



PITTSBURGH DIVISION

Northern Region

Timetable Number

1

In Effect

At 12:01 AM

Sunday, July 1, 2012

Eastern Standard Time

For The Government of Employees Only



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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

Chief Dispatcher Microwave 444-7207 Bell 412-893-7207

Assistant Chief Dispatcher Microwave 444-7210 Bell 412-893-7210

Assistant Chief Dispatcher Microwave 444-7408 Bell 412-893-7408

Altoona East Dispatcher Microwave 444-7404 Bell 412-893-7404

Cleveland Line Dispatcher Microwave 444-7186 Bell 412-893-7186

Conway Terminal Dispatcher Microwave 444-7215 Bell 412-893-7215

Mon Valley Dispatcher Microwave 444-7452 Bell 412-893-7452

Pittsburgh East Dispatcher Microwave 444-7212 Bell 412-893-7212

Pittsburgh West Dispatcher Microwave 444-7233 Bell 412-893-7233

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 — Dragging Equipment Detector
HCD — High Car Detector (includes Excessive Height Detectors)
HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
HWD — Hot Wheel Detector
WCD — Wide Car Detector
SSD — Stress State Detector
SWD — Sliding Wheel Detector
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.....	4–10
Conemaugh...(CONL).....	LC 0.0 – LC 77.9.....	11–15
Fort Wayne...(FORL)	PC 0.0 – PC 188.7	16–31
Lake Erie District	B 6.5 – B 172.0	32–41
Meadville...(MEAL)	MI 105.5 – MI 150.8	42–46
Mon...(MONL).....	ML 0.0 – ML 85.7	47–54
Pittsburgh...(PITL).....	PT 118.9 – PT 353.3.....	55–80
River...(RIVL)	RO 0.0 – RO 58.4	81–84
Youngstown...(YOUL)	YG 0.0 – YG 97.2	85–94

BRANCHES

Keystone...(KEYB).....	KB 0.0 – KB 15.8	95–96
Manor...(MANB).....	MG 0.0 – MG 14.6	97–98
Miracle Run...(MIRB).....	YN 0.0 – YN 6.1	99–100
Port Perry...(PORB)	JP 0.0 – JP 2.9.....	101–102
Waynesburg Southern...(WAYB)	WY 1.0 – WY 27.3.....	103–105

SECONDARY TRACKS

Captina...(CAPS)	OP 0.0 – OP 15.7.....	106–108
Cove...(COVS)	JK 0.0 – JK 6.0.....	109–110
Ellsworth...(ELLS)	EL 0.0 – EL 19.4	111–112
Koppel...(KOPS)	KR 81.2 – KR 87.5	113–114
Lordstown...(LORS)	RZ 0.0 – RZ 38.0	115–117
Loveridge...(LOVS)	LR 0.0 – LR 79.6.....	118–123
Niles...(NILS)	NJ 11.9 – NJ 30.8	124–125
No. 2...(TWOS)	PT 232.4 – PT 234.0.....	126–127
South Fork...(SOUS)	SY 0.0 – SY 31.3	128–130
Weirton...(WEIS).....	WR 49.5 – WR 39.7	131–132

TERMINALS

Altoona.....	133
Ashtabula.....	134
Conway.....	135–149
Mingo.....	150

CLEVELAND LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
FORL			CONWAY TERMINAL DISPATCHER AAR-64 [144]	
2 1		RD 0.0	ROCHESTER [RM] [CP]	
2 1			CLEVELAND LINE DISPATCHER AAR-64 [143]	
2 1			(Fort Wayne Line)	
2 1		RD 8.7	DED-HCD (18'10") (<i>Industry</i>)	
2 1		RD 11.0	Midland	
2 1		RD 11.9	Midsteel	
2 1		RD 14.6	PA/OH State Line	
2 1		RD 19.2	DED (<i>Wellsville</i>)	
2 1		RD 23.4	Wellsville	
2 1		RD 25.3	YELLOW CREEK [RM] [CP]	
RIVL R.T.			(River Line)	
2 1		RD 26.5	RIVER [RM] [CP]	
2 1			(Yellow Creek R.T.)	
2 1		RD 36.7	ROGERS	
2 1		RD 37.4	HBD-DED-1 (<i>Salienville</i>)	
2 1		RD 42.7	SHALE [RM] [CP]	
2 1		RD 48.2	DED (<i>Kensington</i>)	
1		RD 54.4	BAYARD	
1		RD 58.0	MOULT	
1		RD 58.0	HBD-DED-HCD (18'10") (<i>Moultrie</i>)	
1		RD 64.6	Home Spring Switch	
1	11400	RD 66.0	MAHONING	
1			(Mahoning Siding)	
1		RD 66.9	ALLIANCE [RM] [C]	
1			(Fort Wayne Line)	
1		RD 73.3	CP-73 [CP]	
1		RD 81.0	HBD-DED (<i>Rootstown</i>)	
1		RD 85.9	CP-86 [RM] [CP]	
1			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

STATION PAGE INFORMATION

2. MAXIMUM SPEEDS — FREIGHT

Between	Main Track	Main 1 Track	Main 2 Track	Other Tracks
	MPH			
Rochester and MP RD 24.0 Except: MP RD 12.0 to MP RD 13.1 MP RD 18.0 to MP RD 19.0		40	40	
MP RD 24.0 and Yellow Creek		35	35	
Yellow Creek and River Except: Yellow Creek		35		
River and Shale		20		
Shale and Bayard		35	10	
Bayard and Alliance Except: MP RD 54.4 to MP RD 56.9 MP RD 64.6 to MP RD 66.9	40			
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 Except: MP RD 67.0 to MP RD 68.0		60	60	
		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 Alliance	1970	2740	2810	3530	4370	6605
Alliance to CP-86	4650	6510	6570	7840	9740	15346
Eastward						
CP-86 to Alliance	2300	3210	3280	4090	5070	7578
Alliance to Yellow Creek	3790	5300	5370	6510	8090	12532
Yellow Creek to Rochester	5240	7350	7390	8720	10850	17810

CLEVELAND LINE

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.

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
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. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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

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. Trains and Engines operating on this track must Stop and Flag the following crossings which are equipped with automatic warning devices. This restriction applies to Main 2 Track only:

- MP RD 27.89 — Dandos Crossing
- MP RD 28.65 — Washington Street
- MP RD 37.33 — Main Street

D. SOLID BULK COMMODITY TRAIN HANDLING INSTRUCTIONS

1. 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.

2. Between MP RD 36.0 and MP RD 42.0, Eastward Solid Bulk Commodity trains will not exceed 25 MPH on Main 1 Track.

CLEVELAND LINE

9. DISTRICT INSTRUCTIONS (CONT.)

E. CAB SIGNAL EXCEPTIONS

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

- Work trains, wreck trains and ballast cleaners moving to and from work.
- Engines to and from shop.
- Engines used in switching and transfer service, yard engines with or without cars.

These moves must be made at Restricted Speed, not exceeding 15 MPH between Alliance and CP-86.

F. EASTWARD TRAINS APPROACHING ROCHESTER

Before passing the automatic signal at MP RD 5.4, all eastward trains must contact the Conway Terminal Dispatcher (AAR-64/RCI-144) for instructions. If instructed to hold at Vanport, eastward trains must not pass MP RD 3.0 without permission of the Train Dispatcher/Control Operator.

G. MP RD 14.3 — S.H. BELL

Do not spot or pull cars west of the loading dock without the presence of the S.H. Bell foreman.

H. MP RD 18.6 — WEAVERTON ENVIRONMENTAL

Locomotives must not go on or west of the pit.

I. MP RD 18.5 — GROWMARK

Locomotives must not go on the scale or west of the scale.

J. CLOSE CLEARANCES

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

- MP RD 8.3 — Arrow Terminal
- MP RD 18.5 — Growmark
- MP RD 18.5 — Parsons Coal Industry
- MP RD 18.5 — Seaforth Mineral Ore
- MP RD 66.0 — Whitacre Greer: North Side

CONEMAUGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE	
			PITTSBURGH WEST DISPATCHER AAR-46 [142]	2	
			LC 0.0 CONPIT (Pittsburgh Line) (CP)		
			LC 0.1 HCD (17'9") (<i>Conpit</i>)		
			LC 4.1 DED (<i>Robinson</i>)		
			LC 8.9 TOMS (CP)		
			LC 10.5 ALUM (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 (RM) (CP)		
			LC 28.1 HBD-DED (<i>Avonmore</i>)		
			LC 34.3 APOLLO (CP)		
			LC 36.5 DED (<i>Vandergrift</i>)		
			LC 44.5 LEECH (CP)		
	6300		LC 47.8 KISKI (RM) (CP)	1	
		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)		

CONEMAUGH LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
	3680	LC 56.4 LC 56.5	PITTSBURGH WEST DISPATCHER..... AAR-46 [142] DED (<i>Tarentum</i>) West Tarentum	
		LC 60.7	Springdale	
		LC 66.8	HBD-DED (<i>Glenover</i>)	
	SS 9720	LC 71.0	SHARP [RM] [CP]	
		LC 72.6	ETNA [CP] (102 I.T.)	
		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 Pittsburgh West Dispatcher, **Rule 137** is in effect.
- Crews entering the Buffalo & Pittsburgh Railroad must be G Corp qualified and have a Genesee and Wyoming Track Warrant Book. Before entering the B&P R.R., all crews are responsible for contacting the B&P Dispatcher on AAR-45 to receive the appropriate authority to occupy their Main Track.
- NOTE 2:** The High Car Detector at MP LC 0.1 will transmit for westward movements only.

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track	Other Tracks
Between	Rules		
Conpit 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 Conpit and Kiski, **Cab Signal Rules, except Rules 554 and 556,** are in effect.

CONEMAUGH LINE

2. MAXIMUM SPEEDS

Between	Main 1 Track	Main 2 Track	Other Tracks
	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

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

C. CAB SIGNALS

1. CAB SIGNAL EXCEPTIONS

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

- Work trains, wreck trains and ballast cleaners moving to and from work.
- Engines to and from shop.
- Engines used in switching and transfer service, yard engines with or without cars.

These moves must be made at Restricted Speed, not exceeding 15 MPH between Conpitt and Kiski.

2. CAB SIGNAL ASPECT CHANGES

Trains operating in either direction between CP-Kiski, MP LC 47.8 and CP-Conpitt, MP LC 0.0.

When the Cab Signal Aspect changes to Approach between fixed signals, the Engineer must take action at once to reduce to Restricted Speed.

Restricted Speed must be observed to the next fixed signal or until a more favorable Cab Signal is received.

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. — Market Street Blairsville I.T. MP JM 0.9

A Motion sensor has been added to the existing crossing protection in service. The push button to interrupt Highway Grade Crossing Protection has been removed from service.

E. CLOSE CLEARANCES

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

MP LC 68.4 — Genco

FORT WAYNE LINE

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
		PC 0.0	WEST PITT (Pittsburgh Line) Federal Street	
		PC 0.9	CONWAY TERMINAL DISPATCHER AAR-46 [144]	
		PC 1.8	PENN (CP) (Conemaugh Line)	
		PC 2.0	DED (<i>Penn</i>)	
		TJ 0.0	(Island Conn.)	
		PC 2.7	Island Avenue	
		PC 4.8	BELL (RM) (CP) (Mon Line)	
		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)	
		PC 21.7	BADEN (CP)	1
		PC 22.6	Conway Yard	
		PC 23.9	FREEDOM (RM) (CP)	2
		PC 24.5	WEST CONWAY AAR-64 (RM) (CP)	
		PC 25.9	ROCHESTER (RM) (CP) CLEVELAND LINE DISPATCHER AAR-64 [143] (Cleveland Line) (Youngstown Line)	
		PC 30.5	HBD-DED (<i>Beaver Falls</i>)	
		PC 34.8	WOOD (RM) (CP) (Koppel Sec.)	
	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 (<i>N. Lawrence</i>)	
	PC 124.0	ORR RM CP		
	PC 127.6	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 (<i>Loudonville</i>)		
	PC 157.4	MOHICAN CP		

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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	DED-1 (<i>Ross</i>)	
		PC 174.3	Lynch	
		PC 174.8	MANS [RM] [CP] (Harding I.T.)	
		PC 175.7	WEST MANS © (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 © (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.

FORT WAYNE LINE

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
Rules				
West Pitt and Penn	261	261		
Penn and Isle, Island Connecting Track				Main 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				Main 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.

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FORT WAYNE LINE

2. MAXIMUM SPEEDS — PASSENGER

Between	Main Track	Main 1 Track	Main 2 Track	Main 3 Track	Main 4 Track
	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 1 Track	Main 2 Track	Main 3 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 with 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 9.0 to MP PC 10.0
 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 1 loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least 1 loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only 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 or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one 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, Sunday, January 1, 2012, 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
*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:

- Work trains, wreck trains and ballast cleaners moving to and from work.
- Engines to and from shop.
- Engines used in switching and transfer service, yard engines with or without cars.

These moves must be made at Restricted Speed, not exceeding 15 MPH between Rochester and Alliance.

