
RD 80.2	Wicks Lumber
RD 82.6	Ohio Edison
RD 86.2	Black Horse

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Midsteel	64
Yellow Creek	64
New Salisbury	64
Shale	64
Bayard	64
Alliance	64
Ravenna	64

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. HIGHWAY CROSSINGS

1. MP RD 9.2

Trains must not block private crossing at MP RD 9.2.

2. MP RD 23.4

Trains must not block highway crossing at MP RD 23.4.

3. MP RD 84.3

Trains must not block private crossing at grade at MP RD 84.3.

4. Alliance

Eastward trains approaching Alliance must communicate with the Train Dispatcher if the train is not cleared through Alliance. If train is to be held, it must not block private road crossing at MP RD 70.07, between the hours of 2:00 P.M. and 4:00 P.M., Monday through Friday. Trains must stop at Moff Road, MP RD 76.36, if train length would block private crossing at MP RD 70.07.

CLEVELAND LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Yellow Creek (E)	River and Branch	Dispatcher	15 MPH

C. RIVER — SHALE

Main 2 Track is out of service between River and Shale.

D. SOLID BULK COMMODITY TRAIN HANDLING INSTRUCTIONS

Supplementary Instructions to apply in handling solid bulk commodity trains between Shale and MP RD 32.8:

Trains having engine equipped with operative pressure-maintaining feature:

Retaining valves will not be used on trains with equipped engines.

Trains having engine that has neither dynamic brake nor pressure-maintaining feature:

Retaining valves must be set in high pressure position, beginning at the head end, on 30% of the number of cars in the train. Conductor must know that the retaining valves are in the proper position and so inform Engineer before passing Shale. Eastward trains required to set retainers at Shale must stop with entire train west of Shale before setting retainers.

Trains having engine equipped with inoperative pressure-maintaining feature:

Trains must have retaining valves set in slow direct exhaust position, beginning at the head end, on 25% of the number of cars in train. When retaining valves are used in slow direct exhaust position, and it is known that the engine has inoperative pressure-maintaining feature, retainers should be set before passing Bayard, MP RD 54.4, and need not be placed in direct release again until the train arrives at destination.

If the pressure-maintaining feature fails, and the dynamic brake is inoperative, instructions governing trains with non-equipped engines will apply.

E. CAB SIGNAL EXCEPTIONS

Locomotives not equipped with Cab Signals may operate between Alliance and Drawbridge as follows:

1. Work trains, wreck trains, and ballast cleaners to and from work;
2. Engines moving to and from shops; and
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 MPH.

CONEMAUGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		LC 0.0	CONWAY TERMINAL DISPATCHER AAR-46 [144] CONPIT (Pittsburgh Line) (CP)	
		LC 0.1	HCD (17'9") (<i>Conpit</i>)	
		LC 8.9	TOMS (CP)	
		LC 10.5	ALUM (Blairsville I.T.) (CP)	
		LC 11.4	Blairsville	
		LC 13.0	BLAIR (RM) (CP)	
		LC 14.2	HBD-DED-HWD (<i>Blairsville</i>)	
		LC 18.3	Tunnelton	
		LC 24.3	SALTS (Keystone Branch) (RM) (CP)	
		LC 27.9	HBD-DED (<i>Avonmore</i>)	
		LC 34.3	APOLLO (CP)	
		LC 36.5	DED (<i>Vandergrift</i>)	
	6300	LC 44.5	LEECH (CP)	
		LC 47.8	KISKI (RM) (CP)	
		LC 48.3	(Freeport I.T.)	
		LC 48.5	HBD-DED (<i>Freeport</i>)	
	SS	LC 49.8	HARRIS (CP)	
	8000	LC 51.4	BEALE (RM) (CP)	
				1

CONEMAUGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	3680	LC 56.4	CONWAY TERMINAL DISPATCHER AAR-46 [144]	
		LC 56.5	DED (<i>Tarentum</i>)	
		LC 60.7	West Tarentum	
		LC 66.8	Springdale	
		LC 71.0	HBD-DED (<i>Glenover</i>)	
	SS 7020	LC 71.0	SHARP [RM] (CP)	
		LC 72.4	ETNA (CP)	
		LC 75.9	ETNA (101 and 102 I.T.) (CP)	
		LC 77.2	HERR (CP)	
		LC 77.2	Federal Street	
	LC 77.9	PENN (CP)		
		(Fort Wayne Line)		

STATION PAGE INFORMATION

NOTE 1: Norfolk Southern Railroad owns 3,512 feet of track from the switch to where the Buffalo & Pittsburgh Railroad ownership begins. The track between the Conemaugh Line and B&P R.R. is now designated the Freeport Running Track, controlled by the Conway Terminal Dispatcher, **Rule 137** is in effect.

Before entering the Buffalo & Pittsburgh Railroad all crews are responsible for contacting the B&P Dispatcher to receive the appropriate authority to occupy their Main Track.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track	Other Tracks
	Rules			
Conpitt and Toms	261-CSS			
Toms and Blair		261-CSS	261-CSS	
Blair and Kiski	261-CSS			
Kiski and Sharp	261			
Sharp and Penn		261	261	
Signaled Sidings				261

Tracks are numbered South to North.

NOTE: Between Conpitt and Kiski, **Cab Signal Rules, except Rules 554 and 556,** are in effect.

CONEMAUGH LINE

2. MAXIMUM SPEEDS

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	MPH			
Conpitt and Toms	35			
Except:				
MP LC 1.4 to MP LC 1.6, Curves	30			
MP LC 3.0 to MP LC 3.3, Curves	20			
MP LC 4.0 to MP LC 4.6, Curves	30			
MP LC 6.7 to MP LC 7.0, Curves	30			
Toms and Blair		40	40	
Except:				
MP LC 10.6 to MP LC 11.2, Curve		30	30	
Blair and MP LC 20.5	40			
MP LC 20.5 and Harris	35			
Except:				
MP LC 29.0 to MP LC 30.8, Curves	30			
MP LC 36.8 to MP LC 39.9, Curves	30			
MP LC 41.0 to MP LC 41.5, Curves	30			
Kiski, Wye Tracks				10
Harris and Beale	35			
Except:				
Signaled Siding				10
Beale and Sharp	40			
Except:				
MP LC 57.9 to MP LC 58.1, Curves	30			
MP LC 62.5 to MP LC 62.6, Curves	35			
Sharp and MP LC 76.8		40	40	
Except:				
Sharp to Etna, Signaled Siding				10
MP LC 76.8 and Penn		20	20	

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 LC 40.0 to MP LC 41.0
MP LC 63.0 to MP LC 64.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Conpitt to Penn	5240	7350	7390	8720	10850	17810
Eastward						
Penn to Conpitt	5240	7350	7390	8720	10850	17810

CONEMAUGH LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Conemaugh Line — 286,000 lbs.

B. LOCATION OF ENGINE RESTRICTIONS

6-axle engines are prohibited on the east leg of Wye at Kiski except when moving as a single unit.

6. SWITCHES AND DERAILS

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
LC 20.1	Atlas Powder
LC 24.1	Jiffy Steak
LC 37.2	Wean United
LC 48.4	P&S Inside Switch
LC 53.4	Thompson
LC 56.4	Tarentum Yard Inside Switch
LC 56.9	Greco
LC 57.0	Higgins Inside Switch
LC 58.5	Pitt-Penn Ohio
LC 60.8	Springdale
LC 61.1	Lampus
LC 68.6	Paper Craft
LC 69.4	Pittsburgh Water

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Heshbon (Blairsville I.T.)	46
Blair	46
Saltsburg	46
Avonmore	46
Vandergrift	46
Kiski	46
Natrona	46
Shelocta	46
Springdale	46
Etna	50

8. DETECTOR INSTRUCTIONS

None.

CONEMAUGH LINE

9. DISTRICT INSTRUCTIONS

A. FREEPORT I.T.

Industrial Track	Between	In Charge of	Restricted Speed not exceeding
Freeport	MP LC 48.3 and B&P R.R.	Dispatcher	10 MPH

B. FLASH FLOOD ALERT — HIGH WATER

1. Whenever the Dispatching Office receives a report from a Weatherbank of a flash flood alert for Blairsville or Indiana County, the Train Dispatcher/Control Operator is to place a Restricted Speed order from MP LC 11.0 to MP LC 12.0 to all trains "Comply with **System TTSI F-1** should high water be encountered".

The Train Dispatcher/Control Operator must notify the Engineering Department to respond to the area. They will assess the situation and determine whether the speed restriction needs to be maintained, adjusted or removed. The Engineering Department will monitor the situation until the flash flood alert has passed.

2. Crews serving Indiana 22 are not to leave standing cars east of sign at MP LC 11.6.

C. CAB SIGNAL EXCEPTIONS

The following exceptions are authorized for trains and engines not equipped with cab signals:

1. Wire, work and wreck trains, ballast cleaners to and from work.
2. Engines to and from shop.
3. Engines used in switching and transfer service, yard engines with or without cars, not exceeding 20 MPH, between:
Kiski and Conpit

D. BLAIRSVILLE I.T.

Blairsville I.T. controlled by the Train Dispatcher/Control Operator between MP JM 0.0 and MP JM 3.0.

HIGHWAY GRADE CROSSING PROTECTION ON BLAIRSVILLE I.T. — Push buttons to interrupt Highway Grade Crossing Protection at Market Street, MP JM 0.9, installed on side of signal case.

FORT WAYNE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
		PC 0.0	WEST PITT (Pittsburgh Line)	
		PC 0.9	Federal Street	
			CONWAY TERMINAL DISPATCHER AAR-46 [144]	
		PC 1.8	PENN (Conemaugh Line) (CP)	
		PC 2.0	DED (<i>Penn</i>)	
		TJ 0.0	(Island Conn.)	
		PC 2.7	Island Avenue	
		PC 4.8	BELL (Mon Line) (RM) (CP)	
		PC 11.9	HBD-DED-HCD (17'10") (<i>Sewickley</i>) (HCD for Eastward trains only)	
		PC 12.5	Sewickley	
		PC 15.0	LEETS (CP)	
		PC 18.4	DED (<i>Ambridge</i>)	
		PC 20.8	EAST CONWAY (CP)	4
		PC 21.7	BADEN (CP)	1, 4
		PC 22.6	Conway Yard	
		PC 23.9	FREEDOM (RM) (CP)	2, 4
		PC 24.5	WEST CONWAY AAR-64 (RM) (CP)	4
			CLEVELAND LINE DISPATCHER AAR-64 [143]	
		PC 25.9	ROCHESTER (Cleveland Line) (Youngstown Line) (RM) (CP)	
	PC 30.5	HBD-DED (<i>Beaver Falls</i>)		
	PC 34.8	WOOD (Koppel Sec.) (RM) (CP)		
	PC 39.8	DED (<i>New Galilee</i>)		

FORT WAYNE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CLEVELAND LINE DISPATCHER AAR-64 [143]	
		PC 45.3	ENON CP	
		PC 48.8	PA/OH State Line	
		PC 49.8	HBD-DED (<i>East Palastine</i>)	
		PC 57.5	LUM RM CP	
		PC 60.8	DED (<i>Columbiana</i>)	
		PC 69.0	HBD-DED (<i>Salem</i>)	
		PC 73.5	MURPH RM CP	
		PC 79.6	HBD-DED (<i>Sebring</i>)	
		PC 83.2	ALLIANCE C (Cleveland Line)	
			PITTSBURGH WEST DISPATCHER AAR-64 [142]	
		PC 89.4	HBD-DED (<i>Maximo</i>)	
		PC 96.8	FAIRHOPE CP	
		PC 98.0	Canton Yard AAR-46	
		PC 101.3	WANDLE A (W&LE Crossing)	
		PC 101.7	Canton	
		PC 105.4	REED CP	
		PC 109.5	HBD-DED (<i>Massillon</i>)	
		PC 110.7	MACE RM CP (Corman Crossing)	
		PC 115.2	DED	
	PC 124.0	ORR RM CP		
	PC 129.5	HBD-DED (<i>Smithville</i>)		
	PC 138.0	BIG RUN RM CP		
	PC 146.5	HBD-DED (<i>Big Prairie</i>)		
	PC 153.6	DED		
	PC 157.4	MOHICAN CP		

FORT WAYNE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH WEST DISPATCHER AAR-64 [142]	
		PC 163.8	HBD-DED (<i>Melco</i>)	
		PC 169.6	LUCAS [RM] (CP)	
		PC 171.5 PC 174.3	DED-1 Lynch	
		PC 174.8	MANS [RM] (CP) (Harding I.T.)	
		PC 175.7	WEST MANS (C) (ASRY Crossing)	
		PC 182.6	HBD-DED (<i>Toledo Junction</i>)	
		PC 188.2	EAST CREST [RM] (CP) (CSXT Indianapolis Line)	
		PC 188.6	Crestline	
		PC 188.7	CREST (C) (CSXT Indianapolis Line)	3

STATION PAGE INFORMATION

- NOTE 1:** Controlled Point is in service on Main 1 Track only.
- NOTE 2:** Controlled Point is in service on Main 2 Track only.
- NOTE 3:** Crest controlled by the CSXT Columbus Line Dispatcher, Indianapolis, IN. Columbus Line Dispatcher is AAR-46, Telephone No. 8-531-4265 or Bell No. 317-267-4265.
- NOTE 4:** Remotely Controlled by East Conway.

FORT WAYNE LINE

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	Rules				
West Pitt and Penn		261	261		
Penn and Isle, Island Connecting Track	261				
Penn and Bell		261	261	261	Main 4 261
Bell and Leets		261	261	261	
Leets and East Conway		261	261	261	Main 4 261
East Conway and Rochester		261	261		
West Conway and Rochester					SS 261
Rochester and Alliance		261- CSS	261- CSS		
Alliance and Mace		261	261		
Mace and Orr	261				
Orr and Big Run		261	261		
Big Run and Mohican	261				
Mohican and East Crest		261	261		
Crestline Connecting Track	261				
East Crest and Crest	261				

Tracks are numbered from South to North.

NOTE: Between Rochester and Alliance, **Cab Signal Rules, except Rules 554 and 556**, are in effect.

FORT WAYNE LINE

2. MAXIMUM SPEEDS — PASSENGER

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Main 4 Track
Between	MPH				
West Pitt and Penn		30	30		
Except:					
MP PC 0.3 to MP PC 0.6		25	25		
MP PC 1.0 to MP PC 1.3		25	25		
Penn and Isle, Island Connecting Track	20				
Except:					
MP TJ 0.0, No. 10 Turnout	15				
Penn and Bell		50	50	50	50
Bell and Leets		79	60	79	
Except:					
MP PC 6.1 to MP PC 6.9		70	50	70	
MP PC 6.9 to MP PC 7.1		70	50	55	
MP PC 7.1 to MP PC 7.8		70	50	70	
MP PC 10.0 to MP PC 10.5		70	50	70	
MP PC 10.5 to MP PC 11.6		70	50	70	
MP PC 12.3 to MP PC 12.9		60	50	65	
MP PC 12.9 to Leets		70	50	70	
Leets and East Conway		79	79	79	79
Except:					
Leets to MP PC 15.4		70	50	70	
MP PC 16.0 to MP PC 17.0		70	60	60	70
MP PC 17.6 to MP PC 18.4		70	60	60	70
MP PC 19.8 to MP PC 20.3		60	60	60	70
East Conway and Rochester		79	79		
Except:					
MP PC 23.0 to MP PC 23.3		60	60		
MP PC 23.3 to MP PC 24.0		65	65		
MP PC 24.0 to MP PC 25.5		40	50		

FORT WAYNE LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

Between	Main 1 Track	Main 2 Track
	MPH	
Rochester and Wood	79	79
Except:		
Rochester to MP PC 26.4	35	35
MP PC 27.1 to MP PC 27.4	65	70
MP PC 27.4 to MP PC 27.8	60	60
MP PC 28.6 to MP PC 29.1	60	60
MP PC 29.4 to MP PC 31.1	55	55
MP PC 31.5 to MP PC 32.7	60	60
MP PC 32.7 to MP PC 33.1	50	50
MP PC 33.1 to MP PC 33.4	65	70
MP PC 33.4 to MP PC 34.0	55	55
MP PC 34.0 to Wood	40	40
Wood and Enon	79	79
Except:		
Wood to MP PC 35.7	40	40
MP PC 35.7 to MP PC 37.0	50	45
MP PC 37.0 to MP PC 39.5	40	40
MP PC 39.5 to MP PC 40.0	35	35
MP PC 40.0 to MP PC 40.7	50	50
MP PC 41.5 to MP PC 42.0	60	75
MP PC 42.0 to MP PC 42.5	40	40
MP PC 42.5 to MP PC 43.0	55	55
MP PC 44.2 to MP PC 44.9	55	55
MP PC 44.9 to Enon	40	40
Enon and Lum	79	79
Except:		
Enon to MP PC 45.9	45	45
MP PC 46.2 to MP PC 47.0	50	50
MP PC 47.0 to MP PC 48.0	45	45
MP PC 48.8 to MP PC 50.3	50	50
MP PC 50.8 to MP PC 51.5	55	55
MP PC 51.5 to MP PC 52.1	70	70
MP PC 52.5 to MP PC 53.9	65	65
MP PC 54.2 to MP PC 54.5	70	70
MP PC 54.9 to MP PC 55.1	75	75
MP PC 55.1 to MP PC 55.5	70	70
MP PC 56.2 to Lum	70	70
Lum and Alliance	79	79
Except:		
MP PC 58.0 to MP PC 58.8	75	75
MP PC 58.8 to MP PC 59.3	70	70
MP PC 59.3 to MP PC 61.5	65	65
MP PC 61.5 to MP PC 67.7	50	50
MP PC 68.2 to MP PC 68.4	55	55
MP PC 68.4 to MP PC 69.0	50	50
MP PC 69.0 to MP PC 70.9	60	60
MP PC 71.5 to MP PC 72.2	45	45
MP PC 72.2 to MP PC 72.6	50	50
MP PC 72.9 to MP PC 73.2	70	70
MP PC 74.0 to MP PC 74.5	70	70
MP PC 74.5 to MP PC 74.9	55	55
MP PC 76.4 to Alliance	70	70
Alliance Interlocking	40	40

FORT WAYNE LINE

2. MAXIMUM SPEEDS — FREIGHT

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	MPH			
West Pitt and Penn	20	20		
Penn and Bell	40	40	40	Main 4 40
Penn and Isle, Island Connecting Track				Main 20
Except: MP TJ 0.0, No. 10 Turnout				Main 15
Bell and Leets	60	50	60	
Except: MP PC 5.0 to MP PC 7.0, Eastward with over 240 axles	50			
MP PC 6.9 to MP PC 7.1			55	
MP PC 8.0 to MP PC 9.0, Westward with over 240 axles			55	
MP PC 12.3 to MP PC 12.9	55			
Leets and MP PC 20.3	60	50	50	Main 4 60
MP PC 20.3 and MP PC 23.0	60	60		
Except: MP PC 20.8 to MP PC 22.0, Westward with over 240 axles		55		
MP PC 22.0 to MP PC 23.0, Westward		50		
MP PC 22.0 to MP PC 23.0, Westward with over 240 axles		45		
Conway Yard — All Tracks				
Restricted Speed not exceeding				10
Light engine movements — 5-Hump Scale				5
Road and yard locomotives equipped with snowplows must not exceed 5 MPH when operating through retarders on 5-Hump.				
MP PC 23.0 and MP PC 34.0	50	50		
Except: Signaled Siding				30
MP PC 24.0 to MP PC 24.6	35	40		
MP PC 24.6 to MP PC 25.7	40	40		
MP PC 25.7 to MP PC 26.5	30	30		
MP PC 29.25, 1st Curve West of Bridge	45	45		
MP PC 33.0, Curve	45	45		
MP PC 34.0 and MP PC 40.0	35	35		
MP PC 40.0 and MP PC 49.5	50	50		
Except: MP PC 42.0 to MP PC 42.5	40	40		
MP PC 44.5 to MP PC 45.7	40	40		
MP PC 45.7 to MP PC 48.0	45	45		
MP PC 49.5 and MP PC 61.5	60	60		
Except: MP PC 49.5 to MP PC 51.5	50	50		
MP PC 59.0 to MP PC 61.5	50	50		
MP PC 61.5 and MP PC 69.0	50	50		
Except: MP PC 64.2 to MP PC 66.7	45	45		
MP PC 69.0 and Fairhope	60	60		
Except: MP PC 71.5 to MP PC 72.5	45	45		
MP PC 75.0, 1st Curve East	50	50		

FORT WAYNE LINE

2. MAXIMUM SPEEDS — FREIGHT (CONT.)

Between	Main Track	Main 1 Track	Main 2 Track	Other Tracks
	MPH			
Alliance Interlocking		40	40	
Fort Wayne Line Main 1 and Main 2 Tracks to Cleveland Line Main 1 and Main 2 Tracks		40	40	
Fort Wayne Line Main 1 Track to Cleveland Line Main Track		25		
Fairhope and MP PC 100.0		60	60	
Except: MP PC 99.0 to MP PC 100.0, Westward over 240 axles		55	55	
MP PC 100.0 and MP PC 103.0		30	30	
MP PC 103.0 and Mace		50	50	
Except MP PC 109.5 to MP PC 110.0		40	40	
Mace and Orr	60			
Orr and Big Run		60	60	
Except: MP PC 129.5 to MP PC 136.0		35	35	
Big Run and Mohican	60			
Except: MP PC 144.0 to MP PC 146.5		50		
MP PC 150.0 to MP PC 150.5		50		
MP PC 153.0 to MP PC 154.5		50		
Mohican and MP PC 174.3		60	60	
Except: MP PC 164.7 to MP PC 165.8		45	45	
MP PC 167.5 to MP PC 168.5		50	50	
MP PC 174.3 and Mans		50	50	
Mans and MP PC 176.0		40	40	
MP PC 176.0 and East Crest		60	60	
East Crest and 75, Crestline Connecting Track	30			
Crest, Wye Track				10
East Crest and Crest	30			
Harding I.T., Restricted Speed not exceeding				15

FORT WAYNE 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 PC 8.0 to MP PC 9.0
 MP PC 36.0 to MP PC 37.0
 MP PC 56.0 to MP PC 57.0
 MP PC 86.0 to MP PC 87.0
 MP PC 113.0 to MP PC 114.0
 MP PC 177.0 to MP PC 178.0
 MP PC 166.0 to MP PC 167.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Conway to Crest	2180	3040	3110	3880	4810	7179
Eastward						
Crest to Conway	2070	2880	2950	3700	4580	6892

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Island Connecting Track — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

East of Alliance — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

EXCEPTION: Clark Curve, MP PC 1.20, North side of
Pittsburgh — Maximum Speed: 10 MPH

West of Alliance — 286,000 lbs.

FORT WAYNE LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

1. Multi-level cars
 - Empty and weighing less than 50 tons
2. Intermodal single-platform cars
 - Empty
 - Loaded with empty trailers or containers
3. 85-foot-long or longer flats
 - Empty
 - Not loaded with at least one (1) loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least one (1) loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two (2) loaded trailers or containers, the car will be restricted either one of the loaded trailers or containers spans both drawbar connected 89-foot platforms.

*RTTX cars in 165000 series
5. Intermodal single-axle truck flatcar
 - Empty
 - Loaded with empty trailers or containers
6. Single-platform double-stack (well) cars
 - Not loaded with one (1) or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one (1) or more loaded or empty container(s) or trailer(s)
8. Multiple-unit articulated double-stack (well) cars or articulated single-platform (spine) cars
 - Empty
 - Not loaded in accordance with Appendix 1 in the System Timetable

APPENDIX 1 of the System Section, Timetable No. 1, in effect at 12:01 AM, Monday, August 4, 2008, is amended for the Pittsburgh Division as follows:

NOTE: Loading configurations shown refer to articulated cars and not to drawbar-connected equipment.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Fort Wayne Line	West Pitt and Wood	13,500	13,300
	Wood and Alliance	12,300	12,000
	Alliance and Crestline	12,500	12,400
	Crestline and Fort Wayne	19,100	20,000

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Fort Wayne Line	West Pitt and Alliance	2,100	2,100	3,100

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

FORT WAYNE LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. TRAILING TONNAGE RESTRICTIONS — ROADRAILER TRAILERS

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Fort Wayne Line	West Pitt and Alliance	2,500	3,200	4,800 (Note 2)

NOTE 1: Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

NOTE 2: Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

6. SWITCHES AND DERAILS

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
PC 2.8	Island Avenue Yard
PC 13.0	Sewickley Team Track
PC 26.9	West Rochester
PC 39.9	Hot Top
PC 47.4	NVR
PC 49.2	Kenmar
PC 60.6	Boiler Works
PC 61.3	Kaiser's
PC 84.9	Strapex
PC 105.4	Starxtruss
PC 105.8	Century Products
PC 116.8	North Lawrence
PC 129.9	Tyler's
PC 134.9	East Yard
PC 136.3	Cargill Crain
PC 136.4	National Limestone
PC 136.7	Timken
PC 138.1	Big Run
PC 144.9	Shreve
PC 155.2	Merillat
PC 155.6	Landmark
PC 160.8	Pottery
PC 161.6	Step 2
PC 168.2	Union Station
PC 177.3	Luntz
PC 188.4	Oil Track (Crestline Connecting Track)
PC 188.5	Oil Track (Crestline Connecting Track)
LQ 268.9	House Track (Wooster Connecting Track)
TJ 1.0	IS1 to IS2 Crossover (Island Connecting Track)
TJ 1.1	IS1 to Yard (Island Connecting Track)

FORT WAYNE LINE

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Bellevue.....	46
Ambridge.....	46
Rochester.....	64
Wood.....	64
Highland Cut.....	64
E. Palestine.....	64
Leetonia.....	64
Salem.....	64
Alliance.....	64
Canton.....	64
Mace.....	64
Orrville.....	64
Shrieve.....	64
Mohican.....	64
Lucas.....	64
Mansfield.....	64
Crestline Terminal.....	46
Crestline.....	64

8. DETECTOR INSTRUCTIONS

HIGH CAR DETECTOR

HCD at Sewickley is in service for eastward trains only.

Trains with cars in excess of 17'10" in height will actuate the HCD at Sewickley, MP PC 11.9. Trains may proceed contacting the Train Dispatcher/Control Operator prior to passing Bell.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Alliance (E)	Alliance and MP RZ 35.9	Dispatcher	10 MPH
*Reed (W)	Fairhope and Reed	Dispatcher	10 MPH

*Normal position of hand-operated switch at MP PC 96.8 lined for Main 1 East Yard.

B. CAB SIGNAL EXCEPTIONS

The following exceptions are authorized for trains and engines not equipped with cab signals between Rochester and Alliance:

1. Wire trains, work trains, wreck trains and ballast cleaners to and from work.
2. Engines moving to and from shop.
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 MPH.

C. CAB SIGNAL TEST RACKS

Cab Signal Test Racks at other than Terminals:

- MP PC 86.8, Main 1 and Main 2 Tracks
- Canton Yard, No. 49 Track

FORT WAYNE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

D. HIGHWAY CROSSINGS

1. WOOD

Eastward trains being held at Wood must not block the highway grade crossing at MP PC 36.43.

2. HIGHWAY CROSSING AT GRADE

Trains must not block ARMCO Steel Crossing, MP PC 177.2, Mansfield, OH.

3. PRIVATE CROSSING — MP PC 53.6

Crossing must not be blocked. In an emergency when crossing will be blocked more than 10 minutes, crossing must be opened.

E. RAILROAD CROSSING AT GRADE

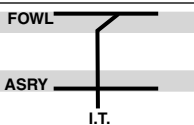
Track cars and M/W equipment must not proceed over railroad crossing at grade until first determining from the CSXT Dispatcher that no movement is approaching the following location:

Fort Wayne Line — Crest

F. MANSFIELD CONNECTING TRACK

Harding I.T. and Harding Yard — MP LQ 269.0 to MP LQ 273.7 is controlled by Yardmaster Mansfield.

G. HARDING CONNECTING TRACK

		LQ 268.8	MANS (Fort Wayne Line)	
		LQ 269.0	SOUTH MANS..... © (ASRY Crossing) (Harding Industrial Track)	

NOTE 1: RULES IN EFFECT

	Main Track
Between	Rules
Harding Connecting Track — MANS and SOUTH MANS	261
Harding Industrial Track — SOUTH MANS and MP LQ 273.7	137
Harding Industrial Track from MP LQ 269.0 and MP LQ 273.7 is controlled by Yardmaster Mansfield.	

NOTE 2: MAXIMUM SPEEDS

	Main Track
Between	MPH
Harding Connecting Track — MANS and SOUTH MANS	15
Harding Industrial Track — Restricted Speed not exceeding	15

NOTE 3: RAILROAD CROSSINGS AT GRADE

MP	Location	Type	Line/R.R.
MP LQ 269.0	SOUTH MANS	Controlled	ASRY

FORT WAYNE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

H. CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. **Ohio Packaging — MP PC 110.0**
Massillon Yard, north side
2. **Wooster — MP PC**
Hill Track between Palmer St. and Bowman St., both sides
3. **Columbiana — MP PC**
Century Container, both sides
4. **Alliance — MP PC**
Hoops Fertilizer, north side
5. **Mansfield — MP PC 177.3**
Tube City, both sides
6. **Orrville — MP PC 124.0**
United Industries, both sides
7. **Canton — MP PC 107.8**
Cloverleaf Cold Storage, south side only
8. **West Conway Interlocking**
Within the limits of West Conway Interlocking, employees are prohibited from riding the north side of equipment on Track 101 Track.
9. **West Conway**
North side of the "O" Track at West Conway and on the south side of the "O" Track at Valvoline.

I. ORRVILLE — J. M. SMUCKERS

Employees must ensure that safety scaffolding and walkway bridges are raised and in the clear before coupling to cars inside building at J. M. Smuckers, MP OZ 36.3.

J. VERBAL PERMISSION — WOOSTER

Trains must not pass Bowman St. and enter Gerstenslager's Track without obtaining verbal permission from the loading forman.

K. ISLAND AVENUE YARD INSTRUCTIONS

Between the hours of 7:00 AM and 11:00 PM, the Pitcairn Yardmaster is in charge of Island Avenue Yard. Between the hours of 11:00 PM and 7:00 AM, the Shire Oaks Yardmaster will be in charge. Trains working at Island Avenue Yard will contact the appropriate Yardmaster on Road Channel 4 (AAR-58).

L. CANTON YARD INSTRUCTIONS

The Canton Yardmaster is on duty between 7:00 AM and 3:00 PM and monitor Road Channel 2 (AAR-64). The Pittsburgh West Dispatcher will relay yard instructions when the Canton Yardmaster is not on-duty.

FORT WAYNE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

M. MOL-DOC

Train and engine service employees ordered to work at Mol-Doc, except locals, are required to call the Yardmaster at Shire Oaks before departing the initial terminal. The Yardmaster at Shire Oaks can be reached at Microwave 8-444-5613 or 412-893-5613. The Yardmaster is to conduct a Job Safety Briefing with the crew and issue a work order. The work order will include the location and number of cars to be pulled or placed.

N. CONWAY YARD

Trains operating on Main 1 Track or Main 2 Track between East Conway and West Conway must sound bell continuously.

O. SIGNALLED SIDING BETWEEN WEST CONWAY AND ROCHESTER

#101 and #102 Signaled Sidings between West Conway and Rochester in charge of Operator at East Conway.

P. MAIN LINE RELAY TRAINS AT CONWAY TERMINAL

1. All Main Line Relay Trains will be coordinated by Conway Terminal Dispatcher and Operator at East Conway. All movements made from Main Track into Yard will be handled through East Conway Operator.
2. All Jitney operations for all Main Line Relay Trains will be coordinated through East Conway Operator, General Yardmaster and Jitney Control.
3. All inbound crews on Relay Trains at Conway must talk with the Operator at East Conway prior to leaving their train.
4. All deadhead crews arriving and reporting for duty at Conway must talk to Asst. Chief Dispatcher West at Microwave 444-7210, Bell 412-893-7210, or Asst. Chief Dispatcher East at Microwave 444-7408, Bell 412-893-7408.

LAKE ERIE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
BSC			YOUNGSTOWN LINE DISPATCHER AAR-76 [141]	
		B 6.5	BLADELL (VL) (CP)	
		B 6.9	EHD (<i>Blasdel, NY</i>)	
BSRR		B 7.0	GB (A)	1
CSXT		B 15.0	TSA (<i>Lakeview, NY</i>)	
		B 15.7	LAKEVIEW (CP)	
SS	11210	B 18.0	EVANS (CP)	
		B 29.5	TSA (<i>Irving, NY</i>)	
		B 32.2	SILVER CREEK (CP)	
SS	18242	B 35.9	SHERIDAN (CP)	
CSXT		B 41.2	AK (A)	1
		B 46.3	TSA (<i>Van Buren, NY</i>)	
		B 52.4	PORTLAND (CP)	
SS	12360	B 54.8	POMFRET (CP)	
		B 59.0	TSA (<i>Westfield, NY</i>)	
		B 63.1	WHITEHOUSE (CP)	
SS	15783	B 66.2	RIPLEY (CP)	
		B 69.6	NY/PA State Line	
		B 72.2	NORTH EAST (CP)	
EECR		B 77.8	TSA (<i>Moorheads, PA</i>)	
SS	7140	B 84.5	WESLEY (CP)	
CSXT JCT.		B 86.1	DEAN (CP)	2
		B 88.4	TSA (<i>Erie, PA</i>)	
		B 91.5	PATERNO (CP)	
		B 92.8	TSA (<i>Esmer, PA</i>)	
SS	7730	B 94.7	ESMER (CP)	
		B 96.3	SWANVILLE (CP)	
		B 97.7	TSA (<i>Fairview, PA</i>)	
		B 101.6	WALLACE (CP)	
SS	6590	B 102.9	GIRARD (CP)	
B&LE JCT.		B 107.5	TSA (<i>Springfield, PA</i>)	
		B 112.3	PA (CP)	
SS	13430	B 113.6	PA/OH State Line	
		B 115.0	WOODWORTH (CP)	
		B 115.9	ORANGE ST. (CP)	

LAKE ERIE DISTRICT

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YOUNGSTOWN LINE DISPATCHER..... AAR-76 [141]	
		B 116.0	CHESTNUT ST. (Conneaut)..... CP	
SS	18725	B 117.2	PARRISH..... CP	
		B 120.8	REED..... CP	
		B 123.7	TSA-HCD (Kingsville, OH)	
		B 128.0	KG..... CP	
NEW CONN. SS ASHTABULA SDG.	10993	B 129.2	NP..... C	1
		B 131.3	SANBORN..... CP	
		B 138.5	TSA (Geneva, OH)	
CSXT JCT. SS	11380	B 141.5	UNIONVILLE..... CP	
		B 143.8	MADISON..... CP	
		B 147.5	DAVIS..... CP	
SS	6562	B 148.8	PERRY..... CP	
FAIRPORT I.T.		B 151.4	TSA (Painsville, OH)	
		B 155.0	PAINSVILLE..... CP	
SS	6459	B 156.3	JACK..... CP	
		B 160.5	MENTOR..... CP	
		B 161.8	JOYCE..... CP	
		B 163.7	DANIELS..... CP	
		B 165.3	WILLOUGHBY..... CP	
CSXT JCT. SS	6250	B 166.6	LEE..... CP	
		B 168.5	TSA (Wickliffe, OH)	
		B 169.1	WICKCLIFFE..... CP	
SS	6976	B 170.5	WAYNE..... CP	
		B 172.0	UD..... Y CP	

STATION PAGE INFORMATION

NOTE 1: Rule 247 does not apply.

NOTE 2: In the event of an undesired emergency application of the brakes while traveling through Erie, PA, between MP B 91.6 and MP B 86.55 and while adjacent to the CSXT Main Tracks, the following procedure must be followed:

Trains operating in this area and experiencing an undesired emergency application of the brakes must immediately switch to CSXT Radio Channel AAR 50-50, and broadcast to all CSXT trains in the area that they are in emergency and the location of their train. Following the distress call, the train and engine crew in charge of the train in emergency must contact the Norfolk Southern Youngstown Line Dispatcher who will be responsible for contacting the CSXT Lakeshore Dispatcher at 518-767-6118 when the train is on the move.

LAKE ERIE DISTRICT

1. RULES IN EFFECT

	Main Track
Between	Rules
Blasdell and UD	261

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP B 6.5 Blasdell and MP B 172.0 UD	60
Except:	
MP B 6.5 Blasdell to MP B 7.0	35
MP B 6.6, Turnout at Blasdell to BSOR	25
MP B 8.9, Connection at Bayview	5
MP B 15.7 to MP B 18.0, Through Turnouts and Siding	25
MP B 30.5 to MP B 31.5, Curves	50
MP B 32.2 to MP B 35.9, Through Turnouts and Siding	25
MP B 40.1 to MP B 42.0, Curves	40
MP B 42.8 to MP B 43.2, Curve	50
MP B 50.1 to MP B 50.4, Curves	40
MP B 52.4 to MP B 54.8, Through Turnouts and Siding	25
MP B 58.5 to MP B 58.7, Curve	50
MP B 63.1 to MP B 66.2, Through Turnouts and Siding	25
MP B 70.2 to MP B 70.5, Curve	50
MP B 71.0 to MP B 71.2, Curve	50
MP B 84.5 to MP B 86.1, Through Turnouts and Siding	10
MP B 86.4 to MP B 89.3	40
MP B 89.8 to MP B 90.8, Through Turnouts and Siding	10
MP B 94.7 to MP B 96.3, Through Turnouts and Siding	25
MP B 96.3 to MP B 96.5, Curve	50
MP B 102.5 to MP B 102.7, Curve	50
MP B 103.3 to MP B 103.7, Curve	50
MP B 104.6 to MP B 104.9, Curve	50
MP B 112.3 to MP B 115.0, Through Turnouts and Siding	25
MP B 115.4 to MP B 115.8 Orange St., Engines Only	25
MP B 115.8, Orange St. to MP B 117.2, Parrish	20
From Conneaut Siding through CSXT Transfer Track to CSXT Main Line	10
MP B 117.2, Crossover Siding to Main	10
All Tracks Conneaut Yard	
MP B 117.2, Transfer	
Restricted Speed not exceeding	10
MP B 117.2 to MP B 120.8, Siding	45
MP B 120.8, Turnout	45
MP B 128.0 to MP B 129.9	35
MP B 129.2, North and South Connecting Tracks	10
MP B 129.2 to MP B 131.3, Through Turnouts and Siding	10
MP B 141.5 to MP B 143.8, Through Turnouts and Siding	25
MP B 153.5 to MP B 153.8, Curve	50
MP B 154.8, Painsville, Liberty St., Engines Only	35
MP B 164.2 to MP B 165.3, Curves	50
MP B 169.0 to MP B 170.0, Wickcliffe, Engines Only	35

NOTE: Unless specified by Timetable or Special Instruction, speed on all Sidings, Yard Tracks, and Turnouts is Restricted Speed not to exceed 10 MPH.

LAKE ERIE DISTRICT

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:

Westward

MP B 12.0 to MP B 13.0
 MP B 20.0 to MP B 21.0
 MP B 122.0 to MP B 123.0

Eastward

MP B 100.0 to MP B 99.0
 MP B 112.0 to MP B 111.0
 MP B 149.0 to MP B 150.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Blasdell to Bellevue	3000	4000	4800	5940	6600	7790
Westward Cleveland to Blasdell	3500	4650	5600	6930	7700	9090

5. LOCOMOTIVE AND CAR RESTRICTIONS

The weight of diesel units and cars is limited as follows:

	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
Between Blasdell and UD	291,000	420,000	263,000	394,500

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS

Hand-operated switches at the following locations are not equipped with electric locks. Trains and engines must not clear on these tracks:

- MP B 22.4 — Angola Stg. Track
- MP B 38.4 — Chemical Process
- MP B 93.7 — Esmer Lumber
- MP B 101.4 — Girard
- MP B 117.3 — CSXT Transfer
- MP B 118.2 — Transplastics
- MP B 138.2 — Geneva, Geneva Spur

LAKE ERIE DISTRICT

6. SWITCHES AND DERAILS (CONT.)

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
B 2.70	26 HT
B 2.70	24 HT
B 2.70	83 HT
B 2.90	Eastbound Crossover
B 2.90	Westbound Crossover
B 3.40	Buffalo & Pittsburgh
B 3.40	67 HT
B 3.40	65 HT
B 3.40	66 HT
B 3.40	64 HT
B 3.40	63 HT
B 22.20	Angola
B 38.80	Chemical Process
B 53.15	Mud Track
B 66.06	Ripley H.T.
B 85.0	EE #1
B 85.49	WE #1
B 85.51	CSX Transfer
B 93.45	84 Lumber
B 102.43	Van Air
B 102.69	E.E. House Track
B 102.70	W.E. House Track
B 115.80	SR10 Crossover
B 115.85	SR9 Crossover
B 116.10	SR404 Main
B 117.29	CSX Transfer
B 118.20	Transplastics
B 138.42	Geneva House Track
B 160.75	East Mentor Lumber
B 160.75	West Mentor Lumber
B 169.75	Cleveland Crane
B 170.30	Chase Brass

LAKE ERIE DISTRICT

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Buffalo	76
Arkwright	76
Westfield.....	76
Pleasant Hill.....	76
Conneaut.....	76
Ashtabula	76
Plainesville	76
Cleveland	76

Location of Locally Controlled Wayside Radio Base Stations

Location	Frequency	Hours
Conneaut Yard	NW 2	Continuous except Saturday, Sunday & Holidays

8. DETECTOR INSTRUCTIONS

A. HEIGHT CLEARANCE DETECTOR

The height clearance detector at Blasdell, New York, MP B 6.9, checks both east and westward trains. Once a train has cleared the detector and no defects have been detected, this radio message will be transmitted twice. "NS DETECTOR MP 6.9 NO DEFECTS." Train may proceed.

When an excessive-height car over 19' 3" has been detected and the train has cleared the detector, the detector will transmit "NS DETECTOR MP 6.9 EXCESSIVE HEIGHT, TRAIN IS RESTRICTED." It will not be necessary to inspect the train if this message is transmitted by the detector. Train receiving this message must advise the Train Dispatcher who must take appropriate action to protect proper routing of the train.

If no defects message has been received before passing the designated radio acknowledgment point (i.e., train length plus approximately 20 car lengths beyond the detector), or detector transmits a "SYSTEM FAILURE" alarm, the entire train must be inspected for excessively high cars and contact the Train Dispatcher/Control Operator for instructions.

B. TSA MP B 88.4 (ERIE)

On all non-critical alarms, trains must reduce to slow speed (not) exceeding 15 MPH and continue pulling until clear of Pittsburgh Avenue (for westward trains) or Downing Avenue (eastward train; **NOTE:** many eastward trains may be able to stop prior to Downing Avenue). As soon as clear of crossings, bring train to safe stop for inspection. For critical alarms, immediately bring train to a safe stop, notify Train Dispatcher/Control Operator to alert CSXT and Erie Police of problem, then inspect train.

C. TSA MP B 97.7

For non-critical alarm eastward trains, reduce speed to slow speed and continue pulling until clear of Walnut Creek Trestle, then stop and inspect train. For critical alarms, immediately bring train to a safe stop, notify Train Dispatcher/Control Operator to alert CSXT and Erie Police of problem, then inspect train.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS

A. ERIE INDUSTRIAL LEAD

1. West 16th Street, located approximately 2,450 feet east of the connecting track switch on the running track, is equipped with manually operated flashers. The flashers are controlled from a control box located on the north end of the relay case, which is located on the southeast side of the crossing. The flashers must be activated before any movement occupies the crossing and must be turned off when the movement is clear of the crossing.
2. Engine is prohibited from occupying Erie Press lead west of the building track switch.
3. All movements are made at Restricted Speed not exceeding 10 MPH.

B. NEW YORK STATE LAWS

No railroad, corporation or any officer, agent of employees thereon shall stop its cars or locomotives, upon a grade crossing of a railroad of another corporation for the purpose of receiving or delivering passengers or freight or other purpose.

When switching or when a train or cars are left standing on the approach track circuit of a highway flashing light signal causing the continuous operation of signal for any period of time longer than five (5) minutes, a member of the crew or a qualified employee must be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

C. RAILROAD CROSSINGS AT GRADE

INTERLOCKED

MP	Location	Type	Line/R.R.	Rule 247
MP B 7.0	GB	Automatic*	Buffalo Southern R.R.	Excepted
MP B 41.2	AK	Automatic*	CSXT	Excepted
MP B 129.2	NP	Controlled	NS (Youngstown Line)	Excepted

NOTE * — When a train is stopped at an Automatic Interlocking in 261 territory or in Traffic Control Territory, the following will apply:

After the crew contacts the Control Station and if the Control Station desires for the train to proceed and it is impossible to obtain a proceed signal, the Control Station will instruct the crew as follows:

*Be governed by the instructions posted in the box at the crossing. After complying with those instructions, you have permission to pass the "STOP" Signal, in compliance with the instructions, at Restricted Speed."

The Control Stations must also advise that switch or switches are lined for the desired route. Any other instructions issued to them, under the above circumstances, do not authorize train and engine crews to pass the Stop Signal and/or foul the Interlocking.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

D. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

1. INDUSTRIAL LEAD AT ERIE
Pittsburgh Avenue, former MP B 90.7
Greengarden Road, former MP B 89.9
2. North Creek Rd., MP B 15.7, Siding — eastward only
3. Dunkirk House Lead, Main St.
4. Ripley Grape Lead, Shaver St.
5. North East Old Main Track, Smedley St.
6. Girrard Siding, Hagerty Rd., Mechanic St.
7. Willoughby Extension, MP B 164.9
8. Euclid Siding at UD
9. Painesville, Siding Chestnut St., MP B 155.8
10. Mentor Siding, Hart St., MP B 160.55
11. Willoughby Extension Track, Church St., MP B 165.06
12. Willoughby Siding, Beilder Rd., MP B 166.26
13. Wickcliffe Siding — Lloyd Rd., MP B 169.46 and East 289th St., MP B 169.75
14. Mentor Siding (eastward move only), Maple St., MP B 160.4
15. Conneaut Switching Lead: Mill Street and Sandusky Street

E. GB IS A CONTROLLED SIDING IN CHARGE OF YARDMASTER, BISON YARD

Hamburg Siding — Between MP B 7.9 and MP B 8.6

All trains, engines and On-Track equipment are under the jurisdiction of the NS Buffalo Yardmaster or NS Supervisor on duty at Buffalo. No movement will occupy siding without authority.

Locomotives are prohibited inside lumber building off Hamburg Siding.

F. EVANS SIDING — MP B 18.0

Westward trains stopped at the west end of Evans Siding must stop at least 600 feet short of the westward interlocking signal until receiving permission to depart from the Train Dispatcher/Control Operator.

G. WESLEY

East Erie Commercial Interchange, MP B 84.7 — Switch located at top of grade must be lined for straight track when not in use. Do not pick up locomotives from the East Erie Commercial R.R. Interchange, MP B 84.7, unless both the locomotives to be picked up and the locomotive or car that is coupling to it are on straight track. The Train Dispatcher/Control Operator must be notified of any problems that would prevent the locomotives from being picked up.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. B&LE WALLACE YARD

The normal position of the B&LE Railroad Main Track switch is line for movement from the B&LE Main Track to No. 1 Track. This switch must be left in normal position after use.

I. CONNEAUT

1. Westward and eastward trains must not depart Conneaut on a flashing Red signal unless authorized by the Train Dispatcher/Control Operator. Westward trains may enter Conneaut Yard through designated track when the westward home signal at Orange Street is flashing Red.
2. Main Track switches at east end of the yard are in charge of the Youngstown Line Dispatcher.
3. All trains, engines and On-Track equipment on any Yard Track in Conneaut Yard are under the jurisdiction of the Ashtabula Yardmaster when on duty. When not on duty, all movements are controlled by Train Dispatcher/Control Operator.
4. 292B Aspect — Flashing Red or Red over Flashing Red Indication — Movements may pass signal at Restricted Speed to make switching movements but must not depart from that location, unless proper indication is displayed, without first obtaining permission from the Train Dispatcher/Control Operator or Control Station.
5.
 - (a) All crews on eastward trains departing Conneaut, OH, for Buffalo, NY, must have current CSXT train specific Bulletins with them prior to departing.
 - (b) All trains departing Conneaut or Bellevue running via the Dearborn Division through Cleveland must have proper Dearborn Bulletins issued to their train with current date. Call both Dearborn Dispatchers to clear orders. Trains call Toledo East Dispatcher at 7-520-5860 and Cleveland Terminal Dispatcher at 7-520-5955.
6. During switching (classifying) operations at Conneaut Yard, hand brakes are not required when leaving equipment switched on Tracks No. 1, 2, 3, and 7 in the East Yard, and Tracks No. 3, 4, 6, 7, 8, and 12 in the West Yard. After switching is completed, all equipment must be properly secured as required by current instructions.