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..... © (ASRYCrossing) (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. **Island Avenue Truck Yard — MP PC 2.7**
Between Tracks 1, 2, 3, 4, 5, and 6
2. **West Conway Interlocking — MP PC 24.5**
Within the limits of West Conway Interlocking, employees are prohibited from riding the north side of equipment on 101 Signaled Siding Track.
3. **West Conway — MP PC 24.5**
North side of the "O" Track at West Conway and on the south side of the "O" Track at Valvoline.
4. **Columbiana — MP PC 59.9**
Century Container, both sides
5. **Alliance — MP PC 83.0**
Hoops Fertilizer, north side
6. **Canton — MP PC 107.8**
Cloverleaf Cold Storage, south side only
7. **Ohio Packing — MP PC 110.0**
Massillon Yard, north side
8. **Orrville — MP PC 124.0**
Scotts, both sides
9. **Wooster — MP PC 134.4**
International Paper, both sides
10. **Wooster — MP PC 134.7**
Hill Track between Palmer St. and Bowman St., both sides
11. **Lucas — MP PC 170.5**
Overhead Bridge off Main 1 Track
12. **Mansfield — MP PC 177.3**
Tube City, both sides

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).

FORT WAYNE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

L. CANTON YARD INSTRUCTIONS

Canton Yard in Canton, OH is under the control of Yardmaster Stationed at Oak Street Yard, Mansfield, OH. All movements within the confines of Canton Yard must be made with permission of Mansfield, OH Yardmaster.

Oak Street Yardmaster can be contacted on Road Radio Channel #2.

M. MOL-DOK

All train crews working at Mol-Dok's facility must conduct a Job Briefing with the Conway Terminal Dispatcher, prior to beginning work. It is not permissible to block the lead to Mol-Dok with power or cars unless specific permission is obtained from the Conway Terminal Dispatcher. Train crews building outbound trains out of Shields Yard, must not foul the lead to 7B, 7A, 7, 6A, 6, 5, 4, 3, 2, or 1 tracks unless they have time to depart or a recrew is enroute. When possible, train crews are to keep the west end (Shields Bridge) clear so that industries can be switched by Conway Terminal yard switcher.

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 Siding between West Conway and Rochester in charge of Conway Terminal Dispatcher.

P. MAIN LINE RELAY TRAINS AT CONWAY TERMINAL

1. All Main Line Relay trains will be coordinated by Conway Terminal Dispatcher. All movements made from Main Track into Yard will be handled through Conway Terminal Dispatcher.
2. Jitney operations for all Main Line Relay Trains will be coordinated through Conway Terminal Dispatcher, Control Tower Hump Yardmaster and Jitney Control.
3. All inbound crews on Relay Trains at Conway must talk with Conway Terminal Dispatcher 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 or Bell 412-893-7210, or Asst. Chief Dispatcher East at Microwave 444-7408 or Bell 412-893-7408.

FORT WAYNE LINE

9. DISTRICT INSTRUCTIONS (CONT.)

Q. TIH/PIH INHALATION HAZARDS

All hazardous material shipments of PIH (Poison Inhalation Hazards) or TIH (Toxic Inhalation Hazards), loaded or empty, are prohibited from operating through the Amtrak Passenger Station, between West Pitt and Pitt. All PIH/TIH shipments are identified on the wheel report by the phrase "inhalation hazard." All eastward trains carrying PIH/TIH shipments, loaded or empty, must notify the Conway Terminal before passing CP-Bell. All westward trains carrying PIH/TIH shipments, loaded or empty, must notify the Pittsburgh East Train Dispatcher before passing CP-Wing.

Trains 12G, 10G, 10A, 10N, 17G, and 37A will be permitted to operate through the Amtrak Passenger Station, between West Pitt and Pitt, only after the Train Dispatcher/Control Operator and Conductor complete a Job Safety Briefing ensuring that there are no PIH/TIH shipments in the train.

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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	10807	B 18.0	EVANS (CP)	
		B 29.5	TSA (<i>Irving, NY</i>)	
SS	17667	B 32.2	SILVER CREEK (CP)	
		B 35.9	SHERIDAN (CP)	
CSXT		B 41.2	AK (A)	1
		B 46.3	TSA (<i>Van Buren, NY</i>)	
SS	11859	B 52.4	PORTLAND (CP)	
		B 54.8	POMFRET (CP)	
		B 59.0	TSA (<i>Westfield, NY</i>)	
SS	15413	B 63.1	WHITEHOUSE (CP)	
		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	6756	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	7398	B 94.7	ESMER (CP)	
		B 96.3	SWANVILLE (CP)	
		B 97.7	TSA (<i>Fairview, PA</i>)	
SS	6300	B 101.6	WALLACE (CP)	
B&LE JCT.		B 102.9	GIRARD (CP)	
		B 107.5	TSA (<i>Springfield, PA</i>)	
SS	13016	B 112.3	PA (CP)	
		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	
		----- 18620	B 117.2	PARRISH..... CP	
SS			B 120.8	REED..... CP	
			B 123.7	TSA-HCD (19'2") (Kingsville, OH)	
			B 128.0	KG..... CP	
			B 129.2	NP..... C	1
		----- 10820	B 131.3	SANBORN..... CP	
NEW CONN. SS ASHTABULA SDG.	YOUL P&LE CONN.		B 138.5	TSA (Geneva, OH)	
			B 141.5	UNIONVILLE..... CP	
CSXT JCT. SS		----- 11335	B 143.8	MADISON..... CP	
			B 147.5	DAVIS..... CP	
SS		----- 6480	B 148.8	PERRY..... CP	
			B 151.4	TSA (Painsville, OH)	
FAIRPORT I.T.			B 155.0	PAINSVILLE..... CP	
		----- 6075	B 156.3	JACK..... CP	
			B 160.5	MENTOR..... CP	
		----- 6120	B 161.8	JOYCE..... CP	
			B 163.7	DANIELS..... CP	
			B 165.3	WILLOUGHBY..... CP	
CSXT JCT. SS		----- 5780	B 166.6	LEE..... CP	
			B 168.5	TSA (Wickliffe, OH)	
			B 169.1	WICKCLIFFE..... CP	
SS		----- 6640	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 1 Track
Between	Rules
Blasdell and UD	261

2. MAXIMUM SPEEDS

	Main 1 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 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 101.6 to MP B 102.9, Through Turnouts and Siding	10
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	25
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 147.5 to MP B 148.8, Through Turnouts and Siding	10
MP B 153.5 to MP B 153.8, Curve	50
MP B 155.0 to MP B 156.3, Through Turnouts and Siding	10
MP B 160.5 to MP B 161.8, Through Turnouts and Siding	10
MP B 164.2 to MP B 165.3, Curves	50
MP B 169.0 to MP B 170.0, Wickcliffe, Head End Only	40

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:

Between	GROSS WEIGHT IN POUNDS			
	Unit		Loaded Car	
	4-Axle	6-Axle	4-Axle	6-Axle
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	Eastward Crossover
B 2.90	Westward 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

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

LAKE ERIE DISTRICT

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.

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.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

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 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.

D. ROAD CROSSINGS

Movements must stop and crewmember 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

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

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.

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.

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

I. CONNEAUT (CONT.)

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.

J. SHOVING MOVES AT ASHTABULA

The following guidelines will be in effect when making shoving movements at Ashtabula from the Lake Erie District towards the Youngstown Line, or from the Youngstown Line towards the Lake Erie District.

1. A detailed Job Safety Briefing will be conducted by the Engineer, Conductor and Dispatcher discussing how the shove movement will be protected, the trains involved and any train handling concerns due to train length and tonnage.
2. No employees are permitted to ride the shove movement.
3. When practical, the outbound cab and crew will protect the shove movement for the inbound crew.
4. Engineers will use good train handling skills in accordance with **NS-1** rules:
Rule L-242 — Back Up Movement
Rule L-243 — Use of Locomotive Brakes

LAKE ERIE DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

K. 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 2 tracks on the CSXT transfer, Perry, OH, 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

L. 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

M. 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 (<i>Stoney Point</i>)	
		MI 128.5	GREENE	
		MI 130.8	BESS	
		MI 130.9	SHENANGO (A)	
			(B&LE Crossing)	
		MI 135.0	HBD-DED (<i>Greenville</i>)	
		MI 140.0	HBD-DED (<i>Sharpsville</i>)	
		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 (<i>Coles</i>)		
	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.
- NOTE 3:** Trains must receive verbal permission from the Pittsburgh West Train Dispatcher before passing Budd towards Main 1 or before passing Water towards Main 2 regardless of the signal aspect displayed.

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 Green	25		
Green and Bess	20		
Bess and MP MI 133.0		20	
MP MI 133.0 and Sharpsville		25	
Sharpsville and Water		10	10
Water and Budd	10		
Budd and Coles		10	10
Coles and Hubbard		10	

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
Water	Main 2 Track	Main 1 Track	Main 2 Track
Budd	Main 1 Track	Main 2 Track	Main 1 Track

NOTE: Switch Position Signals are in place at Water and Budd.

Green Light — Switch is in normal position.

Red Light — Stop and check switch position before proceeding

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. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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 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.

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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. CLOSE CLEARANCES

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

MP MI 116.3 — PPG Lead

- JM Manufacturing
- PGT Industries

MP MI 142.5 — Wheatland Tube

MP MI 144.5 — Eddie Cain

MP MI 149.9 — Elwood Engineering

MP MI 150.6 — Babcock Lumber

MP MI 141.5 — Duferco/Ferrell Corporation

MP MI 144.9 — Bridge Over Little Yankee Run

MP MI 146.4 — Warren Fabricating

Wheatland Industrial Track

- Mercer Scrap
- Sharon Coating
- Bi-State Storage

C. 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).

D. STONEY POINT — MP MI 116.9

At Stoney Siding, exit engine from east of switch only due to a steep embankment.

MON LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			CONWAY TERMINAL DISPATCHER..... AAR-64 144	
		ML 0.0	BELL..... RM CP (Fort Wayne Line)	
	CARNEGIE I.T.	ML 1.9	ISLE..... CP (Island Conn.)	
		ML 2.9	ESPLEN..... RM CP	
		ML 9.5	BECK (Hall R.T.)..... RM CP	
		ML 12.1	HBD-DED (Homestead)	
		ML 12.4	Homestead	
		ML 16.1	PERRY (Port Perry Branch)..... CP	
		ML 21.1	HBD-DED (Dravosburg)	
		ML 24.0	PETERS CREEK..... RM CP	
		ML 28.0	LIZ..... RM CP	
	RUNNER		MON VALLEY DISPATCHER..... AAR-50 147	
	RUNNER	ML 29.0	ODELL..... RM CP	
	4-9 COAL	ML 29.7	Shire Oaks	
	1-3 COAL	ML 31.0	OAK..... RM CP	
		ML 34.1	HBD-DED (Monongahela)	
	ELLIS	ML 35.8	Monongahela	
	I.T.	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 52.2	DED (California)		
	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 (*O* Track)	1
		ML 59.0	STREET CP	
		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	
		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	
		ML 85.7	MAN RM CP (Manor Branch) (Waynesburg Southern)	

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

Between	Main 1 Track	Main 2 Track
	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, "O" 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

Between	Main 1 Track	Main 2 Track	Other Tracks
	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, "O" 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 67.8	30		
MP ML 67.8 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 10.0 to MP ML 11.0

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.

“O” 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 1 loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least 1 loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only 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 or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one 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, Sunday, January 1, 2012, 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 Main 1 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.
4. Jessie Stewart
5. Whemco
6. Kinder Morgan
7. Eastman (new siding No. 1 Main)
8. Eastman (old siding No. 2 Main)
9. Clairton Slag
10. Dillner Storage
11. Guardian
12. Thermo Rock
13. Poly Com Plant #1
14. Poly Com Plant #2
15. Airgas
16. Dyno Nobel
17. Flexsys
18. World Kitchen
19. Trusty Builders
20. "O" Track Bridge

G. BROWNSVILLE YARD

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

H. CARNEGIE INDUSTRIAL TRACK

Carnegie Industrial Track — All loaded stone trains for the POHC Railroad must be placed on the industrial (inbound) track.

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>Thompstownton</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		
	8650	PT 202.4 HUNT [CP] PT 204.2 Deer 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)	6
			(No. 2 Secondary)	
			PT 234.0 HOMER..... (CP)	1, 6
			(Rose Conn. Track)	
		SS	PT 235.7 WORKS (CP)	6
			(Juniata I.T.)	
		3644	PT 236.1 Altoona	
			PT 236.7 ALTO..... (CP)	6
			(Cove Secondary)	
		PT 237.2 SLOPE..... (CP)	2, 6	
		PITTSBURGH EAST DISPATCHER AAR-46 [145]		
		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 New Portage Tunnel—No. 1 Allegheny Tunnel—Nos. 2, 3	3
		PT 248.1	Gallitzin	
		PT 248.4	AR/UN.....	5
		PT 250.5	MO.....	5
		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..... (South Fork Secondary)	1	
	PT 266.1	SO.....	1	
	PT 268.1	HBD-DED (<i>Mineral Point</i>)		
	PT 271.2	AO.....	1	
	PT 273.2	C.....	1	
	PT 274.5	JW.....	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)	
CONL		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 317.8	HBD-HCD-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	
2 1				

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 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
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
CSXT Connecting Bloom and Field				261
Solomon and West Pitt	261	261		

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

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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				40
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.)

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	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.)