The above applies only to equipment being switched and such equipment will be secured immediately upon completion of switching. The above DOES NOT apply to picking up, setting off or swapping blocks of cars. Unattended locomotives left on any track must always be secured as required.
7. Do not operate locomotives on Canal track.
8. Lake Erie District crews must exchange information with Cleveland District crews concerning height of loaded stack cars.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

J. FAIRPORT I.T.

1. Fairport I.T. is in charge of the Train Dispatcher/Control Operator. **Rule 137** in effect.
2. 6-axle units are only permitted on the Fairport I.T. to MP PA 1.0.
3. The two (2) tracks on the CSXT transfer, Perry, Ohio, MP B 149.0, are designated as follows:
 - North Track — CSXT delivers to Norfolk Southern
 - South Track — Norfolk Southern delivers to CSXTOn ground protection must be provided at:
 - Lane Road — MP PR 2.4
 - East St. — MP PA 8.1

K. FAIRPORT I.T. — CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Close clearance exists when entering these facilities on the Fairport I.T.:

- Pet Processors
- Mid-West Materials
- Equistar Chemicals
- Hardy Technology

L. QUIET ZONE — DUNKIRK, NY

A partial Quiet Zone under Federal Regulation is in effect between 10:00 PM and 7:00 AM for the following crossings in Dunkirk, NY, between MP B 40.5 and MP B 41.5:

Roberts Road.....	DOT #471758N.....	MP B 40.57
Townsend St.	DOT #471759V.....	MP B 40.63
Nevins St.	DOT #471760P.....	MP B 40.68
Hoyt St.	DOT #471761W.....	MP B 40.74
Lord St.	DOT #471762D.....	MP B 40.79
Franklin St.	DOT #471763K.....	MP B 40.91
Lincoln St.	DOT #471764S.....	MP B 41.01
King St.	DOT #471765Y.....	MP B 41.05
Lampheres St.	DOT #471766F.....	MP B 41.19
Main St.	DOT #471767M.....	MP B 41.49

Except where required by another rule, Federal Regulation or an emergency situation exists, the locomotive horn will not be sounded.

Rule 15 concerning use of engine bell remains in effect.

MEADVILLE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			WNYP TRAIN DISPATCHER.....AAR-34	2
			PITTSBURGH WEST DISPATCHER.....AAR-46 [142]	
		MI 105.5	FRENCH	
		MI 110.0	DED (<i>Geneva</i>)	
		MI 119.1	HBD-DED	
		MI 128.5	GREEN	
		MI 130.8	BESS	
		MI 130.9	SHENANGO (A)	(B&LE Crossing)
		MI 135.0	HBD-DED	
		MI 140.0	HBD-DED	
		MI 140.1	SHARPSVILLE (CP)	
		MI 142.5	Ferrona	
		MI 143.0	WATER	
		MI 143.4	Sharon	
		MI 143.5	BUDD	
	MI 144.4	PA/OH State Line		
	MI 146.2	COLES (CP)		
	MI 148.7	HBD-DED		
	MI 150.8	HUBBARD (CP)	(Youngstown Line)	

MEADVILLE LINE

STATION PAGE INFORMATION

NOTE 1: Westward trains must not pass Bess without permission of the Train Dispatcher/ Control Operator regardless of aspect displayed at Shenango.

NOTE 2: The Meadville Line between MP MI 102.30 (MEAD) and MP MI 105.50 (FRENCH), Franklin Secondary Track, and all associated industrial and side tracks are operated by Western New York and Pennsylvania Railroad.

Verbal permission of the WNYP Train Dispatcher is required to occupy all tracks between MEAD and FRENCH. The WNYP Train Dispatcher must be advised when the movement is clear of the above tracks.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
French and Bess	171		
Bess and Sharpsville	261		
Sharpsville and Water		251-West	251-East
Water and Budd	171		
Budd and Coles		251-West	251-East
Coles and Hubbard	261		

Tracks are numbered North to South.

2. MAXIMUM SPEEDS

Between	Main Track	Main 1 Track	Main 2 Track
	MPH		
French and Sharpsville	40		
Except:			
French to MP MI 106.1	30		
MP MI 122.7 to MP MI 128.5	25		
MP MI 128.5 to MP MI 133.0	20		
MP MI 133.0 to MP MI 140.1	25		
Sharpsville and Water		25	25
Water and Sharon	15		
Sharon and Coles		25	25
Coles and MP MI 149.5	25		
MP MI 149.5 and Hubbard	20		

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

MEADVILLE LINE

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward French to Hubbard	2070	2880	2950	3700	4580	6892
Eastward Hubbard to French	2300	3210	3280	4090	5070	7578

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Meadville Line and Mead I.T. — 273,000 lbs.

6. SWITCHES AND DERAILS

A. SPRING SWITCH

Switch Located at	Connecting	With	Normal Position is for Movement
East End Sharon Main Track	Main 2 Track	Main 1 Track	Main 2 Track
West End Sharon Main Track	Main 1 Track	Main 2 Track	Main 1 Track

B. POSITION OF MAIN TRACK SWITCHES

Switch Located at	Connecting	With	Normal Position is for Movement
MP MI 105.5	Meadville Line	Franklin Secondary	Meadville Line

C. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP MI 116.2 — Stoney
- MP MI 116.3 — PPG Lead
- MP MI 116.95 — Point
- MP MI 128.8 — Ville
- MP MI 129.8 — Trinity
- MP MI 143.1 — Water
- MP MI 143.4 — Budd

MEADVILLE LINE

6. SWITCHES AND DERAILS (CONT.)

D. ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
MI 130.9	B&LE Connection
MI 131.7	Penn Industrial
MI 132.5	East End Siding
MI 132.7	Reynolds Industrial
MI 133.0	West End Siding
MI 141.55	Boyce Crossover E.E.
MI 141.6	Boyce Crossover W.E.
MI 141.7	Boyce Yard Lead
MI 142.5	Ferrona Yard Lead
MI 142.5	Ferrona Crossover E.E.
MI 142.6	Ferrona Crossover W.E.
MI 143.0	Sharon Tube
MI 143.2	Water Spring Switch
MI 143.4	Budd Spring Switch
MI 149.4	Hubbard Team Track
MI 149.6	Hubbard Short Yard
MI 150.0	New Connection

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Meadville	46
Greenville	46
Atlantic	46

8. DETECTOR INSTRUCTIONS

None.

MEADVILLE LINE

9. DISTRICT INSTRUCTIONS

A. INTERLOCKED RAILROAD CROSSING AT GRADE

When authorized by the Train Dispatcher/Control Operator, westward trains working at Shenango, MP MI 130.9, may leave cars within the limits of the interlocking.

All trains must communicate with the Train Dispatcher/Control Operator when the signal displays Stop, and then follow the procedures posted at Shenango.

B. NON-INTERLOCKED RAILROAD CROSSING AT GRADE

Unless otherwise specified, at railroad crossings and junctions at grade not interlocked, all trains must come to a full stop, not nearer than 200 feet nor farther than 800 feet from the crossing, and must not proceed until either signaled to do so by the watchman or until the track is clear.

Location Crossing With	Track	Signals, etc., governing movements over crossings		Requirements	Note
		Type	Proceed Indication or Position		
Meadville Caparo Steel	Wheatland Industrial	Stop Sign	Flag Protection	Stop before crossing	—

C. CLOSE CLEARANCES

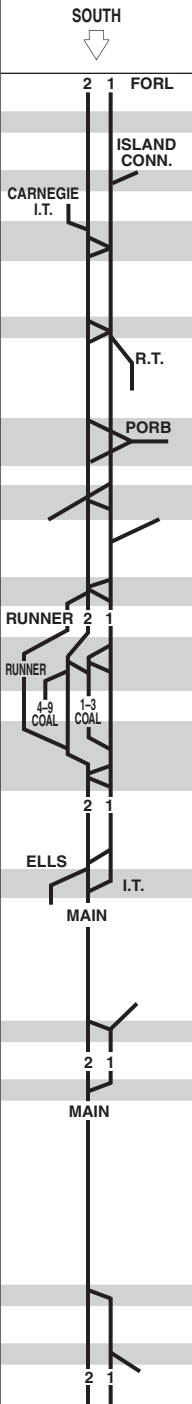
Due to close clearances, employees are prohibited from riding the side of moving equipment at the following locations:

- MP MI 142.5 — Wheatland Tube
- MP MI 144.5 — Eddie Cain
- MP MI 149.9 — Elwood Engineering
- MP MI 150.6 — Babcock Lumber

D. FERRONA YARD INSTRUCTIONS

The Lordstown Yardmaster is in charge of Ferrona Yard and monitors Road Channel 1 (AAR-46) and Road Channel 2 (AAR-64).

MON LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
 <p style="font-size: small;">FORL</p> <p style="font-size: small;">ISLAND CONN.</p> <p style="font-size: small;">CARNEGIE I.T.</p> <p style="font-size: small;">R.T.</p> <p style="font-size: small;">PORB</p> <p style="font-size: small;">RUNNER</p> <p style="font-size: small;">4-9 COAL</p> <p style="font-size: small;">1-3 COAL</p> <p style="font-size: small;">ELLS</p> <p style="font-size: small;">I.T.</p> <p style="font-size: small;">MAIN</p> <p style="font-size: small;">MAIN</p>			CONWAY TERMINAL DISPATCHER AAR-64 144	
		ML 0.0	BELL RM CP	
		ML 1.9	ISLE CP	
		TJ 1.4	(Island Conn.)	
		ML 2.9	ESPLEN RM CP	
		ML 9.5	BECK (Hall R.T.) RM CP	
		ML 12.1	HBD-DED (<i>Homestead</i>)	
		ML 12.4	Homestead	
		ML 16.1	PERRY (Port Perry Branch) CP	
		ML 21.1	HBD-DED (<i>Dravosburg</i>)	
		ML 24.0	PETERS CREEK RM CP	
		ML 28.0	LIZ RM CP	
			MON VALLEY DISPATCHER AAR-50 147	
		ML 29.0	ODELL RM CP	
		ML 29.7	Shire Oaks	
		ML 31.0	OAK RM CP	
		ML 35.1	HBD-DED (<i>Monongahela</i>)	
		ML 35.8	Monongahela	
		ML 35.9	CITY RM CP	
			(Ellsworth Sec.) (Iron I.T.)	
		ML 40.2	Donora	
		ML 42.0	STAN RM CP	
		ML 44.4	CHAR RM CP	
		ML 55.3	DED (<i>California</i>)	
		ML 56.1	CAL RM CP	
		ML 56.4	JERRY RM CP	

1

1

MON LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
		ML 58.1	MON VALLEY DISPATCHER AAR-50 147 JIMBO..... RM CP ("0" Track)	1
		ML 59.0	STREET CP	
	MAIN	ML 64.9	ZACK CP	
		ML 69.5	HBD-DED-HWD (<i>Besco</i>)	
		ML 70.3	ARK RM CP	
		ML 71.7	GATE RM CP	
	MAIN	ML 72.1	DED	
		ML 74.2	DED (<i>Mat</i>)	
		ML 76.5	MATHER CP	
		ML 80.7	WAYNE RM CP	
		ML 82.4	PETE RM CP	
		ML 83.2	HBD-DED-HWD (<i>Waynesburg</i>)	
		ML 84.6	Waynesburg Station	
		ML 84.9	EMERALD CP	
	MANB	ML 85.7	MAN RM CP (Manor Branch) (Waynesburg Southern)	
		EMERALD SIDING		

STATION PAGE INFORMATION

NOTE 1: Slide protection fences are in service between MP ML 4.3 and MP ML 5.4 and between MP ML 64.4 and MP ML 64.5.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track
Between	Rules		
Bell and City		261	261
City and Stan	261		
Stan and Char		261	261
Char and Cal	261		
Cal and Jimbo		261	261
Jimbo to Brown, "0" Track	261		
Jimbo and Ark	261		
Ark and Gate		261	261
Gate and Wayne	261		
Wayne and Pete		261	261
Pete and Man	261		

Tracks are numbered from East to West.

MON LINE

2. MAXIMUM SPEEDS

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	MPH			
Bell and Esplen		20	20	
Except: MP TJ 1.4, No. 10 Turnout	15			
Esplen and MP ML 6.2		25	25	
MP ML 6.2 and Beck		40	40	
Beck and City		40	40	
Except: Perry		30	30	
MP ML 29.1, Over Scale				5
MP ML 35.0 and City		30	30	
City and Stan	40			
Except: MP ML 41.2 to MP ML 41.5	30			
Stan and Char		30	40	
Char and Cal	40			
Except: Char to MP ML 46.0	30			
MP ML 53.0 to Cal	30			
Cal and Jimbo		20	20	
Except: Jimbo to Brown, "0" Track	10			
Jimbo and Street	10			
Street and Ark	40			
Except: MP ML 59.0 to MP ML 60.0	30			
MP ML 66.0 to MP ML 68.0	30			
MP ML 68.0 to MP ML 69.0	15			
MP ML 69.0 to Ark	20			
Ark and Gate		20	20	
Gate and MP ML 80.0	20			
MP ML 80.0 and Wayne	30			
Wayne and Pete		30	30	
Pete and Man	30			
Except: MP ML 84.0 to Man	25			
Emerald Siding, Restricted Speed not exceeding				10

MON 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 ML 19.0 to MP ML 20.0

MP ML 51.0 to MP ML 52.0

MP ML 62.0 to MP ML 63.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Bell to Man	2300	3210	3280	4090	5070	7578
Northward Man to Bell	5240	7350	7390	8720	10850	17810

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Bell and Man — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

"0" Track between Jimbo and Brown — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

MON LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

1. Multi-level cars
 - Empty and weighing less than 50 tons
2. Intermodal single-platform cars
 - Empty
 - Loaded with empty trailers or containers
3. 85-foot-long or longer flats
 - Empty
 - Not loaded with at least one (1) loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least one (1) loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two (2) loaded trailers or containers, the car will be restricted either one of the loaded trailers or containers spans both drawbar connected 89-foot platforms.

*RTTX cars in 165000 series
5. Intermodal single-axle truck flatcar
 - Empty
 - Loaded with empty trailers or containers
6. Single-platform double-stack (well) cars
 - Not loaded with one (1) or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one (1) or more loaded or empty container(s) or trailer(s)
8. Multiple-unit articulated double-stack (well) cars or articulated single-platform (spine) cars
 - Empty
 - Not loaded in accordance with Appendix 1 in the System Timetable

APPENDIX 1 of the System Section, Timetable No. 1, in effect at 12:01 AM, Monday, August 4, 2008, is amended for the Pittsburgh Division as follows:

NOTE: Loading configurations shown refer to articulated cars and not to drawbar-connected equipment.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Mon Line	Bell and Man (Waynesburg)	8,200	9,100

MON LINE

6. SWITCHES AND DERAILS

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
ML 5.0	Jessie Stewart Switch
ML 9.8	Hall Ind.
ML 11.8	Whemco
ML 20.0	Boswell Oil
ML 26.9	West Elizabeth Lumber
ML 27.6	Penn Rillton
ML 27.7	Hercules
ML 27.8	Dilner
ML 27.9	Hercules
ML 28.4	Guardian
ML 34.5	Allied Block North End
ML 34.9	Allied Block South End
ML 54.2	Trusty Builders, 84 Lumber
ML 59.0	Bob's Feed Store
ML 67.1	Clyde Mine
ML 76.1	Mather

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Esplen	64
Beck	64
Perry	64
Clairton	64
Shire Oaks	58
Shire Oaks	50
Monongahela	50
North Charleroi	50
Coal Center	50
Brownsville	50
Clarksville	50
Hughes	50
Waynesburg	50
Scenery Hill	50
ML 32.0 South	50
ML 32.0 North	64

8. DETECTOR INSTRUCTIONS

None.

MON LINE

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Hall	Beck and MP ML 12.0	Dispatcher	10 MPH
Hall	MP ML 12.0 and End of Track	Shire Oaks Yardmaster	10 MPH

B. MP ML 23.0 — MP ML 24.0

Trains operating on Main 1 Track between MP ML 23.0 and MP ML 24.0 will ring the bell continuously when passing cars stored on the northward siding.

C. LIZ AND OAK

Trains moving on Main 1 and Main 2 Track between Liz and Oak will ring the bell continuously.

D. SHIRE OAKS SCALE

Scale indicator light, Lunar White light identified by a letter "S," is added to the home signals governing northward movement on Main 1 Track, the North Lead Track, and home signal governing southward movement on Main 1 Track at Odell.

1. Steady Lunar White light indicates trains operating on Main 1 Track over scale, MP ML 29.1, must not exceed 5 MPH until rear of train passes over scale.
2. Flashing Lunar White light indicates train operating on Main 1 Track over scale, MP ML 29.1, is to be weighed and must not exceed 5 MPH or as directed by scale radio.

Shire Oaks Scale Radio will announce the following messages:

- Scale is ready** — Train may proceed over scale.
- Your speed is ok** — Continue at current speed, or increase to 5 MPH.
- Reduce your speed** — Reduce train speed.
- Your speed is too fast** — Reduce train speed (weighing of train is aborted).
- Scale has failed** — Proceed at 5 MPH and notify Train Dispatcher/Control Operator (weighing of train is aborted).
- Scale is clear** — Rear of train has cleared scale; train speed may be increased in compliance with signal indication.

Avoid stopping or starting movement of locomotives on weigh bridge. Train crews must be on the lookout for broken rail and misaligned track over scale at MP ML 29.1.

Any train that loads at a facility that does not have a batch weigh system, must weigh at Shire Oaks. The following mines have batch weigh facilities, Federal, Mine 84, Bailey and Emerald. Trains that load at a batch weigh facility (Federal, Mine 84, Bailey and Emerald) will not have to weigh at Shire Oaks, except trains destined for the following locations: Chase, Woodzell, Indian River, Baltimore, Michigan City and Baileytown. Any train destined for these locations must weigh at Shire Oaks regardless of where it was loaded. Any question as to whether or not a train should weigh, should be directed to the Coal Business Group for clarification.

MON LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. HIGHWAY CROSSING — SHIRE OAKS YARD

Southward trains being held from Shire Oaks Yard, must stop north of Route 51 overhead bridge, MP ML 26.7 outside West Elizabeth residential area, until released by the Train Dispatcher/Control Operator.

F. CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. Main 1 Track and the Yard Lead at the home signal governing northward movement on Main1 Track at Jerry.
2. Carnegie Industrial at Duff Junction Main 1 and Main 2 Tracks due to close track centers.
3. Kenny Yard between No. 4 and No. 6 Tracks.

G. BROWNSVILLE YARD

Crews working at Brownsville Yard will communicate with the Shire Oaks Yardmaster who monitors AAR Channel 50.

PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			HARRISBURG TERMINAL DISPATCHER ... AAR-58 [723]	
		PT 118.9	CANNON [RM] [CP] Division Post (Harrisburg Division)	
			ALTOONA EAST DISPATCHER AAR-46 [146]	
			PT 122.6 HBD-DED (<i>Aqueduct</i>)	
			PT 124.6 Losh's Run	
			PT 131.7 HBD-DED (<i>Newport</i>)	
			PT 133.5 PORT [CP]	
			PT 137.5 Millerstown	
			PT 143.0 HBD-DED (<i>Thompstontown</i>)	
			PT 144.4 THOMPSON [RM] [CP]	
			PT 148.7 DED (<i>Mexico</i>)	
			PT 151.2 Port Royal	
		SS 31680	PT 153.7 MIFFLIN [CP]	
			PT 155.8 Denholm Scales	
			PT 160.0 HAWSTONE [RM] [CP]	
			PT 162.3 HBD-DED (<i>Shawnee</i>)	
	I.T. YD.	16140	PT 165.7 LEWIS [RM] [CP] (Long I.T.)	
			PT 165.7 Lewistown	
			PT 168.8 LONG [RM] [CP]	
			PT 172.3 HBD-DED (<i>Anderson</i>)	
		PT 179.6 McVEY [RM] [CP]		
		PT 186.6 HBD-DED (<i>Newton</i>)		
		PT 190.3 Mount Union		
		PT 191.3 JACKS [CP]		
		PT 196.2 DED (<i>Mill Creek</i>)		
		PT 198.0 WID (<i>Mill Creek</i>)		
		PT 202.3 Huntingdon		
		PT 202.4 HUNT [CP]		
	8650	PT 204.2 Deer (<i>Huntingdon I.T.</i>)		
I.T.		PT 206.7 HBD-DED (<i>Warrior Ridge</i>)		

PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			ALTOONA EAST DISPATCHER AAR-46 [146]		
		PT 212.9	TUNNEL (CP)		
		PT 216.9	DED (<i>Union Furnace</i>)		
		PT 222.1	Tyrone		
	SS	PT 223.3	GRAY (CP)		
	46504	PT 225.9	HBD-DED (<i>Tipton</i>)		
		PT 232.4	ANTIS (CP) (No. 2 Secondary)	6	
	ALTO YD.	PT 234.0	HOMER (CP) (Rose Conn. Track)	1, 6	
	ROSE CONN. TK.	PT 235.7	WORKS (CP) (Juniata I.T.)	6	
	I.T.	SS	PT 236.1	Altoona	
	RELAY YD.	3644	PT 236.7	ALTO (CP) (Cove Secondary)	6
	SS	PT 237.2	SLOPE (CP)	2, 6	
	COVS		PITTSBURGH EAST DISPATCHER AAR-46 [145]		
	MAIN 9	PT 238.4	HBD-DED 1-2-E (<i>Coburn</i>)		
		PT 239.7	McGarveys		
	PT 240.7	SWD 1-2 (<i>Wikes</i>)			
	PT 241.0	HBD-DED 2-3-W (<i>Wikes</i>)			
	PT 242.0	Horseshoe Curve			
	PT 243.5	MG (CP)			

PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
			PT 244.4 Allegrippus	
			PT 245.5 DED (<i>Benny</i>)	
			PT 246.3 Benny	
			PT 247.3 SF	3
			New Portage Tunnel—No. 1	
			Allegheny Tunnel—Nos. 2, 3	
			PT 248.1 Gallitzin	
			PT 248.4 AR/UN (CP)	5
			PT 250.5 MO (CP)	
			PT 251.0 Cresson (RJCP)	
			PT 253.1 HBD-DED—2-3 (<i>Lilly</i>) HBD-DED-HWD-1 (<i>Lilly</i>)	
			PT 256.8 BC	
		PT 258.3 Portage		
		PT 258.8 DED (<i>Portage</i>)		
		PT 259.0 NY		
		PT 260.5 Wilmore		
		PT 263.9 Summerhill		
		PT 264.6 W (CP) (South Fork Secondary)	1	
		PT 266.1 SO (CP)		
		PT 268.1 HBD-DED (<i>Mineral Point</i>)		
		PT 271.2 AO (CP)	1	
		PT 273.2 C (CP)		
		PT 274.5 JW (CP)	1	

PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
3 2 1			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
		PT 275.1	Johnstown	
		PT 277.3	SG	
		PT 283.0	HBD-DED 3 ONLY (<i>Robindale</i>)	
		PT 286.7	HBD-DED 1-2 ONLY (<i>New Florence</i>)	
		PT 290.6	CONPIT (CP)	
			(Conemaugh Line)	
		PT 294.5	DED (<i>Bolivar</i>)	
		PT 300.5	PACK (CP)	
		PT 304.4	HBD-DED (<i>Hillside</i>)	
		PT 312.3	Latrobe	
		PT 312.7	TROBE (CP)	
			(Latrobe I.T.) (Unity I.T.)	
		PT 320.8	HBD-DED (<i>Greensburg</i>)	
		PT 322.1	Greensburg	
		PT 325.0	RADE (CP)	
			(Southwest I.T.)	
		PT 326.3	Jeannette	
		PT 332.8	HBD-DED (<i>Irwin</i>)	
		PT 336.5	TRAFF (Turtle Creek I.T.) (CP)	
		PT 337.9	Pitcairn	
		PT 339.7	WING (CP)	
			(Port Perry Branch)	
		PT 341.1	HCD-W (179°) (<i>Wilmerding</i>)	
		PT 346.2	HBD-DED (<i>Edgewood</i>)	
		PT 346.5	Wilkinsburg	

PITTSBURGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH EAST DISPATCHER AAR-46 145	
		PT 347.8	HOME (CP) (Valley I.T.)	
			PT 351.6 BLOOM..... (RM) (CP) (CSXT Connecting)	4
			PT 352.2 SOLOMON (RM) (CP)	
			PT 352.5 PITT (RM) (CP)	1
			PT 353.1 Pittsburgh	
			PT 353.3 WEST PITT (Fort Wayne Line)	

STATION PAGE INFORMATION

- NOTE 1:** Controlled Point on Main 1 Track only.
- NOTE 2:** Slope is a Controlled Point on Main 1 and Main 2 Tracks.
- NOTE 3:** The location "SF" applies on Main 1 Track at MP PT 247.3.
- NOTE 4:** Bloom is an interlocking on Main 2 Track, CSXT Connecting Track between Bloom and Field controlled by the Pittsburgh East Dispatcher.
- NOTE 5:** At UN and MO, track numbers change at the westward limits of the Controlled Point.
- NOTE 6:** Remotely Controlled by Alto.