Between	Main 1 Track	Main 2 Track	Main 3 Track	Other Tracks
	MPH			
Conpit 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		
Home, Wye Tracks				10
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		
Signaled Siding between Gray and Antis				40
MP PT 228.0 and Antis	50	50		

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:				SS
Signaled Siding				15
Alto and Slope	25	25	25	
Main 9 Track				25
Slope and MP PT 241.7	35	35	35	
MP 241.7 and UN, AR	30	30	30	
UN, AR and MO	45	45	35	Main 4
Except:				35
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
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
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, Westward with over 240 axles	50	50		
MP PT 306.0 to MP PT 308.0, Westward with over 240 axles	55	55		
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				10
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 1 loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least 1 loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only 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 or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one 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, Sunday, January 1, 2012, 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	Pemberton
PT 284.4	Warren Oil
PT 284.4	Seward Shop Track
PT 289.7	East End Conpit Shop Track
PT 290.0	West End Conpit 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

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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
Conpitt.....	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". 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.

Eastward

Lewistown

Enola

Harrisburg Yard

Westward

Rose Yard, Altoona

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

Eastward

Ryde — PT 182.0

Westward

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.

Eastward

Lewistown

Enola

Harrisburg Yard

Westward

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". 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 (CONT.)

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.

Eastward

Lewistown
Enola
Harrisburg Yard

Westward

Rose Yard, Altoona

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

Eastward

Ryde — PT 182.0

Westward

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.

Eastward

Lewistown
Enola
Harrisburg Yard

Westward

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.

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, 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.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

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

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.

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 crewmember 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.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

B. TRAIN HANDLING INSTRUCTIONS (CONT.)

WEIGH-IN-MOTION SCALE — DENHOLM (CONT.)

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.

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 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 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

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

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.

K. CAB SIGNAL EXCEPTIONS

- The following exceptions are authorized for trains and engines not equipped with cab signals:
 - Work trains, wreck trains and ballast cleaners moving to and from work.
 - Engines to and from shop.
 - Engines used in switching and transfer service, yard engines with or without cars.

These moves must be made at Restricted Speed, not exceeding 15 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.

- 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.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

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 6:00 AM and 10:00 PM. Between 10:00 PM and 6:00 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 2 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.

O. RUSTY RAIL AT HOME

Rusty rail condition exists at Home, MP PT 347.8, east leg of the wye.

P. TIH/PIH INHALATION HAZARDS

All hazardous material shipments of PIH (Poison Inhalation Hazards) or TIH (Toxic Inhalation Hazards), loaded or empty, are prohibited from operating through the Amtrak Passenger Station, between West Pitt and Pitt. All PIH/TIH shipments are identified on the wheel report by the phrase "inhalation hazard."

All eastward trains carrying PIH/TIH shipments, loaded or empty, must notify the Conway Terminal before passing CP-Bell. All westward trains carrying PIH/TIH shipments, loaded or empty, must notify the Pittsburgh East Train Dispatcher before passing CP-Wing.

Trains 12G, 10G, 10A, 10N, 17G, and 37A will be permitted to operate through the Amtrak Passenger Station, between West Pitt and Pitt, only after the Train Dispatcher and Conductor complete a Job Safety Briefing ensuring that there are no PIH/TIH shipments in the train.

PITTSBURGH LINE

9. DISTRICT INSTRUCTIONS (CONT.)

Q. CLOSE CLEARANCES

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

MP PT 153.7 — Mifflin Yard: Loading Ramp

MP PT 165.7 — Lewistown Yard: All Adjacent Track When Occupied

MP PT 196.2 — Steeple Inside US Silica

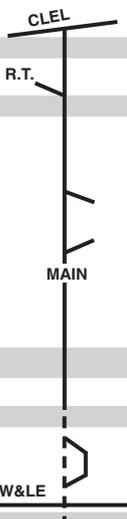
MP PT 273.9 — Woodvale Yard: All tracks when equipment is on adjacent tracks

MP PT 339.7 — WING: South Side of Main 1 Track account of dwarf signal

MP PT 339.7 — WING: North Side of No. 99 Signaled Siding Track account of dwarf signal

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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)	
		RO 1.0	BRANCH [RM] [CP] (Yellow Creek R.T.)	
		RO 1.0	DED (<i>Branch</i>)	
		RO 1.5	Port Switch	
		RO 4.7	Clay Switch	
		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]	
	WPS 		(W&LE Crossing) (<i>Wheeling-Pitt Steel Crossing</i>)	
		RO 21.0	Mingo Junction Yard	
		RO 23.6	GR	
		RO 28.6	RU Switch	
		RO 29.6	Shannon	
		RO 32.3	Tiltonville	
		RO 37.7	Martins Ferry	
		RO 39.7	Bridgeport	
		RO 39.9	OJ	
	W&LE 	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
		RO 56.5	CLEVELAND LINE DISPATCHER AAR-46 [143] PN	
		RO 58.4	(Omali R.T.) Captina Jct. (Captina Sec.)	

1. RULES IN EFFECT

Between	Main Track	Main 1 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	Main 1 Track
	MPH	
Yellow Creek and Branch		35
Branch 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 28.6 to MP RO 31.4	10	
MP RO 36.0 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 Yellow Creek to Captina Jct.	4170	5840	5910	7110	8840	14135
Eastward Captina Jct. to Yellow Creek	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. RADIO SWITCH — CAPTINA JUNCTION (MP RO 58.4)

1. Radio Channel: AAR-46
2. Activation Tones:
 - #-1-0-5: Verify Switch Position
 - #-1-0-1: Normal Position for Captina Running Track
 - #-1-0-2: Reverse Position for Ohio Valley Coal Track

B. RADIO SWITCH — MURRAY ENERGY SWITCH (MP RO 58.6)

1. Radio Channel: AAR-50
2. Activation Tones:
 - #-5-0-1-0-1-1-1: Normal Position
 - #-5-0-1-0-1-3-3: Reversed Position

C. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signalized territory for use in identifying switches.

- MP RO 1.5 — Port Switch
- MP RO 4.7 — Clay Switch
- MP RO 5.1 — Stone
- 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

RIVER LINE

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
Omal (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:

- MP RO 3.0 — Sammis Power Plant: Dumper
- MP RO 4.5 — Sammis Power Plant: Ammonia Plant
- MP RO 20.9 — Bridge over Cross Creek
- MP RO 34.9 — Lesco Industries
- MP RO 38.6 — Nickels Bakery
- MP RO 60.1 — Ohio Valley Coal Company – Coal Dumper

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		
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.

YOUNGSTOWN LINE

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			YOUNGSTOWN LINE DISPATCHER..... AAR-46 [141]	
			JM (DB) (CP)	2
			Ashtabula (Drawbridge)	
			YG 0.0 NP (C)	4
			Harbor Connecting Track (To CSXT at CP-128) CSXT Chicago Line Crossing	
			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 (<i>March</i>)		
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 (<i>Gustavus</i>)	
	SS	10000	YG 36.3	ATES (CP)	
	NLS		YG 38.6	LATIMER (CP) (Niles Sec.)	
			YG 41.7	HBD-DED (<i>Fowler</i>)	
			YG 51.5	Coalburg	
	MEAL		YG 52.4	HUBBARD (CP) (Meadville Line)	
			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 (<i>Lowellville</i>)	
			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	

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, crewmembers 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. Crewmembers 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.

YOUNGSTOWN LINE

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track	Other Tracks
	Rules		
JM and NP (No. 1 and No. 2 R.T.)			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
P&LE Connector at NP			261
NP and Carson	261	261	
Carson and Hubbard	261		
Signaled Sidings between: Denmark and Dorset			261
Cherry and Wick			261
Ates and Latimer			261
Hubbard and Graham	261	261	
Graham and Castle	261		
Castle and CP-New Castle (CSXT) New Castle Connecting Track			261
Castle and Wampum	261	261	
Wampum and Bright	261		
Bright and Rochester	261	261	
Youngstown Connecting Track from Valley to a Point 1340 Feet South of Valley			261

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YOUNGSTOWN LINE

2. MAXIMUM SPEEDS

Between	Main 1 Track	Main 2 Track	Other Tracks
	MPH		
JM and NP (No. 1 and No. 2 Running Tracks) Except: Harbor Connecting Track, MP YG 0.0 to CSXT at CP-128			15
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	30	30	
Except: 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	
NP Connecting Track			15
P&LE Connector			10
Carson Controlled Siding			15
Carson and Hubbard	50		
Except: MP YG 22.0 to MP YG 24.0	45		
MP YG 25.5 to MP YG 27.0, Head End Only	40		
MP YG 39.5 to MP YG 40.5, Head End Only	40		
Carson and Hubbard — Signaled Sidings			
Denmark to Dorset			10
Cherry to Wick			10
Ates to Latimer			10
Latimer Connection to Niles Secondary			30
Youngstown Connecting Track from Valley to a Point 1340 Feet South of Valley			25
Hubbard and Valley	40	40	
Valley and Graham	25	25	
Except: 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	40		
Castle and New Castle, CSXT	15		
Castle and Rochester	40	40	
Except: MP YG 81.3 to MP YG 82.1	25		
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 Harbor to NP	1330	1850	1900	2420	2970	4400
NP to Rochester	1650	2300	2360	2980	3690	5696
Northward						
Rochester to Ashtabula Harbor	2350	2490	4000	5680	6490	9103

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 1 loaded trailer or container
4. Drawbar connected 89-foot platform cars (twin flats, TTEX, and RTTX* cars)
 - Not loaded with at least 1 loaded trailer or container per 89-foot platform

NOTE: If the car is loaded with only 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 or more loaded or empty trailer(s) or container(s)
7. Drawbar connected double-stack cars
 - Any well not loaded with one 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, Sunday, January 1, 2012, 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(I)** approaching company road crossing at grade MP YG 60.2.

E. GRAHAM INTERLOCKING

Movements must stop and crewmember 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 crewmember must protect crossing before passing over:
MP YG 26.1 — US 322 Crossing: 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).

YOUNGSTOWN LINE

9. DISTRICT INSTRUCTIONS (CONT.)

H. SHOVING MOVES AT ASHTABULA

The following guidelines will be in effect when making shoving movements at Ashtabula from the Lake Erie District towards the Youngstown Line, or from the Youngstown Line towards the Lake Erie District.

1. A detailed Job Safety Briefing will be conducted by the Engineer, Conductor and Dispatcher discussing how the shove movement will be protected, the trains involved and any train handling concerns due to train length and tonnage.
2. No employees are permitted to ride the shove movement.
3. When practical, the outbound cab and crew will protect the shove movement for the inbound crew.
4. Engineers will use good train handling skills in accordance with **NS-1** rules:

Rule L-242 — Back Up Movement

Rule L-243 — Use of Locomotive Brakes

I. CLOSE CLEARANCES

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

MP OY 1.0 — JM Bridge

MP YG 47.1 — 84 Lumber

MP YG 58.3 — Wendelin Steel

MP YG 60.1 — Bridge

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KEYSTONE BRANCH

NORTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			PITTSBURGH WEST DISPATCHER..... AAR-46 142	
		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

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
Salts and Locta	25
Except: Loaded Northward Trains between MP KB 13.5 and Locta	15
Locta and End of Track, 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
Northward						
Salts to Shelocta	2760	3860	3940	4870	6030	9130
Southward						
Shelocta to Salts	2760	3860	3940	4870	6030	9130

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

KEYSTONE BRANCH

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

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. 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.

B. 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: 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 2: 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 (Remote Control Switch — Enlow R.T.)	
		MG 12.8	SHAN	
		MG 13.7	(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 Shan	171		
Enlow R.T. between Fork and Shan through Bailey Load Out	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			
Fork and Shan	15			
Enlow R.T. between Fork and Shan through Bailey Load Out, Restricted Speed not exceeding				15
Except: Over Scale and Through Loadout				3

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

RADIO SWITCH — FORK (MP MG 11.5)

1. Radio Channel: AAR-50
2. Activation Tones:
 - #-1-0-5: Verify Switch Position
 - #-1-0-1: Normal Position
 - #-1-0-3: Reverse Position
3. The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Flashing Lunar — Fault Condition

7. COMMUNICATION INFORMATION

Base Station

AAR
Channel

Bailey Mine..... 50

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. CLOSE CLEARANCE

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

Through loadout at Bailey

B. ENLOW RUNNING TRACK

Enlow Running Track is controlled by the Mon Valley Dispatcher.

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

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

2. MAXIMUM SPEEDS

Between	Main Track
	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

SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

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)	
			CONWAY TERMINAL DISPATCHER AAR-64 144	
		JP 2.9	PERRY CP (Mon Line)	

1. RULES IN EFFECT

	Main 1 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 1 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.

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WAYNESBURG SOUTHERN BRANCH

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER AAR-50 147	
			WY 1.0 MAN CP	
			WY 1.5 (Emerald Siding)	
			WY 3.1 EVE	
			WY 3.1 DED (<i>Eve</i>)	
	8300		WY 11.0 WHITE COTTAGE	
			WY 16.7 COT	
			WY 20.2 WANA	
			WY 22.5 CLIF	
	I.T.		WY 25.9 LACK	
		WY 27.3 End of Track		

1. RULES IN EFFECT

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

2. MAXIMUM SPEEDS

Between	Main Track 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. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- MP WY 1.5 — Emerald
- MP WY 3.05 — RL
- MP WY 14.85 — RJ Switch
- MP WY 22.5 — Clif
- MP WY 22.6 — Clark

C. RADIO SWITCH INSTRUCTIONS

1. WOOD (MP WY 10.3)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-4-0-5: Verify Switch Position
 - #-4-0-1: Normal Position
 - #-4-0-3: Reverse Position

2. TAG (MP WY 11.9)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-5: Verify Switch Position
 - #-5-0-1: Normal Position
 - #-5-0-3: Reverse Position

WAYNESBURG SOUTHERN BRANCH

6. SWITCHES AND DERAILS (CONT.)

C. RADIO SWITCH INSTRUCTIONS (CONT.)

3. WANA (MP WY 20.2)

(a) Radio Channel: AAR-50

(b) Activation Tones:

#-2-0-5: Verify Switch Position

#-2-0-1: Normal Position

#-2-0-3: Reverse Position

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

Green — Normal Position

Yellow — Reverse Position

Flashing Lunar — Fault Condition

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 crewmember 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.

C. WANA I.T.

Wana I.T. controlled by the Mon Valley Dispatcher.

D. CLOSE CLEARANCE

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

Through Blacksville 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	
		OP 7.05	Kuzio Switch	
	5200	OP 8.0	NORTON (Norton Siding)	
		OP 8.1	Nort Switch	
		OP 13.5	GL (Pow 6 Mine)	
		OP 15.4	MILL	
		OP 15.7	End of Track	
	MINE R.T.			

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

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

A. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

MP OP 13.2 — #6

MP OP 14.3 — #6 Crossover

B. RADIO SWITCH INSTRUCTIONS

1. KUZIO (MP OP 7.05)

(a) Radio Channel: AAR-46

(b) Activation Tones:

#-2-0-5: Verify Switch Position

#-2-0-1: Normal Position

#-2-0-3: Reverse Position

(c) The switch position can also be determined by switch targets as follows:

Green — Normal Position

White — Reverse Position

2. NORT (MP OP 8.1)

(a) Radio Channel: AAR-46

(b) Activation Tones:

#-3-0-5: Verify Switch Position

#-3-0-1: Normal Position

#-3-0-3: Reverse Position

(c) The switch position can also be determined by switch targets as follows:

Green — Normal Position

White — Reverse Position

3. GL SWITCH (MP OP 13.3)

(a) Radio Channel: AAR-46

(b) Activation Tones:

#-5-0-0-1-1-1-1: Normal Position

#-5-0-0-1-1-3-3: Reversed Position

(c) Indicator Lights

Green — Normal Position

Yellow — Reversed Position

Green and Red — Normal Position, Plant Occupied

Yellow and Red — Reversed Position, Plant Occupied

Flashing Red — Switch Is Not Lined

CAPTINA SECONDARY

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Powhatan.....	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

A. 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

B. NORTON SIDING

Loaded coal trains are not permitted on Norton Siding

C. CLOSE CLEARANCE

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

MP OP 13.9 — Ohio Valley Coal: Pow 6 Loadout

MP OP 15.7 — New Century Mine Loadout

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	DUNCANS	

1. RULES IN EFFECT

Between	Main Track Rules
Alto and Duncans	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
Alto and Duncans	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

SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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 4.0 — Petro
- MP JK 4.9 — W.S. Lee

7. COMMUNICATION INFORMATION

Base Station	AAR Channel
Alto.....	46

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GATES

Gates must be closed and locked after use at:
Petroleum Products

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. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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

Crewmembers 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. 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

C. COKE — MARIANNA

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

D. 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

5. LOCOMOTIVE AND CAR RESTRICTIONS

LOCATION OF WEIGHT RESTRICTIONS

System Instruction EQ-1 applies.

AUTHORIZED:

Koppel Secondary Track — 286,000 lbs.

KOPPEL SECONDARY

6. SWITCHES AND DERAILS

SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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 crewmember must protect crossing before passing over:
Between MP KR 85.5 and Wood

C. KOPPEL STEEL

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

D. CEMEX

1. Crews handling cars from Cemex must use a minimum of 5 hand brakes regardless of the number of cars being handled. More hand brakes will be used if necessary.
2. Due to close clearances, employees are prohibited from riding the side of moving equipment at Cemex.

E. CLOSE CLEARANCES

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

- MP KR 84.4 – Alaron
- MP KR 85.3 – Koppel Steel

LORDSTOWN SECONDARY

WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 20px;">OC R.R.</div> <div style="margin-bottom: 20px;">FORL</div> </div>			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	CLEVELAND LINE DISPATCHER..... AAR-64 143	
		RZ 38.0	ALLIANCE..... (CP) (Fort Wayne Line) (Alliance R.T.)	

1. RULES IN EFFECT

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

2. MAXIMUM SPEEDS

Between	Main Track
Crab and Alliance	MPH 10
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

The Lordstown Secondary and Alliance Running Track between Crab, MP RZ 0.0, and Alliance, MP RZ 38.0, is authorized for 286,000 lbs.

6. SWITCHES AND DERAILS

A. NORMAL POSITION OF SWITCHES

The normal position of the switches at MP RZ 15.3 and MP RZ 15.6 is lined and locked normal for the Gem Industrial Track.

B. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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 crewmember must protect crossing before passing over all crossings equipped with automatic warning devices between:

MP RZ 9.0 and MP RZ 32.0

MP RZ 35.9 and Alliance

B. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
Alliance (W)	MP RZ 35.9 and Alliance	Cleveland Line 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.	—

D. CLOSE CLEARANCE LOCATIONS

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

MP RZ 11.0 — Dinesol

MP RZ 19.2 — National Lumber

LOVERIDGE SECONDARY

SOUTH ↓	SIDINGS IN FEET	MP	STATION	NOTE
			MON VALLEY DISPATCHER AAR-50 [147]	
		LR 0.0	BROWN [RM] ©	
		LR 0.29	BROW (Brown R.T.)	
		LR 1.1	Brownsville Station	
		LR 1.9	GLEN	
		LR 1.9	DED (<i>Glen</i>)	
		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 41.0	MAIDSVILLE	
		LR 43.6	HBD-DED (<i>Granville</i>)	
		LR 49.1	MOW	
		LR 53.7	LOCK	
		LR 59.4	HBD-HWD-DED (<i>Lowesville</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. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

MP LR 2.0	— Feick
MP LR 2.1	— Ed
MP LR 3.69	— 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 30.7	— Poland
MP LR 31.55	— Shannopin
MP LR 36.85	— Fort Martin
MP LR 39.2	— Dave
MP LR 42.1	— Tanner
MP LR 48.45	— DP Switch
MP LR 49.1	— MOW
MP LR 49.25	— Hilder
MP LR 65.8	— Mon Power
MP LR 66.6	— Andy
MP LR 70.25	— Grant

NOTE: The following hand switches on the Brown Running Track are to be left in position, as instructed by the Mon Valley Train Dispatcher.

MP LR 0.20	— Brown (South Leg of Wye)
MP LR 0.23	— North End of the B.I.T.

B. RADIO SWITCH INSTRUCTIONS

1. GRAY (MP LR 25.6)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-6-1-1-*: Normal Position
 - #-5-0-0-0-6-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

LOVERIDGE SECONDARY

6. SWITCHES AND DERAILS (CONT.)

B. RADIO SWITCH INSTRUCTIONS (CONT.)

2. MAR (MP LR 27.4)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-7-1-1-*: Normal Position
 - #-5-0-0-0-7-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

3. JF SWITCH (MP LR 40.5)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-4-1-1-*: Normal Position
 - #-5-0-0-0-4-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

4. RAN SWITCH (MP LR 42.5)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-5-1-1-*: Normal Position
 - #-5-0-0-0-5-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

LOVERIDGE SECONDARY

6. SWITCHES AND DERAILS (CONT.)

B. RADIO SWITCH INSTRUCTIONS (CONT.)

5. NORTH END HITE (MP LR 63.9)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-1-1-1-1-*: Normal Position
 - #-5-0-0-0-1-3-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

6. HITE (MP LR 65.8)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-5-0-0-0-2-1-1-1-*: Normal Position
 - #-5-0-0-0-2-3-3-3-*: Reverse Position
- (c) The switch position can also be determined by indicator lights as follows:
 - Green — Normal Position
 - Yellow — Reverse Position
 - Green and Red — Normal Position — Plant Occupied
 - Yellow and Red — Reverse Position — Plant Occupied
 - Flashing Red — Switch Is Not Lined

7. CATAWBA JUNCTION (MP LR 66.4)

- (a) Radio Channel: AAR-50
- (b) Activation Tones:
 - #-3-0-5: Verify Switch Position
 - #-3-0-1: Normal Position
 - #-3-0-3: Reverse Position

7. COMMUNICATION INFORMATION

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

8. DETECTOR INSTRUCTIONS

None.

LOVERIDGE SECONDARY

9. DISTRICT INSTRUCTIONS

A. BROWNSVILLE I.T.

Brownsville Industrial Track (B.I.T.) 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
6. "O" Track Bridge

D. CHEMCHURA

Contact Chemchura personnel before entering plant.

E. CONSOL ENERGY ALICIA DOCK

1. Trains being spotted at Alicia on the Loveridge Secondary, MP LR 3.5 must be spotted with engine on the leading end.
2. Employees are prohibited from riding the sides, side ladders, end ladders and end brake platforms of rail cars at Alicia River Terminal on tracks owned by Consol Energy.

Tracks owned by Consol Energy are identified as follows:

- Through Coal Dumper
- Inbound track from north derail to the Coal Dumper
- Tail Track from Coal Dumper to south end of track
- Outbound track from north derail to Tail Track
- #2 Storage Track

NOTE: This bulletin applies only to riding cars. Employees will still be permitted to ride on the steps of locomotives, except through the Coal Dumper itself or any close clearance situation.

F. MEETING TRAINS AT LG SIDING AND HITE SIDING

When trains are making a meets at LG Siding or Hite Siding, do not block any road crossings until the other train is approaching.

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	25

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

SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

MP NJ 24.3 — Land

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 crewmember 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
			ALTOONA EAST DISPATCHER AAR-46 [146]	1
		PT 232.4	ANTIS (CP) (Pittsburgh Line)	
		PT 234.0	Rose	

STATION PAGE INFORMATION

NOTE 1: Remotely Controlled by Alto.

1. RULES IN EFFECT

Between	Main Track Rules
Antis and Rose	251-West

2. MAXIMUM SPEEDS

Between	Main Track MPH
Antis and Rose	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.

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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 Viaduct	
		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

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

2. MAXIMUM SPEEDS

Between	Main Track MPH
JK and Paint	20
Paint and Cairn	15
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

A. SWITCHES

The following is a list of hand-throw, Main Track switches in non-signaled territory for use in identifying switches.

- 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 26.55 — Huskin

B. RADIO SWITCH — WINDBER (MP SY 14.4)

1. Radio Channel: AAR-46
2. Activation Tones:
 - #-2-0-5: Verify Switch Position
 - #-2-0-1: Normal Position
 - #-2-0-3: Reverse Position

7. COMMUNICATION INFORMATION

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

8. DETECTOR INSTRUCTIONS

None.

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		
	I.T.		WR 41.8	WEIR	
			WR 41.7	(Weirton R.T.) (Wells I.T.) DED (<i>Weirton</i>)	
	R.T.		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
Except: MP WR 44.0 to Weir	10
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

SWITCHES

The following is a list of hand-throw, Main Track switches in non-sigaled territory for use in identifying switches.

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

C. NEWELL INDUSTRIAL TRACK

Newell I.T. — MP NW 3.0 to MP NW 19.2 controlled by the Yardmaster Mingo.

Restricted speed, not exceeding 15 MPH, except:

NW 10.6 to NW 11.3 10 MPH

NW 13.2 to NW 13.3 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 Ward Warehouse)

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 — Bell use required while crossing parking lot of Home Nursing

F. JBS INSTRUCTIONS

Permission must be obtained from the Rose Yardmaster before occupying the Industrial Track. Before entering JBS, all crews must contact the Test Shed on Channel #3 to confirm that there are no hostler crews working in the area.

G. ROSE CONNECTING TRACK

The Rose Connecting Track between HOMER and ROSE YARD has been redesignated as a yard track and **Rule 137** applies. The maximum speed is Restricted Speed, not exceeding 10 MPH.

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 — JM Bridge
- 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 Ash Shop Track are to be shoved to rest and switch restored for the lead once clear of the shop track.

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

1. All yard movements between the hours of 6:00 a.m. and 10:00 p.m., Sunday through Saturday, 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)
#10 Track from #14 Track switch to East Conway
#10 Track from West Conway to #14 Track Switch
#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
River Rail Tracks

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 YARDMASTER

#500 Yard (Westward 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

A. YARD MOVEMENTS (CONT.)

2. All yard movements between the hours of 10:01 p.m. and 5:59 a.m., Sunday through Saturday, are under the direction of the following Yardmasters when there is no General Yardmaster (Conway Control) on duty:

5-HUMP YARDMASTER

#14 Track

#17 Track including #1 and #2 Cab Tracks

All 100, 400, 500, 600 Yard Tracks

#200 through #205 Tracks

#15B Track

#18B Track

Hump Leads

#10 Track

#1408 Track

Hamilton Lead between east end of 200 Yard and west end of 400 Yard, including North and South leads

River Rail Tracks

5-YARD YARDMASTER

#13 Track

#18 Track

#208 through #211 Tracks

All 300, 700, 900 Yard Tracks

908 Running Track

500 Yard West End Ladder

"Lard" Track

All numbered West End Pullout Tracks

B. SPEEDS

Between	Main Track
	MPH
Conway Yard All Tracks — 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

CONWAY TERMINAL

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

NOTE 2: When leaving high and wide cars on the west end of Receiving Yard Track #110, leave them east of the ramp entrance to Conway Terminal to prevent possible close clearance for vehicular traffic that might be using access road at this location. Make certain that equipment left standing is properly secured as required by applicable Norfolk Southern Operating Rules.