PITTSBURGH LINE

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	Rules				
Cannon and Antis		261-CSS	261-CSS		SS 261-CSS
Antis and Alto		261-CSS	261-CSS		SS 261 Works to Alto
Homer and Rose, Rose Connecting Track	261				
Alto and Slope		251-East CSS	261-CSS	251-West CSS	Main 9 251-East
Slope and UN, AR		251-East CSS	261-CSS	251-West CSS	
UN, AR and MO		251-East CSS	251-East CSS	261-CSS	Main 4 251-West CSS
					Main 8 251-East CSS
MO and SO		251-East CSS	261-CSS	251-West CSS	
SO and Conpit		261-CSS	261-CSS	261-CSS	
Conpit and Solomon		261-CSS	261-CSS		Nos. 98 & 99 SS 261
Bloom and Field	261				
Solomon and West Pitt		261	261		

NOTE: Between Cannon and Solomon, **Cab Signal Rules except Rules 562 and 563.**

PITTSBURGH LINE

2. MAXIMUM SPEEDS — PASSENGER

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	MPH			
Cannon and MP PT 121.9	75	75		
Except:				
MP PT 119.1 to MP PT 119.8	65	65		
MP PT 120.3 to MP PT 121.2, Curve	65	65		
MP PT 121.9 and MP PT 125.1	79	79		
MP PT 125.1 and MP PT 131.7	68	66		
MP PT 131.7 and MP PT 153.5	75	75		
Except:				
Port	60			
MP PT 138.2 to MP PT 139.0	55	55		
MP PT 140.6 to MP PT 141.0	70	70		
MP PT 141.8 to MP PT 142.8	60	60		
MP PT 144.9 to MP PT 145.1, Curve	70	70		
MP PT 147.3 to MP PT 148.1	60	60		
MP PT 148.5 to MP PT 149.4	65	65		
MP PT 149.7 to MP PT 150.6	70	70		
MP PT 150.6 to MP PT 151.0	65	65		
MP PT 152.5 to MP PT 152.7	65	65		
MP PT 152.7 to MP PT 153.3, Curves	50	50		
MP PT 153.3 to MP PT 153.4, Curve	40	40		
MP PT 153.5 and MP PT 165.6	75	75		
Except:				
Signaled Siding				35
MP PT 155.8 to MP PT 155.9, Over Scale				5
MP PT 153.9 to MP PT 154.3, Curve	50	50		
MP PT 154.3 to MP PT 156.5, Curve	60	60		
MP PT 156.5 to MP PT 157.3	70	70		
MP PT 157.3 to MP PT 157.8	50	50		
MP PT 157.8 to MP PT 158.1	70	70		
MP PT 158.8 to MP PT 159.1	70	70		
MP PT 162.3 to MP PT 162.7	70	70		
MP PT 162.8 to MP PT 164.1	60	60		
MP PT 164.4 to MP PT 165.3, Curves	55	55		
MP PT 165.3 to MP PT 165.6, Curve	35	35		
MP PT 165.6 and MP PT 173.2	75	75		
Except:				
MP PT 165.6 to MP PT 166.3	45	45		
MP PT 166.9 to MP PT 168.2	65	65		
MP PT 170.3 to MP PT 170.8, Westward Trains, Head End Only	65	65		
MP PT 170.8 to MP PT 172.0	55	55		
MP PT 172.5 to MP PT 173.2	65	65		
MP PT 173.2 and MP PT 184.1	79	79		
Except:				
MP PT 173.7 to MP PT 174.1, Curve	65	65		
MP PT 175.3 to MP PT 178.9, Curve	65	65		
MP PT 179.9 to MP PT 180.6, Curve	65	65		
MP PT 182.6 to MP PT 183.1, Curves	40	40		
MP PT 183.1 to MP PT 184.1	65	65		

PITTSBURGH LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	MPH			
MP PT 184.1 and MP PT 214.1	79	79		
Except:				
MP PT 187.4 to MP PT 189.5	70	70		
MP PT 190.5 to Jacks	70	70		
Jacks	60	60		
Jacks to MP PT 192.5	70	70		
MP PT 192.5 to MP PT 193.2	65	65		
MP PT 193.2 to MP PT 194.2	60	60		
MP PT 194.2 to MP PT 194.9	65	65		
MP PT 194.9 to MP PT 199.1	75	75		
MP PT 199.1 to MP PT 200.3	70	70		
MP PT 201.0 to Hunt	60	60		
Hunt	55	55		
Hunt to MP PT 204.7	60	60		
MP PT 204.7 to MP PT 206.1	65	65		
MP PT 206.1 to MP PT 206.5	50	50		
MP PT 206.5 to MP PT 209.0	58	58		
MP PT 209.0 to MP PT 209.8	75	75		
MP PT 211.4 to MP PT 212.9	70	70		
MP PT 212.9 to MP PT 214.1	60	60		
MP PT 214.1 and MP PT 217.7	40	40		
Except:				
MP PT 216.3 to MP PT 216.9	35	35		
MP PT 217.7 and MP PT 220.3	50	50		
Except:				
MP PT 218.5 to MP PT 219.0	35	35		
MP PT 220.3 and MP PT 222.6	40	40		
MP PT 222.6 and Gray	55	55		
Gray and Antis	79	79		
Except:				
Signaled Siding				79
Gray	70	70		70
MP PT 224.4 to MP PT 225.3	65	65		65
MP PT 225.3 and MP PT 226.3, Head End Only	65	65		60
Except:				
MP PT 227.0 to MP PT 228.4, Curve	60	60		60
MP PT 230.6 to MP PT 230.8, Curve	70	70		70
Antis and Works	70	70		
Except:				
MP PT 232.7 to MP PT 233.0, Curve	65	65		
Works and Alto	30	30		
Except:				
Signaled Siding				30
AGAINST CURRENT OF TRAFFIC UNLESS OTHERWISE RESTRICTED ALTO and UN, AR — ALL TRACKS — 30 MPH UN and AR, C — ALL TRACKS — 50 MPH				

PITTSBURGH LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	MPH			
Alto and Slope	30	30	30	
Except: Main 9 Track				25
Slope and UN, AR	44	44	44	
Except: Slope to MP PT 240.4	40	40	40	
MP PT 240.4 to MP PT 240.8	35	35	35	
MP PT 241.7 to MP PT 246.3	35	35	35	
MP PT 246.3 to UN, AR	30	35	35	
AR and MO	75	60		
Except: AR	30	30		
Main 8 Track				35
MP PT 248.5 to MP PT 249.4	55	55		
MP PT 249.4 to MP PT 249.9, Curve	45	45		
UN and MO			60	Main 4 60
Except: UN to MP PT 249.4			50	50
MP PT 249.4 to MP PT 249.9, Curve			40	40
MO and W	79	79	79	
Except: MP PT 252.7 to MP PT 253.3, Head End Only	60	70	60	
MP PT 253.3 to MP PT 254.8, Curve	60	60	60	
MP PT 255.3 to MP PT 255.9, Curve	70	70	70	
MP PT 258.2 to MP PT 260.5, Curve	60	60	60	
W and MP PT 272.8	45	45	45	
Except: MP PT 266.3 to MP PT 266.9	40	40	40	
MP PT 266.9 to MP PT 267.7	35	35	35	
MP PT 267.7 to MP PT 270.0	40	40	40	
MP PT 270.0 to MP PT 271.0	35	35	35	
MP PT 271.0 to MP PT 272.0	40	40	40	
MP PT 272.8 and MP PT 280.3	60	60	60	
Except: No. 1 Pitt Track, Conemaugh				10
MP PT 274.4 to MP PT 275.5	40	40	40	
MP PT 275.5 to MP PT 277.3	45	45	45	
MP PT 277.3 to MP PT 277.8	40	40	40	
MP PT 277.8 to MP PT 278.2	35	35	35	
MP PT 278.2 to MP PT 278.6	40	40	40	
MP PT 278.6 to MP PT 279.0	45	45	46	
MP PT 279.0 to MP PT 280.3			40	
MP PT 280.3 and Conpit	79	79	45	
Except: MP PT 280.3 to MP PT 281.4			40	
MP PT 282.1 to MP PT 283.1, Curve	60	60		
MP PT 283.7 to MP PT 284.6, Curve	55	55		
MP PT 285.6 to MP PT 287.3			40	
MP PT 287.3 to MP PT 289.3	75	75	40	

PITTSBURGH LINE

2. MAXIMUM SPEEDS — PASSENGER (CONT.)

	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	MPH			
Conpitt and MP PT 305.6	70	70		
Except:				
MP PT 292.7 to MP PT 293.5, Curve	55	55		
MP PT 293.8 to MP PT 294.2, Curve	60	60		
MP PT 294.5 to MP PT 296.1, Curve	45	45		
MP PT 297.6 to MP PT 298.7, Curve	50	50		
MP PT 298.7 to MP PT 301.2, Curve	55	55		
MP PT 301.2 to MP PT 302.3, Head End Only	60	60		
MP PT 304.5 to MP PT 305.0, Westward Trains, Head End Only	60	60		
MP PT 305.0 to MP PT 305.5, Eastward Trains, Head End Only	60	60		
MP PT 305.6 and MP PT 325.0	79	79		
Except:				
MP PT 307.5 to MP PT 309.7	70	70		
MP PT 309.7 to MP PT 315.0	75	75		
MP PT 315.0 to MP PT 317.5	79	79		
MP PT 317.5 to MP PT 317.7	79	75		
MP PT 317.7 to MP PT 318.6	79	79		
MP PT 318.6 to MP PT 324.6	70	70		
MP PT 324.6 to MP PT 325.0	60	60		
MP PT 325.0 and MP PT 339.2	75	75		
Except:				
MP PT 327.7 to MP PT 328.2, Curve	57	57		
MP PT 328.7 to MP PT 329.8, Curve	50	50		
MP PT 330.4 to MP PT 330.7, Curve	60	60		
Nos. 98 to 99, Signaled Sidings				30
MP PT 337.3 to MP PT 339.2	54	60		
MP PT 339.2 and MP PT 345.1	45	45		
Except:				
MP PT 340.2 to MP PT 341.2	40	40		
MP PT 341.2 to MP PT 341.9, Head End Only	35	35		
MP PT 341.9 to MP PT 342.1	40	40		
MP PT 342.5 to MP PT 343.5	40	40		
MP PT 344.6 to MP PT 345.4	40	40		
MP PT 345.4 and Solomon	60	60		
Except:				
MP PT 348.4 to MP PT 350.0	40	40		
MP PT 350.0 to MP PT 351.0	35	35		
MP PT 351.0 to MP PT 351.6	40	40		
Bloom and Field				CSXT Conn. 30
Solomon and West Pitt	30	30		
Except:				
MP PT 353.0 to MP PT West Pitt	20	20		

PITTSBURGH LINE

2. MAXIMUM SPEEDS — FREIGHT

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	MPH			
Cannon and MP PT 121.0	50	50		
MP PT 121.0 and Mifflin	60	60		
Except:				
MP PT 138.5 to MP PT 139.0, Curve	55	55		
MP PT 142.0 to MP PT 143.0, Curves	55	55		
MP PT 148.0, Curves East	55	55		
MP PT 152.0 to MP PT 153.0	50	50		
MP PT 153.0 to Mifflin	40	40		
Mifflin and MP PT 159.0	50	50		
Except:				
Mifflin, 1st Curve West	45	45		
Signaled Siding				30
except over Weigh-in-Motion Scale				5
MP PT 157.0, 1st Curve West	45	45		
MP PT 159.0 and Lewis	60	60		
Except:				
MP PT 163.0 to MP PT 164.0, Curves	55	55		
Lewis, 2nd and 3rd Curves East	50	50		
Lewis, 1st Curve East	35	35		
Lewis and MP PT 168.0	50	50		
Except:				
Lewis, 1st Curve West	40	40		
MP PT 168.0 and Jacks	60	60		
Except:				
MP PT 170.9 to MP PT 172.0, Curves	50	50		
MP PT 173.0, Curve	55	55		
MP PT 182.0 to MP PT 183.5, Figure 8 Curve	40	40		
Jacks and MP PT 201.0	60	60		
MP PT 201.0 and MP PT 209.1	50	50		
Except:				
MP PT 206.0, 1st Curve West	45	45		
MP PT 209.1 and Tunnel	60	60		
Except:				
MP PT 211.0 to Tunnel, Eastward with over 240 axles	55	55		
Tunnel and MP PT 214.0	50	50		
MP PT 214.0 and MP PT 222.3	35	35		
MP PT 222.3 and Gray	50	50		
Gray and MP PT 224.0	50	50		
MP PT 224.0 and MP PT 228.0	60	60		
Except:				
MP PT 224.0 to MP PT 225.0, Eastward with over 240 axles	50	50		SS 60
MP PT 228.0 and Antis	50	50		
Homer and Rose, Rose Connecting Track				Main 15

PITTSBURGH LINE

2. MAXIMUM SPEEDS — FREIGHT (CONT.)

	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Between	MPH			
Antis and Works	50	50		
Except: Antis to MP PT 234.0	40			
MP PT 233.0 to MP PT 234.0		45		
MP PT 234.0 to Works, Westward with over 240 axles		45		
Works and Alto	25	25		
Except: Signaled Siding				SS 15
Alto and Slope	25	25	25	
Main 9 Track				25
Slope and MP PT 241.7	35	35	35	
Except: MP PT 238.0 to MP PT 240.0, Eastward Only, Solid Loaded Bulk Commodity	30	30		
MP 241.7 and UN, AR	30	30	30	
UN, AR and MO	45	45	35	Main 4 35
Except: MO, 1st Curve East, Main 8 Track	40	40		Main 4 30
UN TO MO, WESTWARD ON NO. 3 AND NO. 4 TRACKS: WITH OVER 240 AXLES — 30 MPH FREIGHT, GM AND LIGHT POWER — 25 MPH SPEEDS APPLY TO HEAD END ONLY				
MO and W	50	50	50	
Except: MP PT 254.0 to MP PT 255.0, Westward with over 240 axles		45	45	
MP PT 254.0 to MP PT 255.0, Westward Only, Solid Loaded Bulk Commodity		35	35	
W and SO	45	40	40	
SO and AO	35	35	35	
Except: MP PT 267.0, Curve	30	30	30	
AO and C	40	40	40	
Except: No. 1 Pitt Track, Conemaugh				10
MP PT 272.0 to C, Eastward Only, Solid Loaded Bulk Commodity	30	30		
MP PT 273.0 to C, Westward Only, Solid Loaded Bulk Commodity		30	30	
C and MP PT 277.3	45	45	45	
Except: MP PT 274.3 to MP PT 277.3, Curves	35	35	35	
MP PT 277.3 and MP PT 279.0	35	35	35	
Except: MP PT 277.3, 2nd Curve West	30	30	30	
MP PT 279.0 and MP PT 284.0	50	50	40	
MP PT 284.0 and Conpit	60	60	40	
Except: MP PT 284.0, Curve	50	50		
AGAINST CURRENT OF TRAFFIC ALL TRACKS — 40 MPH EXCEPT: ALTO and UN, AR — 25 MPH				

PITTSBURGH LINE

2. MAXIMUM SPEEDS — FREIGHT (CONT.)

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	MPH			
Conpit and Pack	60	60		
MP PT 293.0 and MP PT 294.0, Curves	50	50		
Except:				
MP PT 295.0 to MP PT 296.0, Curves	40	40		
MP PT 298.0, 1st Curve East	45	45		
MP PT 298.0, Curve West	45	45		
MP PT 299.0 to MP PT 300.0, Curves	50	50		
Pack and MP PT 323.0	60	60		
Except:				
MP PT 301.0, Curve	50	50		
MP PT 304.0 to MP PT 308.0, Westward with over 240 axles	55	55		
MP PT 305.0 to MP PT 306.0, Eastward with over 240 axles	50	50		
MP PT 310.0 to MP PT 313.0, Westward with over 240 axles	55	55		
MP PT 323.0 and MP PT 326.0	50	50		
Except:				
MP PT 323.0 to Rade, Westward with over 240 axles	45	45		
MP PT 326.0 and Traff	60	60		
Except:				
MP PT 328.0, Curves	50	50		
MP PT 328.4 to MP PT 330.4, Curves	45	45		
MP PT 333.0 to Traff, Westward with over 240 axles	50	50		
Pitcairn Inter. Term., All Tracks, Restricted Speed not exceeding				15
Traff and MP PT 339.0	45	45		
Except:				
Nos. 98 to 99, Signaled Sidings				30
MP PT 339.0 and Home	35	35		
Except:				
Home, Wye Tracks				15
Home and Pitt	30	30		
Bloom and Field				CSXT Conn.
Pitt and West Pitt	15	15		30

PITTSBURGH 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 PT 124.0 to MP PT 125.0
 MP PT 229.0 to MP PT 230.0
 MP PT 243.0 to MP PT 244.0
 MP PT 252.0 to MP PT 253.0
 MP PT 271.0 to MP PT 272.0
 MP PT 282.0 to MP PT 283.0
 MP PT 350.0 to MP PT 351.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Duncannon to Altoona	3790	5300	5370	6510	8090	12532
Altoona to Conpit	970	1080	1120	1900	1980	3100
Conpit to Pittsburgh	1030	1430	1480	1890	2300	3674
Eastward						
Pittsburgh to Conpit	1590	2210	2310	2870	3550	5518
Conpit to Altoona	1030	1350	1710	2170	2620	4100
Altoona to Duncannon	5240	7350	7390	8720	10850	17810

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Cannon and Conpit — 286,000 lbs.

Conpit and West Pitt — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

Southwest I.T. — 273,000 lbs.

B. LOCATION OF ENGINE RESTRICTIONS

6-axle units are prohibited on Cresson Yard M/W Tracks.

C. ENGINE RESTRICTIONS — LEWISTOWN YARD

6-axle engines are prohibited on all JVRV tracks in Lewistown Yard except Main Line Yard Tracks 5 through 9.

PITTSBURGH LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

D. EQUIPMENT RESTRICTIONS

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

1. Multi-level cars
 - Empty and weighing less than 50 tons
2. Intermodal single-platform cars
 - Empty
 - Loaded with empty trailers or containers
3. 85-foot-long or longer flats
 - Empty
 - Not loaded with at least one (1) loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least one (1) loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two (2) loaded trailers or containers, the car will be restricted either one of the loaded trailers or containers spans both drawbar connected 89-foot platforms.

*RTTX cars in 165000 series
5. Intermodal single-axle truck flatcar
 - Empty
 - Loaded with empty trailers or containers
6. Single-platform double-stack (well) cars
 - Not loaded with one (1) or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one (1) or more loaded or empty container(s) or trailer(s)
8. Multiple-unit articulated double-stack (well) cars or articulated single-platform (spine) cars
 - Empty
 - Not loaded in accordance with Appendix 1 in the System Timetable

APPENDIX 1 of the System Section, Timetable No. 1, in effect at 12:01 AM, Monday, August 4, 2008, is amended for the Pittsburgh Division as follows:

NOTE: Loading configurations shown refer to articulated cars and not to drawbar-connected equipment.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Pittsburgh Line	All Tracks — Altoona and MG	9,800	3,800
	Main 2 and 3 Tracks — MG and UN	9,800	3,800
	Main 1 Track — MG and AR	9,800	3,000
	All Tracks — AR and MO	4,400	9,700
	All Tracks — UN and C	4,800	9,700
	All Tracks — C and Pittsburgh	9,800	9,700

PITTSBURGH LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

E. EQUIPMENT RESTRICTIONS — YD AND PARK YARD

89-foot flat cars are restricted between YD and Park Yard at Cresson. When necessary, cars may be routed from JM Siding to Park Yard.

F. EQUIPMENT RESTRICTIONS — YD AND ARCH ST.

When handling rail cars between YD and Arch St., cars must not be coupled to any of the following locomotive types:

- C-39-8
- D8-40-C
- D9-40-C
- D9-40-CW
- ES-40
- SD-50
- SD-60
- SD-60-M
- SD-70
- SD-70-M
- SD-80-MAC

G. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

Line Segments	Between	Maximum Safe Trailing Tonnage		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Pittsburgh Line	Cannon and West Pitt	2,100	2,100	3,100

NOTE: *RailRunner Block MUST TRAIL RoadRailers.

H. TRAILING TONNAGE RESTRICTIONS — ROADRAILER TRAILERS

Line Segments	Between	Maximum Safe Trailing Tonnage (Note 1)		
		Empty Less than 18 Tons	Light Load 18–27 Tons	Loaded 28 Tons or More
Pittsburgh Line	Cannon and West Pitt	2,500	3,200	4,800 (Note 2)

NOTE 1: Trailing Tonnage Includes RailRunner Block (if any) BEHIND RoadRailers.

NOTE 2: Must not exceed 4,600 tons behind LOADED (28 Tons or More) drawbar connected trailers.

PITTSBURGH LINE

6. SWITCHES AND DERAILS

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
PT 119.1	Cannon Yard
PT 124.5	Lochs Run
PT 142.9	Triangle Pacific
PT 177.6	Mattawana
PT 181.6	Ryde
PT 190.1	Blyers
PT 216.3	Union Furnace
PT 217.0	Pepperton
PT 284.4	Warren Oil
PT 284.4	Seward Shop Track
PT 289.7	East End Conpfit Shop Track
PT 290.0	West End Conpfit Shop Track
PT 308.0	Union Coal
PT 320.1	Sears
PT 320.2	84 Lumber
PT 322.8	Daniel Miller
PT 326.4	Elliot
PT 337.8	98 Track to Stub Track
PT 337.9	98 Track to East End Yard
PT 338.6	98 Track to No. 2 Pad
PT 338.8	98 Track to Shop
PT 344.5	Griffitt

PITTSBURGH LINE

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
View.....	46
Newport.....	46
Thompsontown.....	46
Mifflin.....	46
Lewistown.....	46
Jacks.....	46
Huntingdon.....	46
Tunnel.....	46
Gray.....	46
Cove.....	46
Alto.....	46
AR.....	46
MO.....	46
SO.....	46
C.....	46
SG.....	46
Seward.....	46
New Portage Tunnel.....	46
Allegheny Tunnel.....	46
Conpit.....	46
Torrance.....	46
Derry.....	46
Trobe.....	46
Rade.....	46
Larimer.....	46
Pitcairn.....	58
Pitcairn.....	46
Swissville.....	46
Pitt.....	46
Lock Haven (NBER R.R.).....	46

8. DETECTOR INSTRUCTIONS

A. CONSOLIDATED INSTRUCTIONS FOR STRESS STATE DETECTOR (SSD) AT MP PT 198.0

Altoona East Dispatchers

The (SSD) wheel impact detector at Millcreek, will generate a Non-Critical radio alarm when there is a high impact wheel reading of more than 150 KIPs.

The (SSD) wheel impact detector at Millcreek, will generate a Critical radio alarm when there is a high impact wheel reading of more than 170 KIPs.

For all readings above 150 KIPs the information will be provided by:

The axle locations or car numbers will be accessible on intranet website: "<http://www.salientsystems.com:8080/ns-main>", username: "picard", password: "malibu". The axle locations will also be provided by printout in the Greentree Office. They will be sent to fax numbers 7199, 7187, and 7065 and available in the Outlook public folder pbdispatch@nscorp.com.

When there is a critical alarm and no information is available by computer, fax, or printout, the entire train must be inspected.

PITTSBURGH LINE

8. DETECTOR INSTRUCTIONS (CONT.)

A. CONSOLIDATED INSTRUCTIONS FOR STRESS STATE DETECTOR (SSD) AT MP PT 198.0 (CONT.)

Altoona East Dispatchers (Cont.)

OVER 170 KIPS: * CRITICAL

Train must be stopped for inspection as soon as possible consistent with safe train handling procedures. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. If no obvious defects are found upon inspection, the train may proceed not exceeding 30 MPH to the nearest location where the car(s) must be set out.

Eastbound

Lewistown
Enola
Harrisburg Yard

Westbound

Rose Yard, Altoona

If there are obvious defects found upon inspection, the car(s) must be set out.

Eastbound

Ryde — PT 182.0

Westbound

Huntington — PT 202.3

FROM 150 TO 169 KIPS: * NON-CRITICAL

Train may continue without stopping, not exceeding 30 MPH. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. Train speed is to be reduced to 30 MPH and crew given instructions to set off at one of the following locations that will least affect train operation.

Eastbound

Lewistown
Enola
Harrisburg Yard

Westbound

Rose Yard, Altoona

No action needs to be taken by the Dispatchers for readings between 100 and 149 KIPs.

The (SSD) wheel impact detector at Millcreek, will generate a Non-Critical radio alarm when there is an imbalanced load reading of more than 15 KIPs.

The (SSD) wheel impact detector at Millcreek, will generate a Critical radio alarm when there is an imbalanced load reading of more than 20 KIPs.

For all readings above 15 KIPs the information will be provided by:

The load imbalance information will be accessible on intranet website: "<http://www.salientsystems.com:8080/ns-main>", username: "picard", password: "malibu". The load imbalance information will also be provided by printout in the Greentree Office. It will be sent to fax numbers 7199, 7187, and 7065 and available in the Outlook public folder pbdispatch@nscorp.com.

When there is a critical alarm and no information is available by computer, fax, or printout, the entire train must be inspected.

PITTSBURGH LINE

8. DETECTOR INSTRUCTIONS

A. CONSOLIDATED INSTRUCTIONS FOR STRESS STATE DETECTOR (SSD) AT MP PT 198.0 (CONT.)

Altoona East Dispatchers (Cont.)

OVER 20 KIPS IMBALANCE: * CRITICAL

Train must be stopped for inspection as soon as possible consistent with safe train handling procedures. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. If no obvious defects are found upon inspection, the train may proceed not exceeding 30 MPH to the nearest location where the car(s) must be set out.

Eastbound

Lewistown
Enola
Harrisburg Yard

Westbound

Rose Yard, Altoona

If there are obvious defects found upon inspection, the car(s) must be set out.