D. LOCATION OF RUNNING TRACKS

Running Track	Between	In Charge of	Restricted Speed not exceeding
#10 Running Track	West Conway and East Conway	Conway Control Hump Yardmaster	10 MPH
Economy	East Conway and West End Economy Yard	Conway Control Hump Yardmaster	10 MPH
#908 Running Track	West Conway and East Conway	5-Yard Yardmaster	10 MPH

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

E. PROPER PAPERWORK

1. Train Clearances

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.

2. Ambridge Shifter Inbound Instructions

When working Ambridge Switcher, Conductors will have to prepare a hard copy of their train consist of their inbound train back to Conway and deliver it to the hump Yardmaster. The hard copy should show cars west to east. This is needed to have an accurate list upon your arrival to Conway as train is not scanned.

NOTE: This is required only if not RIT qualified or if RIT device is not working.

CONWAY TERMINAL

E. PROPER PAPERWORK (CONT.)

3. Communicating with Operations and Service Support (OSS)

Whenever you are required to serve one of our local customers, you are required to notify the Conway clerk at the OSS in Atlanta upon completion. You will be asked to fax the completed paperwork and answer any questions the clerk may have to ensure accurate records are kept and appropriate revenues are collected.

The Conway clerk at the OSS can be reached at 8-589-5612 on company telephone lines or 800-898-4296, ext. 5612 on outside lines.

Should you have any questions or experience any problems contacting the OSS, contact the Terminal Trainmaster on duty at 5179 or 5132.

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 Running Tracks, within Conway Yard, on Main 1, Main 2, Main 3 or Main 4 Track at East Conway and Main 1, Main 2, No. 101 or No. 102 Track at West Conway must stop while Amtrak or other passenger trains pass on adjacent tracks.

The Conway Terminal Dispatcher 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 INSTRUCTIONS

1. 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

2. Working in Conway Terminal

When performing work at Conway Yard, all crewmembers must be working on a channel which is accessible by one of the Yardmasters on Conway Terminal.

3. East Park

When train and engine service employees receive instructions from Conway Terminal's East Park to depart engine terminal tracks, crews will monitor East Park Radio Channel until you have departed engine terminal tracks. If you change Radio Channels to get permission and route from Conway Main Tower, your movement must be stopped in clear of any engine terminal tracks and will not resume until you have switched back to East Park Radio Channel. This will assist in elimination of conflicting movements being made on engine terminal tracks.

4. Mechanical Department Car Shops

When working in the Conway Terminal Mechanical Department Car Shops, crews will use Radio Channel 4 hump. When crews depart the car shop tracks for other locations on Conway Terminal, train crews must operate on Radio Channel Road (#4) four. The Radio Channel should not be changed back until crew is completely back in car shop tracks and appropriate Yardmaster must be notified.

CONWAY TERMINAL

H. PROTECTION OF EMPLOYEES

The following will govern protection of employees in Conway Terminal Classification yard.

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

The employee in charge must notify the Hump Yardmaster by direct communication of the work to be performed and the track or tracks to be protected.

After receiving authorization, the Hump Yardmaster will ensure that each remotely controlled switch providing access to the track or tracks has been lined against the 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 Hump Yardmaster that protection has been provided, the person in charge will 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 Hump Yardmaster must not remove blocking devices until the person requesting protection has been informed that the point opening blocking has been removed and all employees and equipment are in the clear. The Hump Yardmaster 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 Hump Yardmaster 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.

I. PULLBACK INSTRUCTIONS

When train and engine service employees require track protection at the pullback (west end of the classification tracks) at 5-Yard, the following procedure will be followed:

1. Crew will request protection from the 5-Hump Yardmaster on those tracks to be worked.
2. 5-Hump Yardmaster will provide appropriate protection by applying lockout device (pegged) in computer and transcribe information to Form CT1888.
3. Once protection has been provided by 5-Hump Yardmaster, crews will confirm that tracks to be worked have been pegged. When confirmation has been received, train and engine movements and other movements requesting protection may commence their work.
4. Once work has been completed on tracks requested, crews will notify 5-Hump Yardmaster and once they have cleared west end of classification tracks, Yardmaster will release protection (pegs) in computer and complete Form CT1888.

CONWAY TERMINAL

J. PROTECTION OF YARD CREWS

Yard crews must request permission to occupy classification tracks from the Hump Yardmaster. After receiving permission from the Hump Yardmaster, the Hump Yardmaster will ensure that switch providing access to the requested track is lined against movement to the track and the blocking device is applied. The Hump Yardmaster will record this information 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 activities in the classification yard where needed. Classification tracks that need skated will be noted in Conway Terminal Superintendent's General Notices. These tracks that need skated must be double skated within 5 feet of the exit end of the inert retarders. New retarders at the west end of classification yard do not need to be skated unless authorized by the Conway Terminal Trainmaster. Tracks must be inspected at regular intervals to ensure skates are in place on those tracks requiring skates. Handbrakes must be applied to any cars that have exited the retarders and those cars that have exited any retarders as soon as practicable. Utility Skatemen must protect all tracks started or making room at the hump end. All defective skates must be removed and returned to designated area at 5-Yard Office. Replace defective skates.

K. SWITCHES AND DERAILS

1. Crossovers 211/18

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.

2. #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.

3. Westward Receiving Yard Tail Track

A permanent derail is located at the east end, south rail of the westward Receiving Yard Tail Track (commonly known as "The Hole") at East Conway.

4. 702/908 Crossover

The 702/908 crossover switches at West Conway are locked and lined for straight rail movement and will remain locked out of service with Maintenance of Way locks.

5. 13 Track/New Service Track Switch

The normal position for the 13 Track/New Service Track switch is lined for 13 Track. This switch must be left in the normal position when not in use for movement in or out of the engine house. All transportation department employees will restore switch to its normal position for 13 Track after using.

CONWAY TERMINAL

K. SWITCHES AND DERAILS (CONT.)

6. Derails — Track 37

Two derails have been installed on Track 37 in the vicinity of 5-Yard office building. These derails are service derails and are primarily for use by mechanical employees when they are working on engines in Track 37. The derails are painted YELLOW and will be handled by Mechanical Department employees and will be left in the OFF position when not in use. Employees operating equipment on Track 37 must take caution to make sure these derails are in the OFF position when the track is not being used to service engines. With the installation of these derails, Track 37 is now the primary location at 5-Yard to service and/or make minor repairs to engines at 5-Yard.

7. #438 Middle Switch

The #448 middle switch out of old 4-Yard should be left lined and locked for #448. You must receive permission from Conway Tower Hump Yardmaster before removing lock and handling switch.

8. Derail 110 Track

A derail has been installed at the west end of 110 Track in the Conway Receiving Yard. The derail will be used exclusively by the Engine terminal when blue flagging the track for inspection/repair of equipment, and the normal position is lined and locked in the non-derailing position.

9. Cab Track Derails

Train crews will notify the Conway Tower Yardmaster that the derail has been removed and the switches have been lined for their movement. Once engines have cleared, crew will place derail in the ON position and line switches and again inform Conway Tower Yardmaster.

L. HORN AND BELL USE

Lite engine(s) and trains moving through Conway Terminal's Receiving Yard, 2-Yard, East Forwarding 6-Yard and West Forwarding 9-Yard must ring bell when moving through these yards to alert car inspectors and utility switch persons who may be working on the adjacent tracks.

CONWAY TERMINAL

M. HUMPING INSTRUCTIONS

1. 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.

2. Riding Equipment over the Hump

Employees are prohibited from riding equipment over the hump into the class yard and/or out of the class yard to the hump. The only exception is the engine. When necessary to shove over and provided that other protection for the shove movement is not available, employees will have to walk ahead of the movement.

3. Loaded Auto Racks

Loaded automobile multilevels will not be cut to roll free at Conway. These cars (loaded multilevels) will be shoved to a track and not be coupled to with more force than necessary.

4. Conway Hump Foreman

It will be the responsibility of the Hump Foreman to see that his/her route is properly lined from the west end of the receiving yard to the hump prior to shoving cut of cars to the hump.

The Engineer will ask for a double check of the switches and Hump Foreman will confirm route is lined for the movement to begin hump process.

5. Restricted Hump Loads

The following cars are not to be cut off hump and allowed to roll free:

Bolstered loads, 2 axle scale test cars, loaded Maintenance of Way equipment, traction motors, track panel cars, lucky loaders, high value high and wide cars, placarded COFC & TOFC cars, and loaded auto multilevels. These cars will be shoved into the class yard and must not be coupled to with more force than necessary. It is imperative that the Hump Yardmasters communicate with the Hump Foremen concerning restrictive cars that are not to be humped.

A bolstered load is any load that is tied down by cable, chain or rods to a rail car without bulk head ends. This will prevent damage to lading, shifting of loads and damage to equipment.

6. Handling Traction Motor Cars

Any rail cars carrying traction motors being shoved to the hump will not be cut off in motion and will be shoved to Class Track 556 with motive power attached.

Traction motor cars will always be moved with motive power attached and will not be cut off in motion or flat switched.

CONWAY TERMINAL

M. HUMPING INSTRUCTIONS (CONT.)

7. Cars out of Retarders

Cars humped into the class yard tracks should not go west of the retarders at the west end. Train and engine service employees working at the west end of 5-Yard (pullback) should immediately notify the 5-Yard Yardmaster of any car that is out of the retarders and not coupled to the other cars in the Main Tower and also signal maintainer on duty to ensure retarders are working as intended.

There will not be any cars at 5-Yard left west of the new or inert retarders at the west end of classification tracks.

8. Humping Multiple Cuts

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

Prior to releasing Blocking Protection for Class Tracks cleared by Pullers crews and after communication with the Hump Yardmaster, the Hump Yardmaster 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 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 track is clear. The Hump Yardmaster must ensure that single car cuts are made to clear Class Tracks. Stopping the hump for this process can only be used when directed by the Hump Yardmaster. Multiple car cuts are authorized with these and previous restrictions (flammable gas, loaded autos, etc.).

9. Trimming

When trimming classification yard tracks from the east end, speed must not exceed 4 MPH. Employees must not uncouple cars east of the class track switch. Cuts of cars with 5 or more loads must be shoved to a rest in the track. Cars will not be trimmed or kicked into clear tracks. Cars for these tracks must be shoved to a rest.

N. CROSSINGS

When leaving rail cars or equipment on Conway Terminal's 14 Loop Track, cars and/or equipment must be secured and left in the clear at least 50 feet on both the east and west side of the crossing.

O. 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 drawbars are found, action must be taken to avoid derailling equipment and/or damaging track before moving the equipment.

P. 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.

CONWAY TERMINAL

Q. REPORTING FOR DUTY AND LEAVING COMPANY PROPERTY

1. Yard Crew Reporting

At the completion of your initial Job Safety Briefings at the beginning of your shift, Yard Foremen/Yard Conductors will immediately contact their respective Yardmasters for instructions.

2. Conductor/Yard Pilot Reporting Locations

Transportation department employees who have regular assigned positions and/or are called from Yard Foreman extra board to work a pilot assignment with Maintenance of Way Equipment (Burro Crane, American Crane, Yard Sweeper, etc.), should report to the Maintenance of Way Building (Old 4 Yard Office).

This will allow you to fully participate in the warm up exercises and Job Safety Briefings with the equipment operators.

3. Flagman Reporting Locations

All transportation department employees who are called to perform service on flagging positions will report to the Conway Terminal administration building at their on duty time and immediately contact the on duty Trainmaster in Conway Terminal's Main Tower to find out where they will meet their work group for the day. If the contractor you are called to provide flagging for does not show up at the designated time and place, you must immediately contact the Trainmaster in Conway Main Tower for further instructions.

4. MofW Conductor Pilot Reporting Locations

Train service employees who pilot Maintenance of Way equipment (Burro Crane, American Crane, Yard Sweeper or other self propelled equipment) will be required to be with the equipment and operator while equipment is working on Conway Terminal.

5. ACT'S

All Conway Terminal Yard Foreman and utility switch persons must immediately notify the on duty Trainmaster if the Conductor trainee shown with them on their tie up screen has not reported to work. Crew management will need to be notified as well. Yard Foremen and utility switch persons must not tie up anyone who has not performed any service with them, training or otherwise.

6. Proper Work Apparel

All train and engine service employees will have the proper work apparel on when reporting for duty at the designated time and place in accordance with **Norfolk Southern General Conduct Rule 1001**.

Proper work apparel may not be removed until train and engine service employees have tied up and marked off duty from their assignment.

7. Reporting After Lunch Period

Yard train and engine service employees including utility switch persons will report to the appropriate Yardmaster when your lunch period is over.

8. 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.

CONWAY TERMINAL

R. HAMILTON LEAD

When mounting and dismounting standing equipment in the vicinity of the Hamilton Lead adjacent to the new parking facility, employees must mount/dismount from the southside of the equipment.

S. SHOP JOB — SPECIAL HANDLING

When working shop job assignment CC98 and/or relief assignment to complete shop assignment work, the Mechanical Department Foreman will provide you with a Conway Bad Order List. Any cars that need special handling will be designated as “SPH” — Special Handling (do not hump) and will be left on 14 Loop until such time cars are moved to 5-Yard and switched to the appropriate train in block.

These cars will not be placed in receiving yard or any rehandle track. They are not to be humped. This will assist us in preventing damage to certain loads.

T. SPOTTING CARS AT VALVOLINE

The following instructions govern spotting cars at Valvoline:

1. There are 3 spots at Valvoline: spot 1 is the eastern most spot, spot 2 is the center spot and spot 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.
5. Any yard crew that will perform switching at Valvoline should contact the on duty Trainmaster directly for a Job Safety Briefing. Participation in an initial pre-shift Job Safety Briefing at your on duty location will suffice only when the supervisor leads a Job Safety Briefing that specifically covers the details associated with working Valvoline (i.e. industry work order, possible hazards, work plan, etc.)

U. EAST PARK INSTRUCTIONS

1. LITE POWER MOVES TO EAST PARK

Lite power moves going to engine terminal will not leave engines blocking and/or fouling Second Street road crossing for any reason. If you do not have time to clear crossing and secure engines, you will communicate with East Park to see where they would like to leave engines. The crossing must be left clear for vehicular traffic and emergencies.

CONWAY TERMINAL

U. EAST PARK INSTRUCTIONS (CONT.)

2. END OF TRIP ENGINE INSPECTIONS

All yard engines assigned to yard crews on Conway Terminal will be inspected by the Engineer prior to going off duty for excessive piston travel and fuel. If the piston travel is found to be excessive, this information must be given to the appropriate Yardmaster. Engines at 5-Yard that have been reported to have excessive piston travel must be placed on 37 Track behind 5-Yard office by the Engineer who made the report.

This will allow engine terminal forces to adjust piston travel prior to next shift.

Fuel site glass will be observed and the appropriate Yardmaster will be notified as to how much fuel is in the engine.

Yardmasters will communicate with the engine terminal if piston travel needs to be adjusted and will make arrangements to swap out power if fuel is needed.

3. BLUE LIGHTS AND DERAILS ON #17 TRACK

Blue lights and derails are in service on #17 Track.

The east derail and light is located 25 feet east of the new fuel pad on #17 Track. The west derail and light is located underneath 5-Hump. The light is installed on a high stand whereby it is easily visible.

There are 2 color lights. An Amber (YELLOW) light indicates that the derail is in the OFF position. A Blue light indicates the derail is in the ON position.

This will allow engine terminal employees to perform duties under Blue Flag Protection.

The following procedure will now be in place:

1. The normal position for the derails are in the OFF position and the indicator light will be Amber (YELLOW).
2. Conway Control in main tower will still have jurisdiction over the movement on #17 Track.
3. East Park will request and get permission from Conway Control prior to placing derail in derailing position and changing light indication and must inform Conway Control that it is okay for engine movement to proceed.
4. Conway Control will communicate with train crews that they can proceed on #17 Track.
5. Engine movements will make a safety stop prior to going beyond location of derail to ensure derail is in the OFF position and light indication is Amber (YELLOW).
6. Once movement is spotted at #17 fuel pad for engine terminal to perform work that requires Blue Flag Protection, Conway Control will be notified so that derail can be applied and light indication changed by East Park.
7. East Park will notify Conway Control when work has been completed and derail is placed in OFF position and indicator light has been changed.

***** The derails and lights can only be operated by East Park Engine Terminal employees. If the light indicator is found to be extinguished, please notify Conway Control and East Park immediately. If lights are extinguished or power is out for any reason, movements will not proceed by derail and light location without specific authority from Conway Control Yardmaster. If there is no Conway Control Yardmaster on duty, 5-Hump Yardmaster will grant authority to proceed. *****

CONWAY TERMINAL

V. EMERGENCY EVACUATION ROUTES

Please note that the following emergency routes can be used if needed to exit Conway Terminal in emergencies.

1. Conway Terminal Main Ramp Entrance.
2. Pedestrian foot bridge at Conway Terminal's Engine Terminal.
3. Freedom underpass at west end 5-Yard.
4. Road Crossing at west end of 6-Yard driving east on River Road to Pinney Street Ramp.
5. West Conway to Valvoline Oil Company (Private Road).

Please understand that the above emergency routes are the same routes that have always been in place on Conway Terminal.

If there is an actual emergency, Conway Terminal Trainmaster will initiate initial emergency instructions per the Conway Terminal Emergency Evacuation and Response book. We should all recognize that the routes to be used may be designated due to the location of the emergency.

Valvoline Oil Company is privately owned and we are not to enter/exit their property unless there is an actual emergency.

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CONWAY TERMINAL

W. CLOSE CLEARANCES

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

- Cronimet
- Valvoline Oil
- Hussey Copper

CRONIMET — Train and engine service employees are prohibited from riding anywhere on rail cars and engine steps beyond the Cronimet industry gates to spot industry. Employees will not mount equipment being pulled from Cronimet until it has cleared the crossing and then only after movement has stopped.

CLASSIFICATION YARD — Close clearance conditions exist between Track 523 and Track 524 in the classification yard when cars are on both tracks. Employees are not allowed to walk between Tracks 523 and 524 when coupling tracks unless protection for both tracks are in place.

1406 TRACK — Close clearance signs have been erected on the north and south sides of the west end of 1406 Track adjacent to the Mechanical Department loading docks. Use extreme caution when working in this vicinity. All employees will stop movements and dismount equipment prior to making any eastward movements into 1406 Track from the west end.

X. GROUND AIR LINES

When removing ground air lines to lace hoses between locomotives and cars, please stretch ground air line hoses out and place them on the crossties adjacent to rail. Ground air lines should not be coiled (rolled) up and left to cause a tripping hazard.

Y. 6-YARD INSTRUCTIONS

When road trains are yarded in Conway Terminal's 6-Yard, Conductors will notify the 5-Hump Yardmaster of the engine number left on the train. If engines are moved to another track, the engine number will be given to the 5-Hump Yardmaster and on what track the engines were left.

When trains are tied down in 6-Yard and power is cut away, ground air must be applied to train unless informed by Conway Main Tower Yardmaster.

CONWAY TERMINAL

Z. REMOTE CONTROL OPERATIONS

1. During remote control operations on Conway Hump, the following restrictions will apply for tonnages being pulled east out of the classification tracks into the receiving yard tracks using two 6-axle engines (remote control operations only).

Track Name	Maximum Tonnage	Length of Pullback Track
100	11000 tons	2320 feet
101	11000 tons	2320 feet
102	11000 tons	2320 feet
103	11000 tons	2320 feet
104	11000 tons	2320 feet
105	11000 tons	2320 feet
106	4000 tons	1498 feet
107	11000 tons	2320 feet
108	11000 tons	2320 feet
109	11000 tons	2320 feet
110	6000 tons	1950 feet
448	12000 tons	2287 feet
449	12000 tons	2287 feet
450	12000 tons	2287 feet
451	12000 tons	2287 feet
452	12000 tons	2287 feet
453	11000 tons	2195 feet
454	11000 tons	2195 feet

The Pullback Stopping Protection (PSP) serves as a method of preventing a remote controlled locomotive from operating beyond a specific point. This is currently performed through a controlled application of the independent braking system, and operates on the locomotive drive wheels only.

It is the responsibility of the user to ensure that the stated operational restrictions implemented for a specific pullback are adhered to. While various safeguards are implemented in the locomotive control system to prevent operator error, they are not designed or intended to replace the judgment of the operator. Failure to observe the operating restrictions may cause trains to overrun the designated end of pullback. The maximum entry into any of the above listed tracks from the class yard in an eastward direction is 10 MPH.

2. Securing Equipment

Equipment consisting of Remote Control Locomotive(s) coupled to cars may be secured in Receiving Yard by applying the Remote-Controlled parking brake on the lead or controlling locomotive/slug. The OCU may be left on and programmed to the RCL.

MINGO TERMINAL

A. 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.

B. REMOTE CONTROL OPERATIONS

Remote Control Operations at Mingo Jct., OH will operate using the Pullback Stopping Protection system. The system consists of the PSP Auto-Brake Feature which will automatically apply the automatic brake to control train speed, and transponders installed on the 200 Yard Lead that determine what the train speed should be at a certain location in the track. The system uses the air brake on the train which requires air hoses be coupled on varying number of cars. The following table must be used to determine the number of cars that must have air hoses coupled and operative air brakes. This table is based on the operating specifications of 12 Locomotive Braking Axles and a maximum of 6000 tons of mixed freight. Remote Control Operators are not permitted to operate in excess of the limits of the table.

Tonnage Range	Number of Cars Cut In
LESS THAN 2500 tons	Zero
2500 – 3500 Tons	2
3500 – 4500 Tons	4
4500 – 6000 Tons	6

Employees assigned to RCO positions at Mingo Jct., OH that have not received supplemental Pullback Stopping Protection training must immediately contact their local supervisor and arrange for training. Trainers will be available when crews report to train and qualify each Operator on the new system.

C. CLOSE CLEARANCE

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

Sand Tower on Engine House Track

PITTSBURGH DIVISION SPECIAL INSTRUCTIONS

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PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS

PB-B-1. CHANGES TO WRITTEN INSTRUCTIONS

Pittsburgh Division employees are permitted to make "pencil" changes to their **Timetables, NS Operating Rule Book, NS-1, Safety and General Conduct Rule Book, U.S. Hazardous Material Instructions for Rail, and 2011 Emergency Response Guidebook** as directed in Superintendents Notice or Operations Bulletin as prescribed below. This process is necessary to be in compliance with ISO-9002 requirements.

1. Changes only as directed by Superintendents Notice or Operation Bulletin.
2. Old information must be blacked out and new instruction legibly printed in its place.
3. The number of the Superintendents Notice or Operations Bulletin, and the effective date that initiated the change must be noted in the margin.

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-C-100. INSPECTION OF CARS RELEASED FROM INDUSTRY

In the application of **NS-1, instruction C-100**, Conductors are required to include a visual from the ground inspection of the lading as part of the inspection of cars released from industry or received in interchange.

Particular attention is to be paid to open top cars of scrap or other lading that is in jeopardy of falling from cars during switching and humping activities. Should the Conductor decide that a car is not safe, make a notation on the work order and do not pull from industry or leave at interchange.

PB-EQ-1A. POWERED AXLES ON LINE

Loaded bulk commodity trains not exceeding 130 cars are authorized to use 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-1B. 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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-EQ-2. 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.

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.

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PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-GR-6-2. EXCESSIVE ABSENTEEISM

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. Therefore, employees will be required to maintain an acceptable work record. Contingent upon the needs of service, reasonable mark-off privileges will be permitted.

1. Employees who fail to work full-time may be identified by one or more of the following criteria:
 - Frequent, or pattern of, weekend layoffs
 - Frequent, or pattern of, holiday layoffs
 - Frequent personal layoffs
 - Frequent layoffs due to an employee's illness or that of a family member without FMLA certification or current medical documentation
 - Frequent, or pattern of, unavailability due to manipulation of bid and bump rules
 - Periods of unavailability, other than those listed above, due to failure to mark up following a missed call or not reporting for duty.
2. Progressive 5 Step Policy for Attendance
 - (a) If the identified employee's attendance record warrants, and an employee has no prior handlings for attendance, a counseling session will be held to review his/her attendance record. Following the counseling session, a letter confirming the counseling session will be sent to the employee.
 - (b) If an identified employee has been previously counseled for poor attendance, he/she will be charged to investigation for progressive discipline as noted in Steps 2–5 below. Discipline will be issued if the results of the investigation warrant. An employee may waive his/her right to a formal investigation for Steps 2–4.
 - (c) Progressive handling under this policy is independent of and separate from the START policy and will continue to follow the 5 steps listed below:
 - Step 1 — Counseling Session Confirmed by letter of Caution
 - Step 2 — Letter of Reprimand
 - Step 3 — 15 Day Deferred Suspension
 - Step 4 — 30 day Deferred Suspension
 - Step 5 — Dismissal
 - (d) A disciplinary step (Step 2, 3, or 4) may be repeated for employees who remain in active service and maintain a discipline record free of attendance handling for 24 consecutive months following their last attendance related handling.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-GR-8-1. AWAY FROM HOME LODGING FACILITIES

In order to comply with FRA rest requirements, any Train & Engine service employee that consumes in excess of 30 minutes time between mark off and assignment of a room at the lodging facility, must contact crewcall and adjust the rest period to start at the time you actually are assigned a room. **Example:** Crew marks off at Conway at 14:20 and gets in a jitney at 14:30. The jitney encounters traffic delays and you do not get an assigned room until 15:00. Crewmembers must notify crewcall that their rest period did not begin until 15:00.

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 crewmember 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 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 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 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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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.

Gloves being worn must be of a construction to provide protection to fingers and palms.

PB-GR-38-1. TRACK AUTHORITY FORM BRIEFING

Each time a Track Authority Form is copied the crewmembers receiving the Track Authority will immediately have a Job Safety Briefing to discuss the contents of the Track Authority Form that was issued.

The Job Safety Briefing must include a complete and thorough discussion about the contents of the Track Authority that is issued and that all crewmembers have a complete and thorough understanding of the Track Authority. The following items must be covered:

1. What boxes are checked on the Track Authority Form?
2. What type of authority did we receive? PROCEED or WORK BETWEEN? What does that mean?
3. What are the Limits of the Track Authority? How far does our authority extend? Where must we stop?
4. Are we going to Hold the Main? Clear the Main? Does the Track Authority specify? What does each require that we do at the last named point?
5. Are we going to meet a train at last named point? If so what is the lead unit number and when must we contact the opposing train? When must we communicate between ourselves about the meet?
6. If you have a Box 12 **GR-37**, the Roadway Worker In Charge must be contacted and permission received prior to entering the limits. The RWIC is in charge and will direct all movements.