Eastbound

Ryde — PT 182.0

Westbound

Huntington — PT 202.3

FROM 15 TO 19 KIPS: * NON CRITICAL

Train may continue without stopping, not exceeding 30 MPH. Train crew must contact Train Dispatcher/Control Operator via railroad radio or authorized communication device to advise of location and alarm announcement. Train Dispatcher/Control Operator will provide the train crew with instructions and information regarding defects detected by the SSD. Train speed is to be reduced to 30 MPH and crew given instructions to set off at one of the following locations that will least affect train operation.

Eastbound

Lewistown
Enola
Harrisburg Yard

Westbound

Rose Yard, Altoona

No action needs to be taken by the Dispatchers for readings below 15 KIPS imbalance.

Any time a Stress State Detector makes a transmission such as: "One defect, contact Train Dispatcher" and a key train or passenger train is involved, unless information is received that the car(s) is okay to continue, the crew must be instructed to stop the train and inspect the car(s).

B. HBD — TIPTON

HBD at Tipton, MP PT 225.9, will announce "Track 3" for movement on Signaled Siding.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS

A. SUPPLEMENTARY INSTRUCTIONS IN HANDLING EASTWARD TRAINS FROM CRESSON TO ALTOONA

1. Minimum running times and maximum head-end speeds for freight trains on the following grades (speeds given in tables apply to head end of trains):

Between	Grade	Distance Miles	MPH	Minutes
Trains Having an Average Tonnage of 100 tons or less per Operative Brake				
UN, AR to SF	1.39 to 2.36%	1.1	12	5
SF to MG	1.73 to 2.36%	3.8	20	11
MG to Slope	1.45 to 1.85%	6.2	23	16
TOTAL	—	11.1	—	32
Trains Having an Average Tonnage of Over 100 tons per Operative Brake				
UN, AR to SF	1.39 to 2.36%	1.1	8	7
SF to MG	1.73 to 2.36%	3.8	15	15
MG to Slope	1.45 to 1.85%	6.2	15	25
TOTAL	—	11.1	—	47

NOTE: The location SF applies on Main 1 Track at MP PT 247.3. Between AR/UN and Slope, light engines may operate at passenger train speeds, not exceeding Light Engine Speeds.

2. Trains having Engine Equipped with Operative Dynamic Brake and Pressure-Maintaining Feature, except where conditions indicated in **Item 5** exist, will be handled as follows:

Rear-end dynamic braking will be used when available.

If the brake pipe pressure on the controlling engine drops to 70 lbs. for any reason, the train must be stopped and secured. Train must not proceed until brake pipe pressure has been restored.

Eastward freight trains on Pittsburgh Line between UN/AR and MP PT 238.0, stopping for any reason, will properly secure train with hand brakes, prior to releasing automatic air brake.

All eastward freight trains, except those consisting exclusively of solid loaded bulk commodity cars, when operating between Benny and Slope, must not exceed 6th throttle position in dynamic braking on head end of train.

Running releases of the automatic train brakes are prohibited on eastward freight trains between UN/AR and MP PT 238.0, except when retainers are set in high pressure position.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

A. SUPPLEMENTARY INSTRUCTIONS IN HANDLING EASTWARD TRAINS FROM CRESSON TO ALTOONA (CONT.)

3. Between UN/AR and Slope, maximum tonnage per axle of dynamic brake is 800 tons.

If the tonnage of the train is greater than the dynamic braking force of the units involved (hauler and helper), less than 4 axles of dynamic braking on hauler, or the dynamic brake or pressure-maintaining feature, or both, fail, instructions governing trains with non-equipped engines will govern.

If the tonnage exceeds 800 tons per axle dynamic braking, one (1) retaining valve must be used for each 100 tons in excess thereof, or Conductor and Engineer will be governed by instructions of Division Superintendent.

When retaining valves are required, a minimum of no less than 10 retaining valves will be set beginning from head end, in high pressure position on loaded cars and in low pressure position on empty cars.

4. Average tons per operative brake must not exceed 140 tons.
5. Engines not equipped with dynamic brake and pressure-maintaining brake valve or dynamic brake or pressure-maintaining brake valve inoperative on solid loaded bulk commodity or loaded trains, the following instructions will apply in addition to those covered in **Item 2**.

Retaining valves will be placed in high pressure position on 50% of cars in train beginning from head end.

6. Enginemen of eastward passenger trains will make a running test before passing UN/AR.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRAIN HANDLING INSTRUCTIONS

WEIGH-IN-MOTION SCALE — DENHOLM

Weigh-in-Motion Scales are located at Denholm Scales, MP PT 155.8.

Denholm Scales —

Radio Alarm Train Speed Monitor at Denholm Scales transmits the following messages:

1. Norfolk Southern Denholm, Pennsylvania, Scale Speed Normal (Speed under 4.5 MPH)
2. Norfolk Southern Denholm, Pennsylvania, Scale Speed Marginal (Speed between 4.5 MPH and 5 MPH)
3. (Warning beep) Norfolk Southern Denholm, Pennsylvania, Scale Speed Excessive (warning beep) (Speed 5 MPH or greater)
4. Norfolk Southern Denholm, Pennsylvania, Scale Clear (Rear of train has passed over scale)

Radio message will govern when indicator lights are not displayed. Indicator lights will govern when radio messages are not received.

If indicator lights are not displayed and radio messages are not received, train may proceed at 4 MPH, and crew member will communicate with Train Dispatcher/Control Operator for instructions.

All eastward freight trains routed to Signaled Siding at Hawstone weigh unless otherwise instructed. Westward trains weigh only when notified by Train Dispatcher/Control Operator.

After trains have completed movement over the Scale, the Engineer will communicate with the Train Dispatcher/Control Operator before proceeding.

When notified of overweight cars, the following will govern:

1. Train may proceed not exceeding 25 MPH.
2. Instructed as to disposition of overweight car or cars.
3. Relieving crews, yards and connecting divisions notified, when required.

Coal, coke and iron ore trains not originating from Shire Oaks must weigh at Denholm if they travel the Amtrak Corridor. If a coal, coke, or iron ore train is destined for one of the following locations, and it did not load in the Mon Valley it must weigh at Denholm:

Baltimore	Sparrows Point Coke
Indian River	Sparrows Point Ore
Edgemoor	

If the Altoona East Dispatcher is unable to ascertain if a train is to weigh, they must contact the Coal Business Group before allowing the train to pass Denholm.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. LONG I.T. — SOUTHWEST I.T.

Long I.T. controlled by the Altoona East Dispatcher. Southwest I.T. controlled by the Pittsburgh East Dispatcher. Setoffs must be made on the Long Siding or Short Siding.

D. ISLAND TRACK AT ALTO

Helper engines occupying the Island Track at Alto may extinguish headlights when not in motion. Engines must not be left running on Island Track for more than 30 minutes.

E. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Pittsburgh Line MP PT 236.0 to MP PT 260.0

F. AIR BRAKE INSTRUCTION

All Intermodal (TOFC/COFC), Triple Crown, Multi-Level trains operating east on the Pittsburgh Line between AR/UN and Alto will stop prior to descending the grade for the purpose of setting the air brakes. All other trains known to have experienced an undesired emergency brake application will be required to stop prior to descending the grade for the purpose of setting the brakes.

After initial stop is made, crew will wait two (2) minutes before applying the automatic brake. The purpose is to assure that all slack has settled and the air has stabilized throughout the train.

Where trains have rear helpers attached, the hauling Engineer will not begin his two (2) minute wait until he has ascertained that the rear helper is stopped.

G. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Cresson	MO and 200 ft. North of Arch St.	Dispatcher	10 MPH
South Fork	W and Fork	Dispatcher	10 MPH

H. CRESSON

Norfolk Southern crews may enter R. J. Corman/Pennsylvania Lines at Cresson, MP PT 251.0, after permission has been obtained from RJCP. **Rule 93** applies.

I. AO AND C

Revenue passenger trains and trains with double-stack equipment are prohibited from operating on No. 1 Pitt Track between AO and C and the "S" Track between C and JW.

J. TRAFF

All westward trains receiving a **Rule N285**, Approach indication or **Rule N286**, Medium Approach indication at Traff must contact the Train Dispatcher/Control Operator. If train is to be held at Wing, stop must be made at MP PT 338.0 unless authorized to proceed by the Train Dispatcher/Control Operator, or a more favorable Cab Signal indication is received.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

K. CAB SIGNAL EXCEPTIONS

1. The following exceptions are authorized for trains and engines not equipped with cab signals:
 - (a) Wire, work and wreck trains, ballast cleaners to and from work.
 - (b) Engines to and from shop.
 - (c) Engines used in switching and transfer service, with or without cars, not exceeding 20 MPH, between:

Cannon and Solomon

NOTE: Foreign trains and engines between Bloom and Solomon, Absolute Block must be established in advance of train or engine movement.

2. Cab Signal Test Rack located at MP PT 338.8 on No. 98 Signaled Siding.

L. SIGNAL NOT IN CONFORMITY

The following signal aspect is not in conformity with typical aspects:

Location: Wing, No. 99 Signaled Siding

Color Light Dwarf Signal

Rule N285

Aspect — Flashing Yellow over Red

Name — Approach

Indication — Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.

M. EXCESSIVE DIMENSION CARS

Westward trains operating west of Wing on the Pittsburgh Line will contact the Pittsburgh East Dispatcher prior to passing Wing and inform the Train Dispatcher/Control Operator of any excessive dimension or high cars located in train. Westward trains that pick up cars at Pitcairn Yard will contact the Pittsburgh East Dispatcher on AAR-46 / RCI-145 prior to departing Pitcairn Yard and inform the Train Dispatcher/Control Operator of any excessive dimension or high cars located in train. Train and engine employees should review waybills or wheel report for cars placed in train, prior to departing Pitcairn Yard, noting excessive dimension or high cars.

Westward trains must ensure that locomotive and hand held radios are tuned to the proper Radio Channel prior to passing High Car Detector located at MP PT 341.1 Pittsburgh Line.

N. PITCAIRN TERMINAL INSTRUCTIONS

1. The Pitcairn Yardmaster is on-duty between the hours of 7:00 AM and 11:00 PM. Between 11:00 PM and 7:00 AM, the Shire Oaks Yardmaster in charge of Pitcairn Terminal. Trains working at Pitcairn will contact the appropriate Yardmaster on Road Channel 4 (AAR-58).
2. There are two derails located on both ends of the Pitcairn Pad Tracks. These derails are controlled by GPS and Norfolk Southern's Mechanical Department and they must not be operated by Transportation Department employees.

RIVER LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
CLEL			CLEVELAND LINE DISPATCHER AAR-46 [143]	
		RO 0.0	YELLOW CREEK [RM] [CP] (Cleveland Line)	
R.T.		RO 1.0	BRANCH [RM] [CP] (Yellow Creek R.T.)	
		RO 1.0	DED (<i>Branch</i>)	
		RO 7.4	HBD-DED (<i>Toronto</i>)	
		RO 7.4	TOR	
		RO 16.0	ROCK	
	15800	RO 16.1	DED (<i>Rock</i>)	
		RO 19.5	ROCKVILLE (A)	
W&LE			(W&LE Crossing) (Wheeling-Pitt Steel Crossing)	
WPS		RO 20.0	Mingo Junction Yard	
		RO 23.6	GR	
		RO 29.6	Shannon	
		RO 32.3	Tiltonville	
		RO 37.7	Martins Ferry	
		RO 39.7	Bridgeport	
		RO 39.9	OJ	
		RO 43.1	Bellaire (N) (W&LE Crossing)	
		RO 43.8	BR	
		RO 46.8	Shadyside	

RIVER LINE						
WEST ↓	SIDINGS IN FEET	MP	STATION			NOTE
MAIN RIVL OMAL R.T. CAPTINA SEC.		RO 56.5	CLEVELAND LINE DISPATCHER..... AAR-46 143			
		RO 58.4	PN (Omal R.T.) Captina Jct. (Captina Sec.)			
1. RULES IN EFFECT						
Between					Main Track	
					Rules	
Yellow Creek and Branch						261
Branch and Rock						171
Rock and GR						137 Note 1
GR and PN						171
PN and Captina Jct.						137
NOTE 1: All tracks from Rock to GR are used under the authority of Yardmaster at Mingo. Yardmaster monitors AAR Channel 64.						
2. MAXIMUM SPEEDS						
Between					Main Track	
					MPH	
Yellow Creek and Rock						35
Rock and GR						15
Except: Rockville to Mingo						10
GR and PN						25
Except: GR to MP RO 24.4						20
MP RO 37.4, Center St. to MP RO 38.6, Martins Ferry						20
MP RO 45.8 to MP RO 45.9						10
MP RO 48.2 to PN						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 RO 12.0 to MP RO 13.0						
4. DIESEL UNIT RATINGS						
DIESEL UNIT RATINGS IN TONS						
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Captina Jct. to Conway	4170	5840	5910	7110	8840	14135
Eastward						
Conway to Captina Jct.	4170	5840	5910	7110	8840	14135

RIVER LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Yellow Creek to PN — 286,000 lbs.

Omaha R.T. — PN and Captina Jct. — 286,000 lbs.

6. SWITCHES AND DERAILS

A. OPERATING INSTRUCTIONS

The following operating instructions apply to the radio control switch at Captina Jct.:

1. When approaching the switch, tune radio to AAR-46 (Mine Loading Frequency). Crews are reminded to approach this switch at Restricted Speed.
2. Within one (1) mile of approach to the switch, users push radio tone buttons #-1-0-5 to ascertain the switch position. The switch will respond in one of three (3) ways via radio:
 - “NORFOLK SOUTHERN, SWITCH NORMAL” or
 - “NORFOLK SOUTHERN, SWITCH REVERSED” or
 - “NORFOLK SOUTHERN, SWITCH IS IN A FAULT CONDITION, STOP AND INSPECT”.
3. If the switch is in the desired position, no action is necessary.
4. If the switch is desired to be operated in the opposite direction than announced, the user must actuate the switch to operate by sending a radio signal to the switch which will actuate operation.
5. The following actuation codes will operate the switch in the desired position:
 - #-1-0-1 Normal position for Captina Running Track
 - #-1-0-2 Reversed position for Ohio Valley Coal Track

The switch position can also be determined by indicator lights as follows:

Green — Normal Position

Yellow — Reverse Position

6. Radio response will confirm that the switch is in the desired position or announce a fault.
7. When switch is in fault condition, crew is to inspect switch for gapping, obstruction or obvious broken part. Do not foul switch points, rods, or any movable part with any body part. If no visible defect is discovered, the switch may be operated manually and notify the Train Dispatcher/Control Operator. Train Dispatcher/Control Operator will notify Track Department.

RIVER LINE

6. SWITCHES AND DERAILS (CONT.)

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP RO 1.5 — Port Switch
- MP RO 4.7 — Clay Switch
- MP RO 8.75 — T
- MP RO 28.6 — RU Switch
- MP RO 29.2 — WLE Crossover
- MP RO 29.8 — Shannon
- MP RO 32.35 — WP Steel
- MP RO 32.45 — York
- MP RO 32.6 — Maiden
- MP RO 35.0 — Lesco
- MP RO 36.25 — MF Yard
- MP RO 38.6 — Nickels
- MP RO 47.15 — Amber
- MP RO 47.5 — Shadyside
- MP RO 48.1 — Wegee
- MP RO 51.3 — Anderson

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Toronto	46
Bellaire	46
Powhatan	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Yellow Creek (E)	River and Branch	Dispatcher	15 MPH
Omah (W)	PN and Captina Jct.	Dispatcher	10 MPH

B. CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

- Lesco Industries at MP RO 34.9
- Nickels Bakery, MP RO 38.6
- Bridge at MP RO 20.9 over Cross Creek

RIVER LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

Track	Located at/or	Between/at	And
Main	All Crossings	MP RO 23.6	MP RO 60.5

D. NON-INTERLOCKED RAILROAD CROSSING AT GRADE

Unless otherwise specified, at railroad crossings and junctions at grade not interlocked, all trains must come to a full stop, not nearer than 200 feet nor farther than 800 feet from the crossing, and must not proceed until either signaled to do so by the watchman or until the track is clear.

Location Crossing With	Track	Signals, etc., governing movements over crossings		Requirements	Note
		Type	Proceed Indication or Position		
Bellaire W&LE	River Line	Target	Horizontal	Stop before Crossing	1

NOTE 1: CC sign indicates point where trains must stop when route over crossing is not clear.

E. SECURING EQUIPMENT — MINGO YARD

A minimum of 10% hand brakes (10% of amount of cars which track will hold) must be applied on east end of 400 yard in Mingo Yard.

YOUNGSTOWN LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
<p>The diagram shows a vertical main line with two tracks labeled '1' and '2'. At the top, there are two tracks labeled 'NO. 1 R.T.' and 'NO. 2 R.T.'. Below these are 'HABBOR CONN.' and 'CSXT'. Further down are 'CLEV. CONN.', 'BUFF. CONN.', 'NP CONN.', 'SDG.', and 'LAKE ERIE DIST.'. At the bottom, there are 'MAIN' tracks and 'SS' (switch) symbols. A 'CARSON CONTROLLED SIDING' is shown branching off to the left between MP 4.5 and 7.7.</p>			YOUNGSTOWN LINE DISPATCHER..... AAR-46 [141]		
			YG 0.0	JM (DB) (CP) Ashtabula (Drawbridge)	2
				NP (C) Harbor Connecting Track (To CSXT at CP-128) CSXT Chicago Line Crossing	4
				Buffalo Connecting Track (To CSXT at CP-124) Cleveland Connecting Track (To CSXT at CP-128)	
				NP Connecting Track	
				NS Lake Erie District Crossing	
			YG 4.5	CARSON (CP)	
	15000		YG 7.7	GRIGGS..... (CP)	
			YG 10.5	DED	
	SS		YG 12.6	DENMARK..... (CP)	
10000		YG 14.8	DORSET (CP)		
		YG 21.1	HBD-DED (<i>Cherry Valley</i>)		
SS		YG 23.8	CHERRY (CP)		
12500		YG 26.6	WICK (CP)		

YOUNGSTOWN LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			YOUNGSTOWN LINE DISPATCHER AAR-46 [141]		
			YG 31.7	DED	
	SS	10000	YG 36.3	ATES..... (CP)	
	NLS		YG 38.6	LATIMER (CP) (Niles Sec.)	
	MAIN		YG 41.7	HBD-DED (<i>Fowler</i>)	
			YG 51.5	Coalburg	
	MEAL		YG 52.4	HUBBARD (CP) (Meadville Line)	
	1 2		YG 54.5	HBD-DED (<i>Doughton</i>)	
			YG 57.6	VALLEY (CP)	
	LORS		YG 58.3	Youngstown	
	CONNECTING TRACK				
	CSXT CROSSING		YG 59.6	CENTER (C) (CSXT Crossing)	1, 3
			YG 60.2	Haselton	
			YG 61.4	GRAHAM..... (CP)	
			YG 63.8	LOWELL..... (CP)	
			YG 65.2	DED	
			YG 66.2	PA/OH State Line	
	ISSR		YG 74.5	HBD-DED (<i>Castle</i>)	
NEW CASTLE CONN.		YG 75.8	CASTLE..... [RM] (CP) (New Castle Conn.)	5	
1 2					

YOUNGSTOWN LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YOUNGSTOWN LINE DISPATCHER..... AAR-46 [141]	
		YG 81.2	WAMPUM	[RM] [CP]
		YG 81.2	DED (<i>Wampum</i>)	
		YG 91.9	HBD-DED (<i>Vale</i>)	
		YG 94.9	BRIGHT	[RM] [CP]
	YG 97.2	ROCHESTER	[RM] [CP]	

STATION PAGE INFORMATION

- NOTE 1:** Center controlled by the CSXT Dispatcher located in Jacksonville, Florida. All trains must approach Center prepared to stop unless a proceed aspect is clearly observed. Trains stopping at Center will contact the CSXT Dispatcher on AAR Radio Channel 14, Touch Tone Access No. 8. All trains receiving a Stop Signal at Center must contact the Train Dispatcher/Control Operator for instructions.
- NOTE 2:** **JM — Ashtabula**
If governing home signals indicates Stop, crew members of affected trains will be governed by **Rule 238(c)**. The bridge is safe for movement if the lift rails are properly aligned and the wedges and pins are driven. Crew members are qualified to determine if the lift rails are properly aligned. The Train Dispatcher/Control Operator can determine if the wedges and pins are driven by panel indication.
- NOTE 3:** Remotely Controlled by CSXT.
- NOTE 4:** Harbor Connecting, Buffalo Connecting and Cleveland Connecting Tracks are in charge of Youngstown Line Dispatcher.
- NOTE 5:** New Castle Connecting Track in charge of Youngstown Line Dispatcher.

1. RULES IN EFFECT

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	Rules			
JM and NP (No. 1 and No. 2 Running Tracks)				137
Harbor Connecting Track, MP YG 0.0 to CSXT at CP-128				261
Buffalo Connecting Track, MP YG 0.0 to CSXT at CP-124				261
Cleveland Connecting Track, MP YG 0.3 to CSXT at CP-128				261
NP and Carson		261	261	

YOUNGSTOWN LINE

2. MAXIMUM SPEEDS

	Main Track	Main 1 Track	Main 2 Track	Other Tracks
Between	MPH			
JM and NP (No. 1 and No. 2 Running Tracks) Except:				15
Harbor Connecting Track, MP YG 0.0 to CSXT at CP-128				10
Buffalo Connecting Track, MP YG 0.0 to CSXT at CP-124				10
Cleveland Connecting Track, MP YG 0.3 to CSXT at CP-128				10
NP Connecting Track, Youngstown Line to Lake Erie District				10
NP and Carson Except:		30	30	
MP YG 0.0 to MP YG 1.1		25	25	
MP YG 1.1 to MP YG 1.2		20	20	
MP YG 1.2 to Carson, Northward Only		25	25	
Carson and Hubbard	40			
MP YG 0.0 and Carson Except:		30	30	
MP YG 0.0 to MP YG 1.1		25	25	
MP YG 1.1 to MP YG 1.2		20	20	
Connection to NS Lake Division		15	15	
MP YG 1.2 to Carson, Northward		25	25	
Carson and Hubbard Except:	40			
Denmark to Dorset	10			
Cherry to Wick	10			
Ates to Latimer	10			
Latimer Connection Niles Secondary	30			
Hubbard and Valley		25	40	
Valley and Graham Except:		25	25	
MP YG 57.7 to MP YG 58.3 — Youngstown Connecting Track				25
Center, CSXT Crossing Applies to Head End Only		20	20	
Graham and Castle Castle and New Castle, CSXT	40			
Castle and Rochester Except:	15			
MP YG 81.3 to MP YG 82.1	25	40	40	
MP YG 93.6 to MP YG 94.0	30			
MP YG 96.7 to Rochester		30	30	
Tracks are numbered from West to East.				

YOUNGSTOWN 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 YG 9.0 to MP YG 10.0

MP YG 88.0 to MP YG 89.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Ashtabula to Rochester	1650	2300	2360	2980	3690	5696
Northward Rochester to Ashtabula	2180	3040	3110	3880	4810	7179

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Youngstown Line — 286,000 lbs.

EXCEPTION: Bridge 41.11, MP YG 82.1 —
movements with maximum car and lading weight over
263,000 lbs. must not exceed 10 MPH.

YOUNGSTOWN LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

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

1. Multi-level cars
 - Empty and weighing less than 50 tons
2. Intermodal single-platform cars
 - Empty
 - Loaded with empty trailers or containers
3. 85-foot-long or longer flats
 - Empty
 - Not loaded with at least one (1) loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least one (1) loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only two (2) loaded trailers or containers, the car will be restricted either one of the loaded trailers or containers spans both drawbar connected 89-foot platforms.

*RTTX cars in 165000 series
5. Intermodal single-axle truck flatcar
 - Empty
 - Loaded with empty trailers or containers
6. Single-platform double-stack (well) cars
 - Not loaded with one (1) or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one (1) or more loaded or empty container(s) or trailer(s)
8. Multiple-unit articulated double-stack (well) cars or articulated single-platform (spine) cars
 - Empty
 - Not loaded in accordance with Appendix 1 in the System Timetable

APPENDIX 1 of the System Section, Timetable No. 1, in effect at 12:01 AM, Monday, August 4, 2008, is amended for the Pittsburgh Division as follows:

NOTE: Loading configurations shown refer to articulated cars and not to drawbar-connected equipment.

Line Segments	Between	Maximum Safe Trailing Tonnage	
		Southward/ Westward	Northward/ Eastward
Youngstown Line	NP and Ashtabula	10,000	9,500

YOUNGSTOWN LINE

6. SWITCHES AND DERAILS

ELECTRICALLY LOCKED SWITCHES — 261-ABS TERRITORY

The following hand-operated switches in 261-ABS territory are not equipped with electric locks. Trains may not clear the Main Track at these locations unless the Maximum Authorized Speed on the Main Track is 20 MPH or less or the Maximum Authorized Speed on a Signaled Siding is 30 MPH or less.