If there are questions about the Track Authority you must contact the Train Dispatcher/Control Operator immediately for clarification.

Refer to **Operating Rule GR-38** for questions concerning Job Safety Briefings and **Operating Rule GR-37** for questions concerning Roadway Worker in Charge.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-J-1. PERSISTENT AND UNSAFE PRACTICES

Safety is a serious matter and the cornerstone of our working relations. Each person is duty bound to protect himself, others and the property. In order for the company to do its best in compliance with our policy for safety, employees who cannot correct the continuance of unacceptable acts that place themselves, others or the company at risk must be removed from service.

Definition of persistent unsafe practices: "The continuance of unacceptable and avoidable incidents adversely affecting safety."

Unsafe incidents which were reasonably avoidable will be counted.

If the frequency shows a pattern of unsafe behavior (including safety rule violations and/or injuries) over a period of time during the active work history, where corrective training and consulting has failed, the employee will be discharged from service.

Safety of operations is Norfolk Southern's number 1 priority. All injuries can be prevented. Every employee is charged with the responsibility of working safely to protect himself, his co-workers and company property. It is up to each of us to help each other work safely.

PB-J-2. 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 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-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. Seat belt 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-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-1-1. TRAIN CLEARANCES / JOB BRIEFINGS

The following instructions govern issuing and receiving Train Clearances:

1. 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 1(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.

PB-1-2. DISPATCHER BULLETINS/TRAIN CLEARANCES

All train and engine service employees are responsible for obtaining their respective train clearance using the Conductor print package. Any other manner of obtaining train clearances is no longer acceptable.

When printing train clearances, train and engine service employees are reminded to double check their train clearance before leaving the terminal.

The following procedure is used for Conductor Print Package:

1. Crew **MUST** be on duty
2. Log into Crewcall
3. Select Option #025
4. Place an "X" next to Wheel Reports
5. Place an "X" next to Train Clearances
6. Hit Enter

NOTE: You are responsible to ensure that the Pass Thru Limits of your Train Clearance include all of the territory you are scheduled to operate over.

In the event that a Conductor print package is not available the Chief Train Dispatcher must be contacted for guidance.

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 2 handles provided on the EOTD should be used to lift and carry the device:
 - (a) One 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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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.

PB-85-3. HELPERLINK EQUIPMENT

Whenever a calendar day is performed on a locomotive, the HelperLink equipment must be inspected and tested as follows:

1. Check that HelperLink equipment is properly secured to the locomotive and locked.
2. Check that 1 end of the jumper cable is properly inserted into the receptacle on the HelperLink equipment and the other end of the jumper cable is inserted into the live locomotive receptacle.
3. Check brake pipe and main reservoir equalizing line connections to the HelperLink equipment; that the angle cock and MR equalizing line cut-out cock are open; that the hoses are at least 2-1/2 inches above the top of the rail and clear of the coupler and any other pinch points.
4. Check the hose connection to the coupler pin lifter device; that the device is properly secured and that the cable and chain are properly secured to the coupler pin. The cable and chain must not bind or foul other equipment.
5. Close the knuckle on the end of the locomotive where the HelperLink equipment is attached and ensure that the coupler pin has dropped and that the knuckle is locked in the closed position.
6. From the cab of the locomotive, operate the uncoupling toggle switch holding it in the on position for 3 seconds. An alarm will sound in the locomotive cab when the toggle switch is operated. Operate the toggle switch a second time in the same manner in order to ensure that the knuckle has been thrown open.
7. Check that the coupler pin has lifted and knuckle is open.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-85-3. HELPERLINK EQUIPMENT (CONT.)

Coupling

1. Helper locomotives must stop within 10 feet of the rear of train prior to coupling. Ensure that the couplers are properly aligned, the knuckle on the helper consist is open and that the End-Of-Train Device is in a position to allow helper consist to couple to the rear end of train. If any adjustments are necessary, the equipment must be separated by at least 50 feet and three-step protection provided before fouling any equipment.
2. After coupling to rear of the train, stretch the coupling to ensure that it has been made. Position the air brake equipment on the helper consist according to **Rule L-248(a) of the NS-1**. It is not necessary to couple brake pipe hoses between the helper consist and the rear of train.
3. From the locomotive platform, check that the End-Of-Train Device is secure and that none of the hoses will be affected by the coupler once movement begins.
4. Open the HelperLink control box lid, turn on the power switch and set the thumb wheel switches to correspond with ID code number of the End-Of-Train Device.
5. Press the COMMUNICATION TEST button — The LED window should then display the message “COM OK”.
6. Press and release the ENABLE button — The ENABLE light will blink momentarily and then remain illuminated indicating that communication has been established between the HelperLink and the Two-Way End-Of-Train Device.
7. Close and latch the HelperLink control box lid. Communicate with the Engineer on the head end of train and perform a road test according to **NS-1 Rule L-248(c)** before proceeding.

NOTE: During train movement, if necessary for the helper locomotive Engineer to initiate an emergency brake application, the automatic brake must be placed in the EMERGENCY position on the helper locomotive. The HelperLink will transmit an emergency brake application request via electronic signal to the Two-Way End-Of-Train Device. Similarly, the lead Engineer, when making a service or emergency brake reduction, will cause the Two-Way End-Of-Train Device to transmit the drop in brake pipe pressure to the “HelperLink” equipment thereby causing the helper brakes to apply.

Uncoupling

The Helper consist may be uncoupled from the train while in motion, at a speed not exceeding 30 MPH, using the following procedures:

1. Communicate with the head end Engineer regarding the location where the helper consist will be cut off.
2. When approaching the cut off location, with the slack bunched, the helper Engineer will operate the uncoupling toggle switch holding it in the on position. An alarm will sound in the helper locomotive cab.
3. Gradually reduce the throttle allowing slack in the train to adjust and then gradually apply the independent brake on the helper consist to separate it from the train. Braking must first be applied slowly to ensure that the pin has lifted and that the helper consist can be separated from the train.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-85-3. HELPERLINK EQUIPMENT (CONT.)

Uncoupling (Cont.)

4. Once the helper consist has separated from the train, it must be stopped as quickly as possible being alert for and taking any action necessary to prevent wheels from sliding. Notify the head end Engineer that the helper has separated from the train and is stopped.
5. Once stopped, with the independent brake fully applied, the helper Engineer will then place the automatic brake valve handle in the release position, allowing equalizing reservoir pressure to rise to the setting of the regulating valve. Then cut in the automatic brake valve.
6. Turn the POWER switch off on the HelperLink equipment and reset the thumb wheel switches to 00000. The helper must not proceed until receiving the necessary authority.

Loss of Communication

After two-way communication has been established between HelperLink and the End-Of-Train Device, an alarm bell will sound in the operating cab of the helper consist if communication is lost. Loss of communication can be caused by one of the following:

1. HelperLink or End-Of-Train Device failure.
2. Placing the uncoupling toggle switch in the on position. This activates the coupler pin lifter device and simultaneously discontinues communication.

EXCEPTION: HelperLink will continue to monitor the End-Of-Train Device for an emergency brake application for 5 minutes after the uncoupling toggle switch is placed in the ON position.

When a loss of communication occurs during train operation and cannot be re-established, the train must be stopped. The helper locomotive must then follow procedures listed in **NS-1, Rule L-248**, Helper/Pusher Service.

NOTE: Before uncoupling of main reservoir and brake pipe hoses, main reservoir cutout cock and brake pipe angle cock must be closed and hoses bled using bleed valves located on hoses at HelperLink end.

Status Notification to Engineer

- Pin Lift — 1 long alarm bell
- Communication Loss — 2 long alarm bells
- Power On — 3 long alarm bells
- System Enable — 4 long alarm bells

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-95-1. FRA EXCEPTED TRACKS

The following have been designated "Excepted Tracks."

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

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

River Line: Scale Track

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

Shelockta 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

PB-102-1. EMERGENCY BRAKE APPLICATION

The exception for loaded bulk commodity trains in **NS Operating Rule 102** does not apply to trains loaded with steel slabs.

PB-103-1. SAFETY STOPS

Employees must make a safety stop prior to coupling to any equipment spotted closer than 50 feet to the end of track, bumping posts, wheel stops, concrete abutments, derails or switches. The safety stop must be made 1 car length prior to the intended spot.

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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-104-2. REMOTE CONTROLLED SWITCHES

Radio Controlled switches have been installed at locations designated in the Timetable. The following instructions govern their use.

Operation of radio switches will be controlled by a radio signal sent by train crews and/or track cars operators prior to traversing the switch.

1. When approaching the switch, the radio should be tuned to the channel designated in the timetable.
2. Within 1 mile of the switch, users will push the radio tone buttons designated in the timetable to determine the switch position. The switch will respond in one of three ways:
 - “Norfolk Southern switch NORMAL”
 - “Norfolk Southern switch REVERSE”
 - “Norfolk Southern switch is at fault check points”
3. If the transmission indicates that the switch is in the desired position, no action is necessary and the train may proceed at the 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 1 of the actuation codes listed in the timetable. When the radio announcement indicates the switch is in the desired position, the train may proceed at authorized speed.
5. Switch position can also be determined by switch targets as follows:
 - Green — Normal Position
 - Yellow — Reversed Position
6. When the switch is in a fault condition, crew is to inspect switch for gapping, obstruction or obvious broken parts. Do not foul switch points, rods or moveable parts 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.
7. If the switch is operated manually, it must be returned to normal position after the movement is complete. The Train Dispatcher/Control Operator must be notified and the Train Dispatcher/Control Operator will notify the Communications and Signal Department.
8. Unless further restricted, the maximum speed over all radio remote controlled switches is 15 MPH.

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 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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-112-1. OFFICE CARS AND "F" TYPE LOCOMOTIVE INSTRUCTIONS

The following policies are in effect on the Pittsburgh Division for handling of Office Cars and Specific Locomotives:

1. Any time 1 of the locomotives (NS 4270, 4271, 4275 or 4276) or any consist containing any "F" unit(s) is moved outside of Juniata shop on the Pittsburgh Division, the locomotives must be accompanied by a RFE.
2. Any time Office Cars or R&T cars are being switched at Juniata a Trainmaster must conduct a Job Safety Briefing with the crew involved to ensure safe handling of equipment.
3. Any time we are turning equipment outside of Juniata shop the movement is to be accompanied by a Transportation Supervisor.
4. Any time a crew is handling Office Cars at Pittsburgh Amtrak Station (on/off Amtrak trains), they must receive a Job Safety Briefing conducted by the on-duty Trainmaster for Pittsburgh East. If the equipment is occupied while being added a Transportation Supervisor must be on site.
5. Office Cars and Office Car trains are only to be moved within the limits of the transportation order; anything outside of the established limits must be approved by the Division Superintendent. Side trips are prohibited.
6. Trains are to depart as scheduled in the transportation order. Division Superintendent and Assistant Division Superintendent are to be notified in advance of problems or issues.
7. Careful handling and switching procedures, as well as passenger couplings (including safety stop prior to coupling), must be discussed during Job Safety Briefings with crews handling Office Car equipment.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-130-1. HIGHWAY GRADE CROSSING WARNING SYSTEM MALFUNCTION

1. Federal Railroad Administration requires notification to local law enforcement agencies or the Norfolk Southern Police on all reports of highway grade crossing warning system malfunctions.
All Train Dispatcher/Control Operators, when notified of a crossing malfunction by other than the NS Police, are required to notify the NS Police.
2. Highway Grade Crossings that are interconnected between railroads must be protected by both railroads in the event of a Highway grade crossing malfunction. In the event of a malfunction, the Train Dispatcher/Control Operator must ascertain that the foreign railroad has been notified of the malfunction for the following crossings:

District	Milepost	Street/Road	DOT #	Foreign RR
Mon Line	ML 12.5	Amity St	507701T	CSX
Lake Erie	B 7.0	Lake Ave	471711T	BSOR
Lake Erie	B 8.6	Bayview Rd	471713G	CSX
Lake Erie	B 10.9	Rogers Rd	471716C	CSX
Lake Erie	B 20.6	Edan Evans Rd	471728W	CSX
Lake Erie	B 29.5	Allegheny	471743Y	CSX
Lake Erie	B 30.2	Hanford Bay Rd	471744F	CSX
Lake Erie	B 46.5	Berry Rd	471775E	CSX
Lake Erie	B 47.0	North Rd	471776L	CSX
Lake Erie	B 50.3	Central Ave	471782P	CSX
Lake Erie	B 51.0	Mathews Rd	471783W	CSX
Lake Erie	B 51.3	Pecor St	471784D	CSX
Lake Erie	B 52.0	Onthank Rd	471785K	CSX
Lake Erie	B 52.3	Walker Rd	471786S	CSX
Lake Erie	B 64.4	Klondike Rd	471814T	CSX
Lake Erie	B 66.3	State St	471822K	CSX
Lake Erie	B 66.6	Maple St	471824Y	CSX
Lake Erie	B 71.6	Remington Rd	471863P	CSX
Lake Erie	B 73.1	Loomis (N East)	471867S	CSX
Lake Erie	B 73.5	Washington St	471868Y	CSX
Lake Erie	B 73.6	Smedley	471869F	CSX
Lake Erie	B 75.0	Cemetery Rd	471872N	CSX

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-130-1. HIGHWAY GRADE CROSSING WARNING SYSTEM MALFUNCTION (CONT.)