Milepost	Name of Switch
YG 26.25	Wick Mill Siding
YG 31.45	Gustavus
YG 47.15	84 Lumber
YG 51.6	Coalburg Connection
YG 58.2	YSS Switch
YG 70.1	Beaver Explosive

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Harbor Yard Yardmaster.....	64
Ashtabula	46
Dorset.....	46
Fowler.....	46
Youngstown	46
Haselton	46
New Castle	46
Koppel	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Youngstown Line MP YG 0.0 TO MP YG 4.6

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
No. 1	JM and NP	Dispatcher	15 MPH
No. 2	JM and NP	Dispatcher	15 MPH

YOUNGSTOWN LINE

9. DISTRICT INSTRUCTIONS (CONT.)

C. FREIGHT TRAIN HANDLING INSTRUCTIONS

Supplementary Instructions to apply in handling Solid Bulk Commodity trains between Denmark and JM:

If the brake pipe pressure on the controlling engine drops to 70 lbs. for any reason, the train must be stopped and secured. Train must not proceed until brake pipe pressure has been restored.

Trains having engine equipped with operative pressure-maintaining feature:

Retaining valves will not be used on trains with equipped engines. Trains having engine equipped with operative pressure-maintaining feature.

Except: Northward Solid Bulk Commodity trains stopped between MP YG 4.0 and MP YG 2.0 must have retaining valves set in high pressure position, beginning at the head end, on 20% of the number of cars in their train before automatic brake is released.

If the pressure-maintaining feature fails, instructions governing trains with engines not equipped will apply.

Trains having engine not equipped with pressure-maintaining feature:

Northward Solid Bulk Commodity trains between Carson and JM, with engines not equipped with either dynamic brake or pressure-maintaining feature, must have retaining valves set in high pressure position, beginning at head end, on 25% of the number of cars in train.

Retaining valves must be placed in high pressure position prior to departing Carson.

D. MP YG 60.2

Trains and engines must sound engine whistle, **Rule 14(l)** approaching company road crossing at grade MP YG 60.2.

E. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

Graham interlocking equipped with emergency push buttons for Norfolk Southern and Mahoning Valley Railroad operations. Instructions for operation of the push buttons are in the push button boxes located on the east side of the signal bungalow in the southwest quadrant of the interlocking.

F. ROAD CROSSINGS

Movements must stop and crew member must protect crossing before passing over:

MP YG 26.1 — Signaled Siding only.

G. HASELTON YARD INSTRUCTIONS

The Lordstown Yardmaster is in charge of Haselton Yard and monitors Road Channel 1 (AAR-46) and Road Channel 2 (AAR-64).

KEYSTONE BRANCH

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CONWAY TERMINAL DISPATCHER AAR-46 [144]	
		KB 0.0	SALTS (CP) (Connection with Conemaugh Line)	
		KB 3.1	FORRESTER	
		KB 9.1	SHROCK	
		KB 13.1	PARKWOOD	
		KB 15.8	LOCTA	

1. RULES IN EFFECT

	Main Track
Between	Rules
Salts and Locta	171
Locta to End of Track	137
Tracks are numbered from West to East.	

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Salts and LOCTA Except: Loaded Northward Trains between MP KB 13.5 and LOCTA	25
Locta and End of Track, Restricted Speed not exceeding	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

POSITION OF HAND-OPERATED SWITCHES

Switch Located at	Connecting With	Normal Position is for Movement
MP KB 12.8 (Nassar)	Nassar Stub	Keystone Branch
MP KB 15.8 (Creek)	Shelocta R.T.	Keystone Branch
MP KB 16.0 (Shelo)	Shelocta R.T.	Keystone Branch

KEYSTONE BRANCH

7. COMMUNICATION INFORMATION

Base Station	AAR Channel	RCI Channel
Locust.....	46	144
Marion Center.....	46	144
Cummings.....	46	144
Shelocta.....	46	144

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. HIGHWAY CROSSING AT GRADE

Movements must stop and crew member must protect crossing before passing over:
Keystone Branch from LOCTA, MP KB 15.7 to the end of track including the
Keystone Generating Plant Lead.

B. KEYSTONE GENERATING PLANT

1. Northward crews spotting loads at the Keystone Generating Plant must “change ends” of the power, setting the south engine up for lead operation prior to putting off duty.
2. Prior to passing the gate at Keystone Power, permission to occupy the tracks inside the facility must be secured from Keystone Power employee.

C. SHELOCTA R.T.

Running Track	Between	In Charge of	Restricted Speed not exceeding
Shelocta	MP KF 26.4 and MP 33.0	Dispatcher	10 MPH

NOTE 1: Movements must stop and crew member must protect crossing before passing over:

Between MP KF 26.4 and MP 33.6 including the Keystone Generating Plant Lead — Entire Track.

NOTE 2: Procedure to contact the Conway Terminal Dispatcher by Radio:
AAR-46 / RCI-144.

BASE STATION LOCATION	AAR	RCI
Locust, MP 7.9	46	144
Marion Center, MP 15.0	46	144
Cummings, MP 25.5	46	144

NOTE 3: On loaded unit coal trains operating on the Shelocta R.T., the Dynamic Brake must be utilized on the lead end and rear end of SD80 MAC consists when controlling or reducing train speed. Dynamic Brake effort must be limited to a maximum of 65,000 lbs. of force and be coordinated between the Engineers on the lead end and rear end.

NOTE 4: Normal position for the switch at Creekside, MP KF 27.0, connecting the B&P Railroad and the Shelocta Running Track, is as last used.

MANOR BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER..... AAR-50 147	
		MG 0.0	MAN RM CP (Waynesburg Southern)	
		MG 1.8	BRITT RM CP	
		MG 3.6	SYCAMORE RM CP	
		MG 4.2	DED (Farm)	
		MG 11.5	FORK	
		MG 13.7	(Remote Control Switch — Manor Industrial Track) (13 Crossover)	
		MG 14.6	End of Track (Bailey Mine)	

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Man and Britt	261		
Britt and Sycamore		261	261
Sycamore and Fork	171		
Manor I.T.	137		
Enlow Siding	137		

2. MAXIMUM SPEEDS

Between	Main Track	Main 1 Track	Main 2 Track	Other Tracks
	MPH			
Man and Britt	25			
Britt and Sycamore		25	25	
Sycamore and Fork	25			
Manor I.T., Restricted Speed not exceeding				15
Over Scale and Through Loadout				3
Enlow Siding, Restricted Speed not exceeding				15

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 MG 10.0 to MP MG 11.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Man to Bailey	1470	2050	2110	2670	3290	5196
Northward						
Bailey to Man	2590	3610	3690	4580	5670	8590

MANOR BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Manor Branch — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

6. SWITCHES AND DERAILS

A. FORK — MP MG 11.5

The following operating instructions apply for the radio control switch at Fork:

1. When approaching the switch, tune radio to AAR-46 (Mine Loading Frequency). Crews are reminded to approach this switch at Restricted Speed.
2. Within one (1) mile of approach to the switch, users push Radio Tone Buttons #-1-0-5 to ascertain the switch position. The switch will respond to one (1) of three (3) ways via radio:
“Norfolk Southern, Switch Normal” or
“Norfolk Southern, Switch Reversed” or
“Norfolk Southern, Switch is in a Fault Condition, Stop and Inspect”.

3. If the switch is in the desired position, no action is necessary.
4. If the switch is desired to be operated in the opposite direction than announced, the user must actuate the switch to operate by sending a radio signal to the switch which will actuate operation.

The following actuation codes will operate the switch in the desired position:

- #-1-0-1 Normal Position
- #-1-0-3 Reversed Position

The switch position can also be determined by Indicator Lights as follows:

- Green — Normal Position
- Yellow — Reverse Position
- Flashing Lunar — Fault Condition

5. Radio response will confirm that the switch is in the desired position or announce a fault.
6. When switch is in fault condition, crew is to inspect switch for gapping, obstruction or obvious broken part. Do not foul switch points, rods or any movable part with any body part. If no visible defect is discovered, the switch may be operated manually and notify the Train Dispatcher/Control Operator. Train Dispatcher/Control Operator will notify Track Department.

B. MANOR I.T.

1. The normal position of Goat Track Switch is lined for Manor Industrial Track, derail in derailing position.
2. Manor I.T., MIT, between Fork and MP MG 14.6, is controlled by the Mon Valley Dispatcher.

MANOR BRANCH

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Bailey Mine.....	50

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Through loadout at Bailey

MIRACLE RUN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER AAR-50 [147]	
		YN 0.0	CLIF (Waynesburg Southern)	
		YN 3.2	BULA (Federal R.T.)	
		YN 6.1	End of Track	

1. RULES IN EFFECT

	Main Track
Between	Rules
Clif and Bula	171
Bula and MP YN 6.1	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Clif and Bula Except: Clif to MP YN 0.2	25
Bula and MP YN 6.1, Restricted Speed not exceeding	10
Federal Mine No. 2, Load Out Facility	5

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Miracle Run to Federal	2300	3210	3280	4090	5070	7578
Northward Federal to Miracle Run	2960	4140	4220	5190	6440	9743

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Miracle Run Branch — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

MIRACLE RUN BRANCH

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

MP YN 0.05 — Joyce

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS


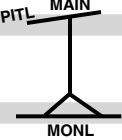
Running Track	Between	In Charge of	Restricted Speed not exceeding
Federal (S)	Bula and MP YN 6.1	Dispatcher	10

B. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Through loadout at Federal

PORT PERRY BRANCH

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
		JP 0.0	PITTSBURGH EAST DISPATCHER AAR-46 [145]	
			WING (CP) (Pittsburgh Line)	
		JP 2.9	CONWAY TERMINAL DISPATCHER AAR-64 [144]	
			PERRY (CP) (Mon Line)	

1. RULES IN EFFECT

	Main Track
Between	Rules
Wing and MP JP 1.9	261-CSS Note 1
MP JP 1.9 and Perry	261
NOTE 1: Cab Signal Rules in effect for eastward trains only.	

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Wing and Perry Except: Perry, Wye Tracks	20
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

PORT PERRY BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Port Perry Branch — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

WAYNESBURG SOUTHERN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			MON VALLEY DISPATCHER AAR-50 [147]		
			WY 1.0	MAN (CP) (Mon Line)	
			WY 1.5	(Emerald Siding)	
			WY 3.1	EVE	
			WY 3.1	DED	
		8300	WY 11.0	WHITE COTTAGE (White Cottage Siding)	
			WY 16.7	COT HBD-DED-HWD (<i>Cottage</i>)	
			WY 20.2	WANA (Wana I.T.)	
			WY 22.5	CLIF (Miracle Run Branch)	
		I.T.	WY 25.9	LACK (Blacksville I.T.)	
		WY 27.3	End of Track		

1. RULES IN EFFECT

	Main Track
Between	Rules
Man and Lack	171
Blacksville I.T., Wana I.T., Emerald and White Cottage Siding	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Man and Clif	25
Except: MP WY 20.17 and switch at Wana	20
Clif and Lack	10
Blacksville I.T., Restricted Speed not exceeding	10
Wana I.T., Restricted Speed not exceeding	15
Emerald and White Cottage Siding, Restricted Speed not exceeding	10
Southward empty trains, pulling over the scale and through the loadout are restricted to	4

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

WAYNESBURG SOUTHERN BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
Lack to Man	2960	4140	4220	5190	6440	9743
Southward						
Man to Lack	2300	3210	3280	4090	5070	7578

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Waynesburg Southern Branch — 286,000 lbs.;

EXCEPTION: 315,000 lbs. for cars with stenciled load limit.

6. SWITCHES AND DERAILS

A. CLIF — NORMAL POSITION

The normal position for the switch at Clif is lined and locked for movement to the Miracle Run Branch.

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP WY 1.5 — Emerald
- MP WY 3.05 — RL
- MP WY 10.3 — Wood
- MP WY 11.9 — Tag
- MP WY 14.85 — RJ Switch
- MP WY 22.5 — Clif
- MP WY 22.6 — Clark

WAYNESBURG SOUTHERN BRANCH

6. SWITCHES AND DERAILS (CONT.)

C. WANA — MP WY 20.2

Hand-thrown switch at Wana dividing the Wana Industrial Track is converted from a hand-operated switch to a Remote Radio Controlled switch to be operated by trains/ track cars traversing over the switch.

The following operating instructions apply:

1. When approaching the switch, radio should be tuned to AAR Channel 50.
2. Within one (1) mile of approach to the switch, users push radio tone buttons #2-0-5 to ascertain the switch position. The switch will respond in one (1) of three (3) ways via radio:
 - “Norfolk Southern, Wana, Switch Normal” or
 - “Norfolk Southern, Wana, Switch Reversed” or
 - “Norfolk Southern, Wana, Switch is in a fault condition. Stop and inspect.”
3. If the transmission indicates that the switch is in the desired position, no action is necessary and the train may proceed at authorized speed.
4. If the switch is desired to be operated in the opposite direction than announced, the user must actuate the switch to operate by sending a radio signal to the switch which will actuate operation. If the transmission then indicates that the switch is in the desired position, the train may proceed at authorized speed.
5. The following actuation codes will operate the switch in the desired position:
 - #-2-0-1 Normal Position
 - #-2-0-3 Reversed Position

The Switch Position can also be determined by indicator lights as follows:

Green — Normal Position
Yellow — Reversed Position
Flashing Lunar — Fault Condition

6. Radio response will confirm that the switch is in the desired position or announce a fault.
7. When switch is in fault condition, crew is to inspect switch for gapping, obstruction or obvious broken part. Do not foul switch points, rods or any movable part with any body part. If no visible defect is discovered, the switch may be operated manually by following the posted instructions within the switch box.
8. If the switch is operated manually, it must be returned to normal position, lined for the Waynesburg Southern Branch, after movement is complete.

WAYNESBURG SOUTHERN BRANCH

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
White Cottage	50

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. RUSTY RAIL CONDITIONS

Movements must stop and crew member must protect crossing before passing over:
Between MP WY 22.5 and MP WY 26.0.

B. BLACKSVILLE I.T.

Blacksville I.T., between Lack and MP WY 27.3, controlled by the Mon Valley Dispatcher.
Wana I.T., controlled by the Mon Valley Dispatcher.

C. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Through Blacks ville Fly Ash unloading area

CAPTINA SECONDARY

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
RIVL OMAL R.T.			CLEVELAND LINE DISPATCHER AAR-46 [143]	
		OP 0.0	CAPTINA JUNCTION (Captina R.T.)	
		OP 0.1	CAP	
		OP 3.8	AS	
	5200	OP 8.0	NORTON (Norton Siding)	
		OP 13.5	GL (Pow 6 Mine)	
		OP 15.4	MILL	
		OP 15.7	End of Track	

1. RULES IN EFFECT

	Main Track
Between	Rules
Cap and Mill	171
Mine R.T. and Captina R.T.	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Cap and Mill	15
Except: Loaded Coal Trains	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 OP 4.0 to MP OP 5.0

4. DIESEL UNIT RATINGS

None.

CAPTINA SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

AUTHORIZED:

Captina Secondary Track — Captina Jct. to Mill — 300,000 lbs.

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

MP OP 13.2 — #6

MP OP 14.3 — #6 Crossover

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Powhatan	46

8. DETECTOR INSTRUCTIONS

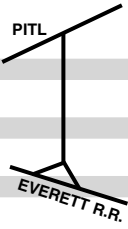
None.

9. DISTRICT INSTRUCTIONS

LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Captina	Captina Jct. and Cap	Dispatcher	10 MPH
Mine	Mill and End of Track	Dispatcher	10 MPH

COVE SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			ALTOONA EAST DISPATCHER AAR-46 [146]	
		JK 0.0	ALTO (Pittsburgh Line)	
		JK 3.3	ELDO	
		JK 6.0	WYE	

1. RULES IN EFFECT

Between	Main Track Rules
Alto and Wye	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
Alto and Wye	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

COVE SECONDARY

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP JK 0.75 — Boyer
- MP JK 1.75 — 31st Street
- MP JK 2.0 — South Altoona Runaround
- MP JK 2.95 — Babcock
- MP JK 3.9 — Univar
- MP JK 4.9 — W.S. Lee

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Alto	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

RUSTY RAIL CONDITIONS

Movements must stop and crew member must protect crossing before passing over:
Entire Secondary Track.

ELLSWORTH SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER AAR-50 [147]	
		EL 0.0	CITY [RM] [CP] (Mon Line)	
		EL 1.8	FRY	
		EL 10.0	BENT	
		EL 11.0	Ellsworth	
		EL 11.9	Coke (Cokeburg I.T.)	
		EL 19.4	Marianna (Ellsworth I.T.)	

1. RULES IN EFFECT

	Main Track
Between	Rules
City and Bent	171
Ellsworth I.T.	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
City and Bent	10
Ellsworth I.T., Restricted Speed not exceeding	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Bent to City	2760	3860	3940	4870	6030	9130
Northward						
City to Bent	2760	3860	3940	4870	6030	9130

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Ellsworth Secondary Track — 286,000 lbs.

ELLSWORTH SECONDARY

6. SWITCHES AND DERAILS

A. HAND-OPERATED DERAIL

Normal position of hand-operated derail on No. 1 Coke R.T. at MP EL 10.7 is locked in the non-derailing position, except when cars are stored on the track.

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP EL 1.4 — Flexis Oil
- MP EL 1.5 — Flexis Sulfur
- MP EL 3.25 — Ellsworth Team Track
- MP EL 9.65 — Bentleyville Team Track

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Scenery Hill	50

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. ROCKS AND SLIDES

Crew members must be on the lookout for rocks and slides on track between MP EL 4.0 and MP EL 5.0 and between MP EL 5.5 and MP EL 6.0.

B. RUNNING TRACKS

Cars must not be stored on the running tracks between Bent and Coke without motive power attached and secured.

C. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
No. 1 Coke	MP EL 10.6 and Coke	Dispatcher	10 MPH
No. 2 Coke	Bent and Coke	Dispatcher	10 MPH

D. COKE — MARIANNA

Ellsworth I.T. between Coke and Marianna controlled by the Train Dispatcher/Control Operator.

E. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

Ellsworth I.T. MP EL 14.5 to MP EL 17.5

KOPPEL SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YOUNGSTOWN LINE DISPATCHER AAR-46 [141]	
		KR 81.2	WAMPUM (CP) (Youngstown Line)	
		KR 84.3	KOPP	
		KR 86.0	Koppel	
	KR 87.5	WOOD (CP) (Fort Wayne Line)		

1. RULES IN EFFECT

Between	Main Track
Wampum and Wood	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
Wampum and Wood	MPH
	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward Wampum to Wood	1650	2300	2360	2980	3960	6590
Northward Wood to Wampum	2180	3040	3110	3880	4810	7170

KOPPEL SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Koppel Secondary Track — 286,000 lbs.

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP KR 82.1 — Cemex
- MP KR 84.2 — Kerry
- MP KR 84.3 — Coal
- MP KR 84.4 — Alaron
- MP KR 85.25 — Dupirack
- MP KR 85.4 — Pike

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CAB SIGNALS

Cab Signal test rack is located at MP KR 87.4.

B. RUSTY RAIL CONDITIONS

Movements must stop and crew member must protect crossing before passing over:
Between MP KR 87.5 and MP KR 86.0.

C. KOPPEL STEEL

Southward Trains must stop at Koppel Steel if train is to be held at Wood.

D. CEMEX

Crews handling cars from Cemex must use a minimum of five (5) hand brakes regardless of the number of cars being handled. More hand brakes will be used if necessary.

LORDSTOWN SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH WEST DISPATCHER..... AAR-46 [142]	
		RZ 0.0	CRAB (Youngstown Line)	
		RZ 1.7	Youngstown	
		RZ 2.6	LEAD (N)	
		RZ 2.6	Austintown (W&T R.R.)	
		RZ 5.5	KID	
		RZ 7.0	COLLINS	
		RZ 10.9	NILE	
		RZ 12.4	ANNA	
		RZ 15.4	SOAP	
		RZ 20.1	MILT (OUT OF SERVICE BETWEEN MILT AND MP RZ 35.9)	
		RZ 33.6	RING	
		RZ 35.9		
		RZ 38.0	ALLIANCE (CP) (Fort Wayne Line) (Alliance R.T.)	

1. RULES IN EFFECT

	Main Track
Between	Rules
Crab and Milt	171
Ring and Alliance	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Crab and Milt	25
Except: MP RZ 2.3 to MP RZ 2.7	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

LORDSTOWN SECONDARY

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Youngstown to Alliance	2960	4140	4220	5190	6440	9740
Eastward Alliance to Youngstown	2300	3210	3280	4090	5070	7578

5. LOCOMOTIVE AND CAR RESTRICTIONS

MP RZ 10.1

6-axle engines are prohibited from the Belmont I.T. to the Detour runner.

6. SWITCHES AND DERAILS

A. SPRING SWITCH

Switch Located at	Connecting	With	Normal Position is for Movement
MP RZ 15.6 and MP RZ 15.3	Lordstown Secondary	Gem I.T.	Gem I.T.

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP RZ 1.3 — Vindicator
- MP RZ 2.35 — Ohio Works Lead
- MP RZ 6.0 — Girard
- MP RZ 10.2 — Belmont
- MP RZ 11.05 — Arlington
- MP RZ 11.6 — Pleasant
- MP RZ 11.65 — Detour
- MP RZ 12.4 — Anna
- MP RZ 15.3 — Soap
- MP RZ 15.6 — Town
- MP RZ 15.75 — Lamont
- MP RZ 19.2 — Pipe
- MP RZ 19.3 — Carter
- MP RZ 19.45 — National
- MP RZ 19.75 — Co-Steel

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

LORDSTOWN SECONDARY

9. DISTRICT INSTRUCTIONS

A. RUSTY RAIL CONDITIONS

Movements must stop and crew member must protect crossing before passing over:

All crossings equipped with automatic warning devices between MP RZ 9.0 and MP RZ 32.0.

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Alliance (W)	MP RZ 35.9 and Alliance	Dispatcher	15 MPH

C. NON-INTERLOCKED RAILROAD CROSSING AT GRADE

Unless otherwise specified, at railroad crossings and junctions at grade not interlocked, all trains must come to a full stop, not nearer than 200 feet nor farther than 800 feet from the crossing, and must not proceed until either signaled to do so by the watchman or until the track is clear.

Location Crossing With	Track	Signals, etc., governing movements over crossings		Requirements	Note
		Type	Proceed Indication or Position		
Austintown O.C. R.R.	Lordstown Secondary	Stop Sign	Stop	Stop before crossing. Crossing must be clear before proceeding.	—

LOVERIDGE SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER..... AAR-50 [147]	
		LR 0.0	BROWN..... [RM] ©	
		LR 0.2	BROW (Brown R.T.)	
		LR 1.1	Brownsville Station	
		LR 1.9	GLEN	
		LR 1.9	DED (<i>Glen</i>)	
		LR 2.2	PORT	
		LR 6.5	MEDO	
		LR 6.5	HBD-DED-HWD (<i>Medo</i>)	
		LR 10.0	MILL	
		LR 18.6	ANT	
		LR 24.0	HBD-DED-HWD (<i>Masontown</i>)	
	8650	LR 26.0	LG (LG Siding)	
		LR 33.0	PAUL	
		LR 35.7	PA/WV State Line	
	7920	LR 40.6	DED (<i>Maidsville</i>)	
		LR 41.0	MAIDSVILLE	1
		LR 49.1	MOW	
	LR 53.7	LOCK		
	LR 53.7	HBD-DED-HWD (<i>Lock</i>)		
	LR 59.9	ICE		
	LR 63.4	CRIK		
9515	LR 65.0	HITE		
	LR 66.4	Catawba Jct. (N. Leg Wye) (Interchange CSXT Rivesville)		
	LR 66.5	DED (<i>Catawba</i>)		
	LR 66.6	ANDY (S. Leg Wye)		
	LR 77.0	FED (Loveridge R.T.)		
	LR 79.6	Love (End of Track)		

LOVERIDGE SECONDARY

STATION PAGE INFORMATION

NOTE 1: For the purpose of train meets in **Rule 171** territory, Madsville Siding extends from JF Switch, MP LR 40.5 to Ran Switch, MP LR 42.0. Madsville Siding must not be fouled without specific instructions of the Train Dispatcher/Control Operator. A southward train clearing at Dave, MP LR 39.2 must not foul Madsville Siding without permission of the Train Dispatcher/Control Operator.

1. RULES IN EFFECT

Between	Main Track
	Rules
Brown and Brow	137
Brow and Fed	171
Fed and Love	137

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
Brow and Hite	25
Hite to Andy	15
Andy to Fed	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 LR 5.0 to MP LR 6.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Brown to Loveridge	2960	4140	4220	5190	6440	9743
Northward						
Loveridge to Brown	3790	5300	5370	6510	8090	12532

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Loveridge Secondary Track — 286,000 lbs.

B. LOCATION OF ENGINE RESTRICTIONS

Engines with 6-axles are prohibited as follows:

Industry Track Leading to MP LR 48.5, Westover Industrial Park

LOVERIDGE SECONDARY

6. SWITCHES AND DERAILS

A. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP LR 0.20 — Brown (South Leg of Wye)
- MP LR 0.25 — North End of B.I.T.
- MP LR 2.20 — Port (17th Street Crossover)
- MP LR 3.05 — Wolf
- MP LR 4.0 — Alicia
- MP LR 6.7 — North End LaBelle I.T.
- MP LR 8.6 — South End LaBelle I.T.
- MP LR 23.6 — Masontown
- MP LR 25.6 — Gray
- MP LR 27.4 — Mar
- MP LR 30.7 — Poland
- MP LR 31.55 — Shannopin
- MP LR 36.85 — Fort Martin
- MP LR 39.2 — Dave
- MP LR 40.5 — JF Switch
- MP LR 42.1 — Tanner
- MP LR 42.5 — Ran
- MP LR 48.45 — DP Switch
- MP LR 49.1 — MOW
- MP LR 49.25 — Hilder
- MP LR 63.9 — North End Hite
- MP LR 65.8 — Hite
- MP LR 68.5 — Mon Power
- MP LR 66.6 — Andy
- MP LR 66.6 — Dakota
- MP LR 70.25 — Grant

NOTE: Timetable Instructions require certain switches (not listed) to be approached at Restricted Speed.

LOVERIDGE SECONDARY

6. SWITCHES AND DERAILS (CONT.)

B. CATAWBA JUNCTION — MP LR 66.4

The hand-throw switch located at MP LR 66.4, Catawba Junction, connecting the Loveridge Secondary Main and the north leg of the Wye is converted from a hand-operated switch to a Radio Controlled switch. Operation of the switch will be controlled by a Radio Signal sent by train crews and/or track car operators prior to traversing the switch.

The following operating instructions apply:

1. When approaching the switch, radio should be tuned to AAR Channel 50.
2. Within one (1) mile of approach to the switch, users push radio tone buttons #3-0-5 to ascertain the switch position. The switch will respond in one (1) of three (3) ways via radio:
 - “Norfolk Southern, Catawba, Switch Normal” or
 - “Norfolk Southern, Catawba, Switch Reversed” or
 - “Norfolk Southern, Catawba, Switch is in a fault condition. Stop and inspect.”
3. If the transmission indicates that the switch is in the desired position, no action is necessary and the train may proceed at authorized speed.
4. If the announcement indicates the switch is in a position other than needed for the movement, a request to line the switch in the proper position must be made by sending one of the actuation codes listed in Item 5 below. When the radio announcement indicates the switch is in the desired position, the train may proceed at authorized speed.
5. The following actuation codes will operate the switch in the desired position:
 - #-3-0-1 Normal Position
 - #-3-0-3 Reversed Position
 - #-3-0-5 To request current position of the switch

The Switch Position can also be determined by indicator lights as follows:

 - Green — Normal Position
 - Yellow — Reversed Position
6. Radio response will confirm that the switch is in the desired position or announce a fault.
7. When switch is in fault condition, crew is to inspect switch for gapping, obstruction or obvious broken part. Do not foul switch points, rods or any movable part with any body part. If no visible defect is discovered, the switch may be operated manually by following the posted instructions within the switch box.
8. If the switch is operated manually, it must be returned to normal position, lined for the Loveridge Secondary after movement is complete. This information must be recorded on the S.P.A.F. Form. The Train Dispatcher/Control Operator must be notified. The Train Dispatcher/Control Operator will then notify the Communications and Signal Department.

LOVERIDGE SECONDARY

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Brownsville	50
Gates.....	50
Hoard	50
Lock 12.....	50
Grantown.....	50

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. BROWNSVILLE I.T.

Brownsville I.T., Bit. controlled by the Mon Valley Dispatcher.

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Brown (S)	Brown and Brow	Dispatcher	15 MPH
Movements to and from Brown R.T. may be made on signal indication.			
Loveridge (S)	Fed and Love	Dispatcher	10 MPH

C. CLOSE CLEARANCE

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

1. Alicia Dumper
2. Ankor Loadout
3. Tanner Industry
4. Chemchura Inc.
5. Loveridge Mine Loadout and Prep Plant

D. CHEMCHURA

Contact Chemchura personnel before entering plant.

E. ALICIA

Trains being spotted at Alicia on the Loveridge Secondary, MP LR 3.5 must be spotted with engine on the leading end.

NILES SECONDARY

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE	
	 R.T. 	NJ 11.9	PITTSBURGH WEST DISPATCHER..... AAR-46 [142] Detour		
	 O.C. 	NJ 15.5	Pine		
	 R.R. 	NJ 16.3	Warren		
	 R.R. 	NJ 17.3	War		
		NJ 20.0			
		NJ 20.7	DED		
		NJ 30.8	LATIMER (CP)	(Youngstown Line)	

1. RULES IN EFFECT

	Main Track
Between	Rules
Detour and Pine	137
Pine and MP NJ 20.0, O.C. R.R.	137
MP NJ 20.0 and Latimer	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP NJ 20.0 and Latimer	40

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. LOCATION OF HEIGHT RESTRICTIONS

Cars 18' 3" high or higher are restricted.

B. LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Niles Secondary Track — MP NJ 20.0 to Latimer — 286,000 lbs.

NILES SECONDARY

6. SWITCHES AND DERAILS

A. SPRING SWITCH

Switch Located at	Connecting	With	Normal Position is for Movement
MP NJ 14.7	I.T.	Detour R.T.	I.T.

B. S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP NJ 24.3 — Land
- MP NJ 25.1 — Cort

7. COMMUNICATION INFORMATION

None.

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Detour (S)	Pine and Detour	Dispatcher	10 MPH

B. LOCATION OF RUSTY RAILS

Movements must stop and crew member must protect crossing before passing over:
MP NJ 13.5 and Latimer


C. O.C. R.R. OWNERSHIP

Track between Pine, MP NJ 15.5 and MP NJ 20.0, is owned and operated by O.C. R.R.

D. HIGHWAY CROSSING AT GRADE

Avoid blocking highway crossing at grade MP NJ 29.6 and MP NJ 29.1.

NO. 2 SECONDARY

WEST ↓ 	SIDINGS IN FEET	MP	STATION	NOTE
		PT 232.4	ALTOONA EAST DISPATCHER AAR-46 [146] ANTIS (CP) (Pittsburgh Line)	1
		PT 234.0	Rose	

STATION PAGE INFORMATION

NOTE 1: Remotely Controlled by Alto.

1. RULES IN EFFECT

Between	Main Track
Antis and Rose	Rules 251-West

2. MAXIMUM SPEEDS

Between	Main Track
Antis and Rose	MPH 30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

NO. 2 SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Base Station

**AAR
Channel**

Alto 46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

SOUTH FORK SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
		SY 0.0	W (South Fork R.T.) (CP)	
		SY 1.2	South Fork	
		SY 2.7	JK	
		SY 5.3	LV (Lovett, PA)	
		SY 9.6	SUMMIT	
		SY 14.4	PAINT	
		SY 15.1	(Windber I.T.)	
		SY 20.4	Shade Creek	
		SY 20.4	Seanor Via Duct	
		SY 23.8	NAG	
		SY 26.1	Huskin	
		SY 30.1	Cairnbrook	
		SY 30.1	CAIRN	
	SY 31.3	Central City		

1. RULES IN EFFECT

	Main Track
Between	Rules
W and JK	137
JK and Cairn	171
Cairn and Central City	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
JK and Paint	20
Except: MP SY 10.0 to Lovett, Northward trains	10
Paint and Cairn	15
Except: MP SY 30.5 to MP SY 19.5, Northward trains	10
Cairn and Central City, Restricted Speed not exceeding	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward South Fork to Cairn	670	940	970	1250	1510	2393
Northward Cairn to South Fork	890	1240	1280	1650	2000	3106

SOUTH FORK SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

- MP SY 3.65 — St. Michael
- MP SY 3.7 — McCall
- MP SY 4.65 — Creslo
- MP SY 5.2 — Beaver
- MP SY 9.45 — Country Club
- MP SY 10.1 — Fairway
- MP SY 14.4 — Winber
- MP SY 26.55 — Huskin

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
South Fork.....	46
Summit.....	46
Cairnbrook.....	46

8. DETECTOR INSTRUCTIONS

None.

SOUTH FORK SECONDARY

9. DISTRICT INSTRUCTIONS

A. SUPPLEMENTARY INSTRUCTIONS FOR NS-1

Trains must be equipped with operative dynamic brake and pressure-maintaining feature. In the absence of either of these features, retaining valves must be placed in high pressure position on 50% of cars in train beginning from head end.

Rear-end dynamic braking will be used when available.

If the brake pipe pressure on the controlling engine drops to 70 lbs. for any reason, the train must be stopped and secured. Train must not proceed until brake pipe pressure has been restored.

Maximum permissible tons per axle of dynamic brake: 800 tons. Average tons per operative brake must not exceed 140 tons.

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
South Fork	W and Fork	Dispatcher	10 MPH

C. HEAVY GRADE TERRITORY FOR TWO-WAY EOT TELEMETRY

South Fork Secondary MP SY 5.0 to MP SY 9.0
 MP SY 24.0 to MP SY 28.0

NOTE: 2% GRADE TERRITORY All trains operating on the South Fork Secondary must have operating two-way EOT device unless operating with rear-end helpers.

WEIRTON SECONDARY

EAST ↓	SIDINGS IN FEET	MP	STATION	NOTE
		WR 49.5	CLEVELAND LINE DISPATCHER..... AAR-46 143 Gould (Ohio Central R.R.) (Fern I.T.)	
		WR 46.0	MING	
		WR 43.2	Steubenville	
		WR 42.3	WV/OH State Line	
		WR 41.8	WEIR	
		WR 41.7	DED (<i>Weirton</i>)	
		WR 39.7	End of Track	

1. RULES IN EFFECT

	Main Track
Between	Rules
Ming and Weir	171
Fern I.T., Wells I.T. and Weirton R.T.	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP WR 49.5 and Ming	15
Ming and Weir	25
Weirton R.T. and All Industrial Tracks, Restricted Speed not exceeding	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

None.

WEIRTON SECONDARY

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Weirton Secondary — 286,000 lbs.

Weirton R.T. — 286,000 lbs.

Wells I.T. — between MP DL 0.0 and MP DL 5.0 — 286,000 lbs.

between MP DL 5.0 and End of Track — 263,000 lbs.

6. SWITCHES AND DERAILS

S.P.A.F. AND SWITCHES

The following is a list of hand-throw, Main Line switches in non-signaled territory for use in identifying switches by name as required by **Rule GR-39**:

MP WR 41.75 — Cove I.T.

MP WR 41.8 — Wells I.T.

MP WR 42.95 — Steubenville

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Mingo Jct.	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. FERN I.T.

Fern I.T. between Ming and MP WR 49.5 controlled by the Yardmaster Mingo.

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Weirton	Weir and MP WR 39.7	Cleveland Line Dispatcher	10 MPH

ALTOONA TERMINAL

A. CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

When cars are on adjacent tracks in the Altoona District:

All tracks in the Altoona yards ("BY", Rose, and Scale Class)

All tracks in the Juniata Locomotive Shop.

B. ROSE YARDMASTER

Altoona (Rose Yardmaster) monitors Road Channel 4.

C. JBS TEST SHED

JBS test shed monitors Road Channel 3.

D. SPEED RESTRICTION

5 MPH at all tracks JBS.

E. GATES

Gates must be closed and locked after use at:

Ward Warehouse

Union Tank

Home Nursing

F. RCO ZONE

"BY" Yard up to "Pickup Switch".

ASHTABULA TERMINAL

A. CLOSE CLEARANCE LOCATIONS

Due to close clearance, employees are prohibited from riding the side of moving equipment at the following locations:

Bridge Yard — All Tracks

Coal Yard — All Tracks

Loop Tracks — All Tracks

except when the adjacent track is verified to be clear by visual observation.

B. NO. 9 SHOP TRACK

Cars being spotted on No. 9 Shop Track are to be shoved to rest.

C. PINNEY DOCK TRACKS

Movements must not exceed 5 MPH on Pinney Dock Tracks.

D. BRIDGE YARD

Trains yarding at Bridge Yard are to be secured with hand brakes on the south end unless otherwise instructed.

E. ASHTABULA YARDMASTER

Ashtabula Yardmaster monitors Road Channel 2 (AAR-64).

F. NO. 27 TRACK

Movements must not exceed 5 MPH.

G. RCO ZONE

Coal Yard

North End Coal Dumper

No. 4 and No. 5 Loop Tracks

CONWAY TERMINAL

A. YARD MOVEMENTS

All movements made within the yard are under the direction of the following Yardmasters:

GENERAL YARDMASTER (CONWAY CONTROL)

- #14 Track (Loop) to #13 Track switch at Ramp
- #13 Track switch to 908 Track switch including the east end of 900 Yard ladder
- #17 Track from the 18B switch eastward to #14 Track including #1 and #2 Cab Tracks
- #13 Track from #14 Track switch westward to the Engine House Lead switch
- #400 Yard (430 through 442)
- #200 Yard (200 through 205)
- #14 Track from #10 Track switch to east end of #14 Loop
- #200 Track from #14 Track to the "Slant"
- #17 Track from the "Slant" to 18B Track switch
- #1408 Track (All)
- #600 Yard (All)
- #18B Track
- Red lead from #600 Yard to the Red Lead/448 switch
- Power divide switch for the North and South Lead west to 200 Yard.
- #908 Running Track
- #908 east end 900 Yard to East Conway

5-HUMP YARDMASTER

- #500 Yard (Class Yard)
- #100 Yard (Receiving Yard)
- #15B from south hump ladder to 18B switch
- Power divide switch for the North and South Lead east, including both leads and all of 448 Track through 454 Track to East Conway.

5-YARD YARDMASTERS

- #500 Yard (Westbound Class Yard) ladders at West End
- #900 Yard (All)
- #908 Track from East End 900 Yard to West Conway
- #13 Track west of Engine House lead switch
- #700, 701, 702 Tracks (All)
- #300 Yard (All)
- "Lard" Track (All)
- #200 Yard (208 through 211)
- #18 Track from West Conway to the 18B Switch
- All NUMBER Pullouts from 5-Yard to West Conway.

CONWAY TERMINAL

B. SPEEDS

Between	Main Track
	MPH
Conway Yard All Tacks — Restricted Speed, not exceeding	10
Lite Engine movements over 5-Hump scale tracks	5
All Road and Yard Locomotives equipped with snow plows operating through retarders on 5-Hump	5

C. LOCOMOTIVE AND CAR RESTRICTIONS

The following overhead clearances are in effect at Conway Yard:

MP PC 22.65	Old 4-Hump Display Board	North and South Tracks	22' 6"
MP PC 22.62	Eastward Old (4) Hump	#14 Track #17 Track	19' 2" 20' 3"
MP PC 22.56	Westward (5) Hump	#14 Track #17 Track	19' 11" 20' 6"

NOTE: Any train handling dimensional loads entering Conway Terminal will notify the appropriate Yardmaster of the dimensional cars to include the height and width listed on the clearance file. No movements will be made over Hamilton Lead without authorization of the General Yardmaster. In addition all movements made on Track 14 or 17 must be authorized by the General Yardmaster. Yard Crews handling dimensional loads in the area of Tracks 14–17 must contact the General Yardmaster prior to moving under the humps.

D. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
#10 Running Track	East Conway and West Conway, excluding Control	Operator East Conway	10 MPH
Economy	East Conway and West End Economy Yard	Operator East Conway	10 MPH
#908 Running Track	East Conway and West Conway, excluding Control Point Freedom	Operator East Conway	10 MPH

NOTE: #10 Running Track inside Control Point Baden and #908 Track inside Control Point Freedom in charge of Conway Terminal Dispatcher.

E. CONWAY YARD

Engineers and Conductors reporting and departing from Conway Terminal on all districts will be responsible for getting Train Clearances from the Jitney Control Office located in the Administration Building. Each Engineer and Conductor is to ensure that they have a current Train Clearance addressed to their train for each territory/district their train will be operated on in accordance with Timetable instructions. **NOTE: Cleveland CSXT Short Line track movement.** NS crews may be required to operate their train over the CSXT Short Line track in Cleveland. All westward trains departing Conway that will operate over the Cleveland Line west of Alliance are required to have the CSXT Train Bulletin prior to departing.

CONWAY TERMINAL

F. CONWAY YARD CREWS HANDLING CARS WITHOUT AIR BETWEEN LEETS AND ROCHESTER

Conway Yard crews handling cars without air on No. 10 and No. 908 Track, within Conway Yard, on No. 1, No. 2, No. 3 or No. 4 Track at East Conway, and No. 1, No. 101, No. 102 or No. 2 Track at West Conway must stop while Amtrak or other passenger trains pass on adjacent tracks.

The Operator at East Conway or the Train Dispatcher/Control Operator must ascertain from the appropriate pullout Yardmaster that all yard movements have stopped before displaying a signal allowing Amtrak or other passenger trains to advance at these designated locations.

G. RADIO CHANNELS

YARD			ROAD		
#5 Hump		#24	Road #2	#64	
#5 Yard	MU1	#43			
	MU2	#56	Road #4	#58	General Yardmaster
	MU3	#83	Road #1	#46	East Conway — Conway Terminal

H. PROTECTION OF EMPLOYEES

Employees may not work on or foul a classification track or lead, or move equipment across such tracks until proper protection has been provided as follows:

The employee in charge must notify the Car Retarder Operator (CRO) by direct communication of the work to be performed and the track or tracks to be protected.

After receiving authorization from the Hump Yardmaster, the CRO will ensure that each remotely controlled switch providing access to the track or tracks has been lined against movement to that track or tracks and blocking device has been applied to the control mechanism for each switch involved. Proper written record of protection provided is to be made on the appropriate form prior to notifying the person in charge that protection has been provided.

After being informed by the CRO that protection has been provided, the person in charge will then secure each switch by blocking the point opening of each switch involved against movement to the protected track or tracks.

Employees will not foul or work on or cross tracks with equipment until they have been notified by the person in charge that protection has been provided.

The CRO must not remove the blocking devices until the person requesting protection has informed him that the point opening blocking has been removed and all employees and equipment are in the clear. CRO will record this information on the appropriate form and maintain record for 30 days.

Prior to Yard Crews entering the Classification Yard the Foreman will inform the CRO of the tracks to be used by the crew and proper protection must be provided. Permission to enter, place cars or perform any function that requires protection from the pull out end of the track must be done with the authority of the 5-Hump Yardmaster via the CRO.

CONWAY TERMINAL

I. PROTECTION OF YARD CREWS

Yard crews must request permission to occupy classification tracks from the CRO who will obtain permission from the Hump Yardmaster. After receiving permission from the Hump Yardmaster the CRO will ensure that switch providing access to the requested track is lined against movement to the track and the blocking device is applied. The CRO will record this information on the appropriate form. Engines must not couple to the track until notified that proper protection has been provided. Protection must not be released until the engine is clear of the track and the skates have been applied. The employee receiving the protection must inform the CRO to release the protection. This information must be recorded on the appropriate form.

Prior to Hump crews starting tracks or making room on tracks in the class yard the crew must know the pullout end of the track is not occupied by another crew. If the ladder is occupied on the pullout end, all movements must be stopped while the track is rolling.

Utility Skate Conductors are responsible for all skate activity in the respective yards. All classification tracks are to be double skated within five (5) feet of the exit end of the inert retarder. Tracks must be inspected at regular intervals to ensure skates are in place. Hand brakes must be applied to any cars that have exited the inert retarders. Utility Skatemen must protect all tracks being started or making room at the hump end. All defective skates must be removed and returned to designated area at Yard Office. Replace defective skate.

J. NORMAL POSITION OF CROSSOVER

The normal position of the crossover from 211 Track to 18 on east end of yard is lined for straight rail movement on 211 and 18. The switches must be restored to the normal position after use.

K. HUMPING MULTIPLE CAR CUTS

Multiple car cuts up to four (4) are allowed except to clear tracks where the following instructions will govern:

Prior to releasing Blocking Protection for class tracks cleared by Puller crews and after communicating with the Hump Yardmaster, the CRO will be responsible for changing the PCS to "Trim Mode" then back to "Hump Mode" allowing the PCS to recognize the clear class track. The PCS will then indicate single car cuts to the clear track until four (4) cars are humped to the track. The Hump Yardmaster will be responsible for notifying the Hump Foreman and the Utility Skate employees that the class track is clear. The Hump Yardmaster must ensure that single car cuts are made to the clear class track. Stopping the hump for this process must only be used when directed by the Hump Yardmaster. Multiple car cuts are authorized with these and previous restrictions (flammable gas, loaded autos, etc.).

CONWAY TERMINAL

L. HUMPING — 5-HUMP

Prior to beginning Humping operations on the southside of 5-Hump the Hump Foreman must check the position of 15B switch to ensure that the route is lined for the South Hump lead. The 5-Hump Yardmaster will check with the 5-Hump Foreman to ensure that the switch is lined and has been double-checked prior to cars being cut off on 5-Hump.

M. GENERAL MATERIALS

Train and Engine crews are prohibited from operating locomotives underneath the coal conveyor system chute(s) within the General Materials facility.

N. PULLER CREWS — CLASS YARD

When Puller Crews are coupling and pulling cars in the class yard, the employee coupling the cars must station himself/herself in a safe position to ensure that no cars with by-passed couplers are pulled into curves or switches. Also when Hump Crews are starting, trimming, or shoving cars in the class tracks, the Foreman must ascertain that no couplers are by-passed prior to moving equipment. In the event crossed draw-bars are found, action must be taken to avoid derailing equipment and/or damaging track before moving the equipment.

O. SCALE WEIGHTS

All cars marked “weigh” on switch list must be weighed. Therefore, these cars must be humped on the north side in order to get scale weights.

P. LEAVING COMPANY PROPERTY

No employee is permitted to leave company property while on duty, except in the performance of duty, without the permission of the Terminal Trainmaster.

Q. DERAIL — #14 LOOP TRACK

A derail is located at the west end of #14 Loop track for Mechanical Department use only. The normal position is in the non-derailing position.

R. DERAIL — WESTBOUND RECEIVING YARD TAIL TRACK

A permanent derail is located at the east end, south rail of the westbound Receiving Yard Tail track (commonly known as “The Hole”) at East Conway.

CONWAY TERMINAL

S. SPOTTING CARS AT VALVOLINE

The following instructions govern spotting cars at Valvoline:

1. There are three (3) spots at Valvoline. Spot one (1) is the eastern most spot, spot two (2) is the center spot and spot three (3) is the western spot.
2. The opening in the handrails around the dome platform must be spotted to line up with the catwalk from the unloading platform. The side ladder on the car is where the opening in the handrails is located. The catwalk and this opening must match up in order for Valvoline to be able to access the dome platform in order to unload or load the car.
3. Cars must be separated in order to be spotted and each secured with a hand brake.
4. All loads pulled from Valvoline must be weighed and not placed in outbound trains until weighed.

A brake stick is provided at Valvoline. If you have any questions concerning these instructions contact the Terminal Trainmaster at Microwave 444-5179 or Bell 412-893-5179.

T. PROPER PAPERWORK

Yard Crews working local industries must have the proper paperwork (industry work order) prior to departing the yard. The Conway Clerk at CYO can be reached at 8-589-5612 on a company telephone or 800-898-4296 on an outside line, following voice prompts. Should you have any questions or experience any problems contacting the CYO, contact the Terminal Trainmaster on duty at 5179.

Upon return to the yard, you must fax the completed paperwork to the Conway Clerk at the Central Yard Office (CYO) in Atlanta and answer any questions the clerk may have to ensure accurate records are kept and appropriate revenues are collected.

U. TRAINS OPERATING TO SANDUSKY

Trains operating to Sandusky, OH, require their Train Clearances to be cleared from Conway to Bellevue. This is run code C1C.

The following trains should always have the Conway to Bellevue Clearance: 261, 265, 15K, 11V, 13N, 11E, 572. It does not matter what type of crews are on these trains; they need Clearances to Bellevue.

PITTSBURGH DIVISION SPECIAL INSTRUCTIONS

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PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS

PB-C-1. QUALIFICATIONS

Employees ordered to perform service as Conductor or Engineer over any portion of the railroad for which they are not qualified must immediately inform the Train Dispatcher/Control Operator.

A Conductor, not making a trip within 12 months over the railroad to review the physical characteristics of the territory on which they are required to perform service, must not be assigned as Conductor until examined by the proper division officer.

PB-EQ-1. UNITS IN HELPER SERVICE

A locomotive used in Helper Service must not be used as the controlling unit in Pusher Service unless it is known to be equipped with power knockdown. Engineers taking charge of locomotives used in Helper Service will test locomotives as instructed in **NS-1 Rule L-248(9), Paragraph 2.**

PB-EQ-2A. POWERED AXLES ON LINE

Loaded bulk commodity trains not exceeding 130 cars are authorized to use four (4) high adhesion axle units (32 powered axles) on line.

NOTE: The above listed trains will be governed by **NS-1 Rules L-210 and L-210A**, Rules for Equipment Operation and Handling, when operating in dynamic brake. In addition, **NS-1 Rule L-242** still applies as well as any established local restriction.