District	Milepost	Street/Road	DOT #	Foreign RR
Lake Erie	B 76.0	Williams Rd	471874C	CSX
Lake Erie	B 76.6	Spencer Rd	471875J	CSX
Lake Erie	B 77.8	Mooreheadville	471876R	CSX
Lake Erie	B 78.7	King Rd	471877X	CSX
Lake Erie	B 79.7	Davison Rd	471878E	CSX
Lake Erie	B 82.8	Walbridge Rd	471881M	CSX
Lake Erie	B 89.1	Cascade St	524002M	CSX
Lake Erie	B 89.3	Raspberry St	524001F	CSX
Lake Erie	B 90.0	Green Garden Rd	523998S	CSX
Lake Erie	B 90.8	Pittsburgh Ave	523997K	CSX
Lake Erie	B 145.2	Dayton Rd	472018M	CSX
Lake Erie	B 146.3	Wood Rd	472023J	CSX
Lake Erie	B 146.9	Towline Rd	472024R	CSX
Lake Erie	B 147.5	Davis Rd	472025X	CSX
Lake Erie	B 166.3	Beidler Rd	472062A	CSX
Lake Erie	B 168.0	Rush Road	472064N	CSX
Fort Wayne	PC 175.8	Longview Ave	502662M	Ashland
Fort Wayne	EU 0.8	Youngstown Hill	503145C	RJ Corman
Sang Hollow	SG 287.4	Mine/Power Pl	529053P	Power Pl
Cove Secondary	JK 7.7	Newry St	506249U	Everett
Cove Secondary	JK 6.6	3rd St	506247F	Everett
Cove Secondary	JK 6.2	State Route 22	506216G	Everett

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-130-2. DAMAGED OR MISSING CROSSBUCKS AT PUBLIC CROSSINGS NOT PROTECTED BY AUTOMATIC WARNING DEVICES

Any time a report is received of damaged or missing crossbucks, be governed by the following instructions:

Train Dispatchers

- Issue a 15 MPH slow order to all affected trains until the leading end of the movement completely occupies the crossing, unless one or more flagmen are in place to flag the crossing.
- Notify the appropriate B&B Supervisor.
- Maintain the slow order in effect until notified by the appropriate B&B Supervisor that the crossbucks have been repaired or replaced.

Chief Train Dispatchers

- Initiate a Remedy Report if the initial call was to the Dispatch Center.

PB-135-1. EXCESSIVE SPEED

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

Speeding is unacceptable in any degree over the authorized operating limit(s).

However, in order to establish a uniform administration for **NS Operating Rule 135** violations and to accommodate the variances in train operations and geography, these instructions are intended to define excessive speed.

Excessive speed is a speed of 5 MPH or more above the maximum authorized speed limit.

The establishment of 2 categories of speed violation is not intended to condone operation above the posted authorized speed. Excessive speed is considered a MAJOR rule violation.

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.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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-249-1. RUSTY WHEELS — LOSS OF TRACK SHUNTING

Train Dispatcher/Control Operators must provide the following protection for cars stored 30 days or longer for the first 5 miles of movement:

1. In signaled territory, provide rear-end protection against following trains.
2. Restrict speed over all crossings equipped with automatic warning devices to 15 MPH until leading end is over crossing.
3. Provide protection against conflicting routes at any Controlled/Automatic interlocking until it is known that the train has cleared the interlocking.
4. Ensure that no stored route or fleeting features are active or requested.

PB-251-1. RULE 251 TERRITORY

When a train/engine operating with the current of traffic in 251 Territory reports a restricting signal, restricting proceed signal, or when a track occupancy light is displayed on the Train Dispatcher's screen, a condition such as a broken rail may be the cause.

When any of the above conditions exist, and a train is to be operated against the current of traffic, the following procedure must be followed to safeguard the train's movement.

Before authorizing a train to operate against the current of traffic into a block where there is a track occupancy light or where a restricting or restricting proceed signal was reported, the crew must receive a Track Authority box 3, and a box 13 that states: Operate at Restricted Speed between milepost (___) and milepost (___) account Red track circuit.

NOTE: The last named milepost must include a distance equal to the train's length beyond the limits affected by the track circuit. The signal department must be properly notified and all trains restricted until advised that the situation has been corrected.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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.

PB-450-1. INSTRUCTIONS FOR POWER OPERATED SWITCHES NOT EQUIPPED WITH SWITCH HEATERS DURING INCLEMENT WEATHER

The following instruction will govern handling of power-operated switches that are not equipped with switch heaters during inclement weather.

DIVISION ENGINEER

1. To provide each Dispatch Center with a list, by district, of power-operated switches not equipped with switch heaters.
2. During inclement weather, where snow and ice accumulation may interfere with the operation of a power-operated switch, arrange to notify the Division Chief Dispatcher's office of the affected switches.

DISPATCH CENTER

1. Maintain a copy of the list provided by the Engineering Department of all power-operated switches not equipped with switch heaters.
2. When notified by the Engineering Department to discontinue use of a power-operated switch due to inclement weather, discontinue reversing or normalizing the affected switch.

Until the switch is placed back in service by the Engineering Department, the switch may not be power-operated for train movement until an Engineering Department employee is on hand to clean out the switch and ensure the switch points fit up properly before requesting signal indication for the train movement.

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
OSS	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 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-501-2. OSS NOTIFICATION

1. INTERCHANGED CARS

Any time cars are interchanged to a short line railroad, the Conductor will notify OSS, via radio, of the number of cars, time, and location of interchange.

The OSS radio call-in code is 148.

The following is an abbreviated list of short line railroads and interchange locations:

Shortline RR	Interchange Point
EV — HRS	Holidaysburg, PA
OHIC	Bayard, OH
OCTL	Meadville, PA Rouseville, PA
NTRY	Canton, OH Massillon, OH
SWP	Radebaugh, PA
JVRR — NBER	Lewistown, PA Tyrone, PA
MVRY	Youngstown, OH
PIR	Duffs Jct, PA
YB-WTRM-YARR	Youngstown, OH
SBLN	Wellsville, OH
RJCP	Cresson, PA
ACJR	Carson, OH
ASR	Winber, PA
ASRY	Mansfield, OH
OHCR	Massillon, OH
CUOH	Gould, OH
CBL	Johnstown, PA

2. SERVICE FAILURES

In an effort to communicate pending service failures to our customers in a timely manner, crews providing local service will notify OSS when it is determined that a customer will not receive their scheduled switch.

The communication with OSS should be done as soon as it is known that a scheduled switch will not occur. Such communication should include the reason the switch will be missed, i.e., Hours of Service and/or if the local job was utilized for other service, and very important, the alternate switching plan, if known.

Communication to OSS can be done by tuning OSS on the radio and/or other communication devices when applicable.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-501-3. HAND HELD RADIOS

All employees in possession of hand held radios must keep a record of the serial number of the radio current in crewcall system.

PB-501-4. COAL LOADING AND UNLOADING FORMS

All Conductors handling trains at coal load “in motion” and unload “in motion” locations listed below must fill out Coal Loading/Unloading Form. Your Trainmaster will have these forms available. The forms are self explanatory and are to be faxed to the number on the bottom of the form by the Conductor that finishes the unloading/loading process.

The facilities are as follows:

LOADOUTS	UNLOADING FACILITIES
Bailey	Sammis
Blacksville #2	Indiana #22
Federal	
Emerald	
Loveridge	
Mine 84	
New Century	
Powhatan #6	
Shade Creek (PBS)	
Shamrock Kerry	
Huskin Run	

PB-501-5. WORK ORDERS

To ensure the timely and accurate billing of our customers, Work Orders must be complete and exact. Demurrage processes and switching revenues are directly impacted by:

- Dates
- Times
- Reason codes

It is the crew's responsibility to ensure that the information is submitted in a timely manner and is correct. Any questions concerning the accuracy of the required information and/or what reason codes are applicable, please contact your OSS representative for clarification.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-551-1. CAB SIGNAL SYSTEM TEST BOX LOCATIONS

In order to comply with **NS Operating Rule, 551(a)** and FRA Guidelines, Cab Signal Test Form Receptacles have been provided at designated locations throughout the division. Once a Cab Signal Self or Rack Test has been completed on any locomotive destined for Cab Signal Territory, a NS Form 12061 must be completed and the duplicate (yellow copy) must be placed in 1 of the receptacles listed below. The receptacles can be recognized as being a white steel box with Red lettering displaying "CSS 12061". Locations of designated receptacles are Conway, Youngstown, Altoona, Pitcairn, Shelocta, Canton, South Fork, Mingo Jct., Shire Oaks.

PB-580-1. RELIEF AND TURN CREW DUTY

All train and engine service employees called for relief or short trip and turn service at Conway, South Fork, Altoona, and Harrisburg are to call the Pittsburgh Division Chief Train Dispatcher/Control Operator at 412-893-7207 or microwave 8-444-7207 before marking off duty or leaving the property.

PB-602-1. ENGINEER'S RESPONSIBILITY — TRAINS ENTERING PITTSBURGH DIVISION

Train entering the Pittsburgh Division must report to the Train Dispatcher/Control Operator any defects or exceptions of the locomotive consist. Any in route failures must be promptly reported to the Train Dispatcher/Control Operator and the MOC Desk.

PB-610-1. LOCOMOTIVE ENGINEERS AND EMPLOYEES SEEKING INITIAL CERTIFICATION

Each certified Train Service Engineer, Remote Control Operator or Locomotive Servicing Engineer, and any trainee seeking initial certification is required to report motor vehicle incidents to the employing railroad within 48 hours of being convicted for, or completed state action to cancel, revoke, suspend or deny a motor vehicle driver's license for:

1. Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance.
2. Refusal to undergo such testing as is required by state law when a law enforcement official seeks to determine whether a person is operating a vehicle while under the influence of alcohol or a controlled substance.

The report must be made to the Division Road Foreman of Engines or other company supervisor in the absence of the Division Road Foreman.

PB-632-1. DISPATCHER TELEPHONE AND RADIO USE

Dispatcher telephones are to be answered in a timely manner. Telephone lines must be yielded promptly for calls pertaining to emergencies and train movements.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-632-2. DISPATCHER REQUIREMENTS

All delays, must be reported to the Chief and Assistant Chief. Delays must also be input into the Train Sheet.

All unusual occurrences must be documented in the computerized train sheet. For example, train in emergency, engine failure, T.O.L., broken rail, signal dropping on train, shop cars, detector actuation, any signal failures, etc. Along with documentation in the computerized Train Sheet, the Chief Dispatcher must be immediately notified. The following information is required when reporting to the Chief Dispatcher:

1. Time of occurrence
2. Time reported to signal, mechanical, or maintenance departments
3. Time repaired
4. Train delays, time stopped, departed and total delay for all trains affected
5. Location

There are prescribed forms in the office that are to be filled out on engine failures, knuckles, and detector actuations. These forms are to be filled out when the information becomes available to the Train Dispatcher/Control Operator. These forms are to be given to the Assistant Chief for delay reporting and then to the Chief Dispatcher for recording and filing.

The following information must be input into the Train Sheet for every train on your territory, train symbol, locomotives, car count, arriving and departing "OS", crew and time on duty. This includes foreign trains.

Train Dispatchers are responsible for monitoring the Hours of Service performed by any employee subject to the Federal Hours of Service Act.

Dispatchers must attempt to provide relief crews for trains prior to them outlawing. The Assistant Chief Dispatcher must be notified when a train has 9 hours on duty. He in turn will notify the Chief Dispatcher and a decision will be made whether or not to recrew, and where to call recrew from. The Dispatcher must have timely transportation in place for the outlawed crew.

The Dispatcher is to coordinate all scheduled train pick ups and set offs on their individual territories. They are to work with the Yardmasters to plan moves accordingly. This includes trains that are scheduled for mechanical inspections. The Dispatchers must be aware of the schedules and make certain the work is completed before the train departs.

Delays to local freight trains of more then 1 hour must be reported immediately to the on duty Trainmaster in charge of the territory.

The Dispatcher is to notify the Chief Dispatcher and Mechanical Department concerning any shop cars set out on line-of-road. A record of the shop cars must be carried in the daily turnover until repaired and picked up. Time, date, reason set out, and train that set the car out must be carried in the turnover.

PITTSBURGH DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PB-632-2. DISPATCHER REQUIREMENTS (CONT.)

Assistant Chief Dispatchers

All delays will be reported in TMS for all scheduled trains. The ACTD is responsible for monitoring train performance to find all associated delays.

These delays will include a detailed explanation for the reason of the delay. The ACTD is responsible for having crews in position for the on time departure of all scheduled trains operating on or towards the Pittsburgh Division.

All deadheads are to be documented on the appropriate form and given to the Chief Dispatcher daily. The ACTD is responsible for all of the local and yard locomotives. This includes working with Atlanta to schedule programmed maintenance and replacement units. The ACTD is responsible for assisting the Chief Dispatcher in managing the territory.

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.

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, Conaway
	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).

PB-1040-1. HARD HATS

All transportation employees will be required to wear hard hats when working with or around: burro cranes, wrecking equipment, or other types of overhead equipment.

NOTES

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