PB-EQ-2B. POWERED AXLES IN PUSHER SERVICE

In the application of **NS-1 Rule L-248(9)**, the equivalent of 24 powered axles may be used in pusher service on the rear end of solid bulk commodity trains. For clarification, a Loaded Bulk Commodity Train is a train made up entirely of loads of coal, grain, ore, potash, molten sulfur, soda ash, phosphate rock, oil, taconite, steel slabs or other bulk commodities. "Trash" trains do not meet these requirements.

PB-EQ-3. EQUIPMENT RESTRICTIONS — TRAILING TONNAGE

Any district or segment not listed is restricted to trailing tonnage not exceeding 14,000 tons.

These instructions do not apply to radio trains.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-GR-6-1. MARKING UP AND ATTENDANCE

Employees must, by midnight of the last day of the personal leave days, time served for discipline, mark up or make other arrangements.

The Crew Management office will treat all pagers as tone or voice activated. Numbers will not be entered into pagers that are equipped to receive telephone numbers to be called. If your pager is not equipped to receive a tone or a voice message, you will not receive a call from the caller.

The voice response unit must not be depended upon for board standing or trains en route. If you are subject to call, you must make yourself available.

If you elect to use a pager or electronic answering device, it is your responsibility to respond to the caller within 10 minutes, if train call time permits. If you do not, you will be marked off without permission for missing the call.

All operating employees are full-time employees. As such, employees will be required to perform, or be available for, service to fully meet the needs of the company.

PB-GR-8-1. WORK REST PROGRAM

Norfolk Southern has initiated a work rest program, which provides T&E employees in road service a mandatory period of 10 hours undisturbed rest at the home terminal.

To assist in clarifying and understanding the provisions required for 10 hours undisturbed rest at the home terminal, the following guidelines will govern:

- Applies only to employees in road service at their home terminal.
- Applies to employees on a combination road/yard extra board based on the type of service the employee is going to, not coming from. Examples are:
Employees called from a combined road/yard extra board to work in yard service will NOT be afforded the 10 hours undisturbed rest, regardless of last service performed.
Employees called from a combined road/yard extra board to work in road service will be afforded 10 hours undisturbed rest, regardless of last service performed.
- Does not apply to employees following attendance at rules class, safety meeting, etc.
- Does not apply to employees in yard service.
- Does not apply to assignments that have previously been excluded from the 10 hours undisturbed rest provisions.

The work rest program does not supercede any of the provisions of the Federal Hours of Service Act.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-GR-15-1. RIDING ON EQUIPMENT

1. All employees are prohibited from riding the leading end of a car when it PLACES THE EMPLOYEE BETWEEN THE GAUGE OF THE TRACK, except when it is necessary to operate the hand brake on a moving car. This does not prohibit an employee from riding under the slope sheets of a hopper, covered hopper, or on the end platform of a tank car outside the gauge of the track. In addition, employees must not cross over on end of moving cars or between moving coupled cars.
2. In an effort to further reduce the risk of injury associated with the switching of cars or make-up of trains, the Pittsburgh Division has adopted a policy which prohibits employees from riding the side or end of moving equipment, including locomotives while a coupling is made. Employees are required to stop the move and dismount from the equipment, before proceeding to make the coupling. Keep in mind, clear and constant communication between the on ground crew member and Engineer, prior to and while the coupling is made, is essential to prevent injuries and/or accidents. All couplings must be consistent with our careful car handling programs and should not exceed 4 MPH. Please arrange to discuss this change in procedure during your pre-job safety briefings.

PB-GR-15-2. RIDING EQUIPMENT OVER A HUMP RETARDER

Employees are prohibited from riding equipment over a hump retarder. **EXCEPTION:** An employee can ride the locomotive platform maintaining a secure hand hold or ride in the operating compartment of the locomotive when moving over a retarder.

PB-GR-23-1. BRAKE STICK REPLACEMENT

All Norfolk Southern aluminum telescoping brake sticks that are two (2) years old or older must be turned in to a supervisor and replaced. The policy will be that brake sticks will be removed and replaced after two (2) years from the date of manufacture. The date can be determined by looking at the date stenciled next to the locking mechanism. The first four (4) digits after the NS are the month and year (0600 is June 2000). If there is a R-XX/XX, this represents the modification month and year and this date will govern. If it has no date, the brake stick must be immediately removed from service and replaced.

PB-GR-27-1. ISSUING OR RECEIVING TRACK AUTHORITY

Train Dispatcher/Control Operators, Track Car Drivers, M/W Foreman and C&S Employees are prohibited from using a telephone or cellular phone for the purpose of issuing or receiving Track Authorities providing for the movement of Track Cars or M/W equipment. These authorities must be issued or received over the appropriate Road Radio Channel, except when radio communications have failed and/or in an emergency.

PB-GR-29-1. WEARING GLOVES

Gloves will be worn when performing any work or function that may result in an injury to hands or fingers.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-J-1. ANTI-SLIP FOOTWEAR

Non-slip footwear is mandatory apparel on the Pittsburgh Division during periods of freezing rain, ice or snow when ground or equipment is covered by ice or snow.

When conditions require their use, employees must inspect anti-slip footwear at the beginning of each shift and again prior to use. Particular attention should be paid to the anti-slip tread coating, ensuring that a sufficient amount of "grit" or enough studs remain to provide safe traction. Footwear found to be worn or in an unsafe state should immediately be turned in for replacement.

PB-J-2. HANDLING GRIPS

Employees handling grips (travel bags) must protect against injury when mounting and dismounting locomotives.

Grips, travel bags, etc. are to be either handed to a fellow employee using the "Buddy System" while one (1) employee is on the platform and the other is on the ground. If not using the "Buddy System", employees are to drop the bags or grips to the ground. The "Buddy System" is recommended.

The only acceptable manner for an employee to mount or dismount locomotive with a grip, is for it to have a shoulder strap and for the employee to be using the shoulder strap allowing both hands to be free to maintain three (3) points of contact.

PB-J-3. RIDING IN TAXIS OR JITNEYS

Crews using taxis for assists are to make prudent decisions and release assisting cabs as soon as it is practicable to finish your duties without significant other delays and expense.

The following policies are in effect for Pittsburgh Division crews riding in taxis or company sponsored jitneys:

1. Seatbelt use is mandatory.
2. Smoking is prohibited in contracted taxi service.
3. All "grips" and luggage must be stored in cargo compartments.
4. Crews on-duty for excessive periods warranting a meal stop are permitted a drive through restaurant stop. Any exceptions to this policy need approval of Chief Dispatcher on-duty. Microwave 444-7207 or Bell phone 412-893-7207.
5. Employees, as always, are reminded that they are representing Norfolk Southern and should behave in an orderly, courteous manner towards drivers and all other contacts.

Your cooperation in these matters is appreciated and expected.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-NS-1 L-236(g).

TESTING HAND BRAKES — REMOTE CONTROL LOCOMOTIVES

Paragraph (g) is being added to **NS-1 Rule L-236** to establish the procedure necessary to properly test the effectiveness of hand brake application on Remote Control Locomotive(s). **NS-1 Rule L-236(g)** is placed into effect and reads as follows:

To test the effectiveness of hand brakes on Remote Control Locomotives:

1. Apply parking brake(s) on locomotive(s).
2. Leave the locomotive in Remote status while performing this test.
3. Place locomotive isolation switch to isolate position.
4. Place reverser in desired direction, then:
 - depress reset button
 - move OCU speed selector from stop position to couple speed position
 - verify locomotive(s) brakes release
 - locomotive(s) must remain stationary for 10 seconds
5. Move OCU speed selector from COUPLE speed position to STOP position.
6. Place locomotive isolation switch to “run” position.
7. Depress reset button, move OCU speed selector from stop position to couple speed position or higher, if necessary, until movement occurs.
8. Move OCU speed selector from the couple speed or higher position to coast position (no power and no brakes), applied hand brake(s) must stop locomotive(s) within 25 feet.
9. Move OCU speed selector from coast position to stop position (independent brakes apply) when locomotive(s) stop.

This procedure tests the effectiveness of the parking brake(s) per NS Rules, and is in addition to existing procedures for securing locomotive(s). **NOTE: NS-1 Rule L-236 — Securing Locomotives**, remains in full force.

PB-NS-1 L-240(d).

LOCOMOTIVE CALENDAR DAY INSPECTION (LCDI)

The electronic ME-60 (LCDI System) implemented across the System in 2007 outlines recording of the Calendar Day Inspection on Form ME-65 in the cab of the locomotive and electronically in the LCDI System prior to tie-up. All instructions concerning the proper procedures for reporting Calendar Day Inspections and locomotive defects remain in effect.

Compliance with Federal Regulations for handling locomotives with non-complying defect(s) requires a revision to the instructions in the NS-1. NS-1 Rules for Equipment Operation and Handling **Rule L-240(d)** Item 3, with NOTE, and Item 5 have been modified to read as follows:

L-240(d) — LOCOMOTIVE CALENDAR DAY INSPECTION SYSTEM (LCDI)

ITEM 3. Where the LCDI Reporting System is implemented and Mechanical Department personnel are:

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-NS-1 L-240(d).

LOCOMOTIVE CALENDAR DAY INSPECTION (CONT.)

• ON-DUTY OR ASSIGNED:

- Defects found during the Calendar Day Inspection are to be reported to the local Mechanical Department Forces at the location where the defects are discovered. The Mechanical Department Forces will determine if the reported defect(s) are non-complying. If the defects are found to be non-complying, the Engineer or Remote Control Operator must not use the locomotive(s) until the non-complying defect(s) has been corrected or repaired.

Engine service employees and Remote Control Operators will be governed by the instructions of the Mechanical Department regarding proper handling of non-complying equipment.

• NOT ON-DUTY OR ASSIGNED:

- Defects found during the Calendar Day Inspection must be reported to the LCDI Desk via radio or when safe to do so by telephone. The LCDI Desk will determine whether the reported defect(s) is non-complying. If the LCDI Desk determines the defect(s) to be non-complying, the Engineer or Remote Control Operator must complete a “NON-COMPLYING LOCOMOTIVE” (Form ME-615) tag as instructed by the LCDI Desk and place the completed tag on the isolation switch in the cab of the locomotive with the non-complying defect(s). The LCDI Desk will then enter an “F” into the LCDI System indicating the reported defect(s) is non-complying.

Engine service employees and Remote Control Operators must confirm, at tie-up, that the LCDI Desk entered the non-complying defect(s) properly into the LCDI System.

NOTE: All defects corrected by the local Mechanical Department personnel are not required to be reported in the LCDI System or to the Mechanical Operations Center/LCDI Desk. All non-complying defect(s) that have not been repaired, whether authorized for movement or not, must be entered into LCDI System by the Engineer or Remote Control Operator at tie-up. This is done by selecting then marking the “F” instead of the “D” in the field next to the Defect Category.

ITEM 5. Consistent with safe train handling procedures, locomotive Engineers and Remote Control Operators will report those defects found en route (on line-of-road), to the LCDI Desk via radio or when safe to do so by telephone. Locomotive Engineers or Remote Control Operators discovering defects found en route must report defect(s) when discovered, consistent with Safety and Operating Rules, and must not wait until the end of their tour of duty. Instructions provided by the LCDI Desk with reference to reported defects must be complied with by the crew.

The LCDI Desk will enter the reported defects into the LCDI System. In addition to reporting defect(s) discovered en route to the LCDI Desk, locomotive Engineers and Remote Control Operators must report non-complying defects to the Train Dispatcher/Control Operator. Locomotive(s) with reported non-complying defect(s) and properly tagged with “NON-COMPLYING LOCOMOTIVE” (Form ME-615) tag may continue to be used until the earlier of either: 1) the Next Calendar Day Inspection or 2) the next forward repair facility where repairs can be made.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-Q-1. HOURS OF SERVICE

Train and engine service employees must, unless instructed by the Train Dispatcher/Control Operator with authority of the Transportation Superintendent, plan their work to be relieved of their hours of service responsibility prior to the expiration of 12 hours on duty.

PB-RCL-1. REMOTE CONTROL LOCOMOTIVE OPERATIONS

Item 6.0(a), paragraph (2) is revised and reads as follows:

6.0 DAILY INSPECTION PROCEDURES

- (a) Remote Control Locomotive
 2. Daily inspection brake tests of an RCL must be completed with the locomotive in Remote Control. If the Remote Control System is inoperative at the time of the daily inspection brake test, the defect must be noted on the locomotive daily inspection report.

The remaining items in the RCL-1 remain in effect.

PB-1-1. TRAIN CLEARANCES / JOB BRIEFINGS

The following instructions govern issuing and receiving Train Clearances:

1. Train Dispatcher/Control Operators must not issue Train Clearance more than three (3) hours in advance of the crew's on-duty time.
2. Train crew employees are responsible for determining that:
 - (a) They have the correct Train Clearances for their train.
 - (b) The Train Clearance contains the exact train symbol as identified in the crew call system.
 - (c) The line segment is correct.
 - (d) The date is correct on the Train Clearance and train symbol.
 - (e) Must have the current Train Clearance for any foreign railroad over which they will operate.

Before departing the terminal, Train Clearances that do not contain the correct information required in Items (a), (b), and (c) above, or the Train Clearance is more than three (3) hours old, the Train Dispatcher/Control Operator must be contacted and Train Clearance verified prior to departure from initial terminal.

3. Train crews are required to conduct a Job Safety Briefing to ensure they have the correct Train Clearance including train symbol, train date, etc., and include in their briefing any items in the Train Clearance pertaining to their trip, any work to be performed and any safety issues that relate to how and/or what their job will entail.
 - (a) Do their warmup exercises.
 - (b) When reporting for duty at a location governed by a Yardmaster, notify the Yardmaster that they are in possession of the correct Train Clearances, completed their Job Safety Briefing and exercises and are focused on working their trip safely.
 - (c) When reporting for duty at a location not governed by a Yardmaster, notify the Train Dispatcher/Control Operator with information outlined in **Item 3(b)** above.

Conductors must ensure all employees participate with these instructions and the Yardmaster or Dispatcher is notified in a timely manner.

This does not change requirements for additional Job Safety Briefings when required.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-19-1. SAFE HANDLING OF TWO-WAY END-OF-TRAIN DEVICES (EOTD)

All employees will be governed by the following instructions when lifting and carrying the new two-way End-Of-Train Devices (EOTD):

1. Only the two (2) handles provided on the EOTD should be used to lift and carry the device:
 - (a) One (1) handle is a rubber hand grip located around the bottom part of the antenna, and
 - (b) The other handle is located in front of the device below the light lens.
2. Never use the device staff as a handle.
3. Avoid sudden movement or twisted position.
4. Have secure footing, bend knees, and keep back erect.
5. Use both hands:
 - (a) Place either hand on the rubber hand grip at the base of the antenna.
 - (b) Place the opposite hand on the handle in front of the EOTD below the light lens.
6. Lift maintaining a firm grip on the EOTD keeping the load as close to the body as possible.
7. When necessary to transport EOTDs on locomotives, employees must use the EOTD bracket located side of the truck on the locomotive. Not all locomotives are equipped with this bracket. In the event the locomotive is not equipped, place the EOTD in the knuckle on the trailing end of the consist. **DO NOT** leave EOTDs lying on locomotive platforms, cabs or engine compartments under any circumstances.

PB-85-1. HELPER ENGINE

Track Authority will not be required when a disabled train stops within 1/4 mile of an Interlocking or Controlled Point where the helper engine will begin its opposing movement, and communication between the crews is maintained.

After receiving proper signal indication or verbal permission in accordance with **Rule 238**, the helper must operate at Restricted Speed to the disabled train.

PB-85-2. ATTACHING AND DETACHING HELPER ENGINES

When necessary to attach or detach helper engines to the rear or head end of trains, the Conductor assigned to make the coupling to the train will ascertain from the Train Dispatcher/Control Operator in charge, whether other trains are approaching on the adjacent tracks before dismounting the engine.

This does not relieve the Conductor or any other employee of his/her responsibility to be on the lookout and expect train movement on all tracks at any time, but provides an additional safeguard to the helper operation process.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-95-1. FRA EXCEPTED TRACKS

The following have been designated "Excepted Tracks."

Altoona:

- Brush Yard
- Eastward Scale Class Yard
- Transfer Yard
- Holidaysburg Yard

Blairsville I.T.: MP 0.0 to MP 3.0

Cambria Yard:

- Tracks 4 through 9
- Johnstown I.T.

Cokeburg I.T.: MP 0.0 to MP 2.6

Detour R.T. and the following associated tracks:

- Niles I.T.
- Nos. 1, 2 and 3 CSXT Interchange Tracks
- Nos. 3, 6 and 7 Little/Yard Interchange Tracks
- Nos. 4 and 6 Wardell Tracks

Economy I.T.: MP 1.0 to MP 2.8

Ferrona Yard: All Tracks, Except No. 1, No. 2 and No. 3

Mingo Jct. Yard: No. 1 Relay, Eastward Siding, Tracks 98, 446, and 448

Mount Union I.T.: Entire Track

Newell I.T.: MP 3.0 to MP 19.2

Omali R.T.: between MP 57.0 and MP 60.5

River Line: Scale Track

Sharpsburg I.T.: MP 0.1 to End of Track

Shelocta R.T.: MP 2.0 to MP 32.8

South Fork Yard: No. 13 (Designated M/E Repair Track)

Valley Yard, Oil City, PA. Shop Lead

Weirton Secondary: Cove I.T. between Cove and MP 40.0 and No. 3 Track,
Weirton Steel

West Tarentum Yard: No. 6 and Scale Track

Wells I.T.: MP DL 0.0 to MP DL 7.0

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-104-1. HAND-OPERATED SWITCHES AND DERAILS

Hand-operated switches or derails that are defective in any way or "difficult" to operate are to be removed from service and not operated until repairs are made by a qualified engineering representative. Upon report or discovery of a defective switch, the Chief Dispatcher is to be notified immediately. Phone number is Microwave 444-7207, Bell 412-893-7207.

PB-105-1. LOCOMOTIVE(S) WITH CARS ATTACHED

All locomotives must be secured with hand brakes and will not be counted towards the total number of hand brakes required to secure the train. **Example:** 3 Engines, 100-car train. All engines must be secured and a sufficient number of hand brakes applied as required by System Timetable Instruction to sufficiently hold the train.

PB-109-1. SPOTTING CARS

At locations where it is necessary to spot cars closer than 10 feet from bumping posts, wheel stops or end of track, the following procedures apply:

1. A safety stop must be made one (1) car length prior to the spotting location.
2. The remainder of the movement is to proceed not exceeding 1 MPH applying **Rule 509**.
3. Consideration should be given to using automatic brake (air in cars) and hand brakes applied to control the movement without incident.

PB-135-1. EXCESSIVE SPEED

As you know, speed restrictions are necessarily imposed to protect the safety interests of the public and our employees. All of you are aware of past incidents in the railroad industry, which have involved loss of life, injury and damage to private property and equipment and service interruptions, attributed to speed.

Speeding is unacceptable in any degree over the authorized operating limit(s). However, in order to establish a uniform administration for **Rule 135** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed. Excessive speed is:

If the Speed Limit is:	Excessive Speed is in excess of:
From 5 MPH to 20 MPH	25% (2.0 to 5.0 MPH) above posted limit
From 21 MPH to 35 MPH	15% (3.0 to 5.0 MPH) above posted limit
From 36 MPH to 50 MPH	10% (4.0 to 5.0 MPH) above posted limit
Above 50 MPH	5% above posted limit.

The establishment of two (2) categories of speed violations is not intended to condone operation above the posted authorized speed. Excessive speed is considered a major rule violation. The purpose of these instructions is to save lives and prevent injuries.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-137-1. SIDINGS

Unless otherwise indicated, Maximum Authorized Speed on all Sidings except Signaled Sidings is Restricted Speed not exceeding 10 MPH.

PB-137-2. RUNNING TRACK (R.T.)

Running Tracks are defined as a designated track on which movements may be made by signal indication or at Restricted Speed with permission of the employee designated in the Timetable.

Unless otherwise indicated, Maximum Authorized Speed on Running Tracks is Restricted Speed not exceeding 10 MPH.

PB-137-3. INDUSTRIAL TRACK (I.T.)

Industrial Tracks are defined as a non-controlled track upon which movement must be made at Restricted Speed.

Unless otherwise indicated, Maximum Speed on Industrial Tracks is Restricted Speed not exceeding 10 MPH.

PB-238-1. ADJUSTMENT OF SLACK — CONTROLLED POINTS/INTERLOCKINGS

Due to grade or adjustment of slack, the rear ends of trains may make unanticipated movement. Therefore, when releasing brakes, stopping, or starting trains with rear in close proximity to block joints at interlockings or fouling points on adjacent tracks, care must be exercised and proper train handling techniques used to allow adequate space so that the rear ends of trains do not roll backward over block joints or foul potentially live tracks.

PB-261-1. TRACK SIGNALLED IN BOTH DIRECTIONS

Rule 261 is in effect on all Main Tracks within the limits of Controlled Points, Controlled Interlockings and Automatic Interlockings.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-444-1. PROTECTING PASSENGER TRAINS

Passenger Train Movements

The Train Dispatcher/Control Operator must maintain at least one (1) unoccupied block between passenger trains and non-passenger trains.

Anytime following movements involve passenger and non-passenger trains, the Train Dispatcher/Control Operator will notify the engineer of the following train. When notified, the following train must not occupy the same block or have overlapping limits with the train ahead.

EXCEPTIONS:

1. Train Meets

During train meets, trains may be authorized to occupy the block provided one of the trains is stopped and the engineer has confirmed that their train will remain stopped until the opposing train has passed.

2. Emergencies

During emergencies, trains may be authorized to occupy the same or overlapping limits with a passenger train provided all train movements are made at Restricted Speed within the overlapping limits.

NOTE: These restrictions do not apply to:

- (a) Passenger trains operating on the Chicago Line.
- (b) Passenger trains switching at terminals.
- (c) Trains equipped with operative cab signals when operating in Cab Signal (CSS) territory.

PB-501-1. RADIO CALL-IN AND AAR CHANNEL NUMBERS

The radio call-in numbers and AAR Radio Channel numbers for each Train Dispatcher/Control Operator are shown on the station pages.

Additional radio call-in numbers available are:

Employee	Call-In
Chief Dispatcher.....	140
CYO	148
1st Asst. Chief	150
2nd Asst. Chief	151
Pitcairn	152
Shire Oaks.....	153
Waynesburg.....	154
MOC	123
Emergency	911

To contact an employee, dial the 3-digit code assigned to that employee on the radio dial pad for one (1) second per digit. A confirmation tone will be broadcast from the base radio indicating that the Train Dispatcher/Control Operator has been notified. Once the confirmation tone is received, wait until the employee answers. It is not necessary to re-dial the 3-digit code multiple times.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

**PB-509-1. MOVEMENTS CONTROLLED BY RADIO —
 DOUBLE-CHECK**

When using radio communication to make non-continuous switching moves, shove moves, set outs, pick ups or couplings: after switches and derails connected with movements are properly lined, the employee directing the move will communicate this information to the Engineer. The Engineer will acknowledge the information and advise the employee directing the movement to double-check the alignment of the switches and/or derails. Until notified again that the switches and derails are properly lined, the Engineer must not make a movement. Additionally, the Engineer must not move until he is given a direction of move and distance seen or known to be clear.

**PB-602-1. ENGINEERS RESPONSIBILITY —
 TRAINS APPROACHING CONWAY**

Account frequent delays associated with relay power arriving in a condition unsuitable for relaying, the Engineer must report to the Train Dispatcher/Control Operator any defects or exceptions of the locomotives in the consist.

This report will be given by the Engineer at the following locations:

1. Conpit — Westward Trains
2. CP-86 — Eastward Trains
3. NP — Southward Trains
4. Mansfield — Eastward Trains

PB-610-1. LOCOMOTIVE ENGINEERS/CERTIFICATES

When an employee who holds a current Locomotive Engineers Certificate is called to perform service, and that employee has not worked as a Locomotive Engineer within the previous 30 or more days, he or she will be required to contact a Supervisor prior to operating locomotive(s).

PB-811-1. CONTROLLED INTERLOCKING

All movements of On-Track equipment must contact the Train Dispatcher/Control Operator for verbal permission before passing through any Controlled Interlocking.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-827-1. TRAIN HANDLING

Federal Regulation 49, Train Handling information, requires that when a car(s) has air brakes cut-out or otherwise becomes inoperative, the person making the determination must document the condition of the brake system including the location where necessary repairs can be performed. To record the required information, Form 1043-BT has been revised to document the prescribed requirements.

Locations where necessary repairs can be made to the air brake system and where a Single Car Air Test can be performed are:

NY, Buffalo	OH, Ashtabula	PA, Conway
	OH, Bellevue	PA, Enola
	OH, Buckeye	PA, Harrisburg
	OH, Canton	PA, Lewistown
	OH, Lordstown	PA, Lockhaven
	OH, Macedonia	PA, Pitcairn
	OH, Mingo Jct.	PA, Rose Yard
	OH, Ontario	PA, Shire Oaks
	OH, Rockport	PA, South Fork
		PA, Waynesburg

NOTE: NS-1 Rule A-27 and Form 1043-BT (Rev. 03/04).

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Our NS Goal-No Damage