

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>Thompsons town</i>)	
		PT 144.4	THOMPSON RM CP	
		PT 148.7	DED (<i>Mexico</i>)	
		PT 151.2	Port Royal	
	SS	PT 153.7	MIFFLIN CP	
	31680	PT 155.8	Denholm Scales	
		PT 160.0	HAWSTONE RM CP	
		PT 162.3	HBD-DED (<i>Shawnee</i>)	
		PT 165.7	LEWIS RM CP	
			(Long I.T.)	
		PT 165.7	Lewistown	
	16140	PT 168.8	LONG RM CP	
		PT 172.3	HBD-DED (<i>Anderson</i>)	
		PT 179.6	McVEY RM CP	
		PT 186.6	HBD-DED (<i>Newton</i>)	
		PT 190.3	Mount Union	
		PT 191.3	JACKS CP	
		PT 196.2	DED (<i>Mill Creek</i>)	
		PT 198.0	WID (<i>Mill Creek</i>)	
		PT 202.3	Huntingdon	
		PT 202.4	HUNT CP	
	8650	PT 204.2	Deer	
		PT 206.7	HBD-DED (<i>Warrior Ridge</i>)	

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			ALTOONA EAST DISPATCHER AAR-46 [146]	
		PT 212.9	TUNNEL (CP)	
		PT 216.9	DED (<i>Union Furnace</i>)	
		PT 222.1	Tyrone	
	SS 46504	PT 223.3	GRAY (CP)	
		PT 225.9	HBD-DED (<i>Tipton</i>)	
		PT 232.4	ANTIS (CP) (No. 2 Secondary)	6
		PT 234.0	HOMER..... (CP) (Rose Conn. Track)	1, 6
	SS 3644	PT 235.7	WORKS (CP) (Juniata I.T.)	6
		PT 236.1	Altoona	
		PT 236.7	ALTO..... (CP) (Cove Secondary)	6
		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)	

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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..... CP	5
		PT 250.5	MO..... CP	
		PT 251.0	Cresson (RJCP)	
		PT 253.1	HBD-DED—2-3 (<i>Lilly</i>) HBD-DED-HWD-1 (<i>Lilly</i>)	
		PT 256.8	BC	
		PT 258.3	Portage	
		PT 258.8	DED (<i>Portage</i>)	
		PT 259.0	NY	
		PT 260.5	Wilmore	
		PT 263.9	Summerhill	
		PT 264.6	W..... CP (South Fork Secondary)	1
		PT 266.1	SO..... CP	
		PT 268.1	HBD-DED (<i>Mineral Point</i>)	
		PT 271.2	AO..... CP	1
		PT 273.2	C..... CP	
		PT 274.5	JW..... CP	1

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WEST ↓	SIDINGS IN FEET	MP	STATION	NOTE
3 2 1			PITTSBURGH EAST DISPATCHER AAR-46 [145]	
		PT 275.1	Johnstown	
		PT 277.3	SG	
		PT 283.0	HBD-DED 3 ONLY (<i>Robindale</i>)	
		PT 286.7	HBD-DED 1-2 ONLY (<i>New Florence</i>)	
		PT 290.6	CONPIT (CP)	
			(Conemaugh Line)	
		PT 294.5	DED (<i>Bolivar</i>)	
		PT 300.5	PACK (CP)	
		PT 304.4	HBD-DED (<i>Hillside</i>)	
		PT 312.3	Latrobe	
		PT 312.7	TROBE (CP)	
			(Latrobe I.T.) (Unity I.T.)	
		PT 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 (17'9") (<i>Wilmerding</i>)	
		PT 346.2	HBD-DED (<i>Edgewood</i>)	
		PT 346.5	Wilkinsburg	

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<p>The diagram shows a vertical track layout. At the top, 'I.T.' is labeled. Below it, 'CSXT CONN.' is labeled with a switch symbol. Further down, 'PITT' is labeled with a switch symbol. At the bottom, 'FORL' is labeled. The tracks are numbered 1, 2, 3, and 4. Track 1 is the main line, and track 2 is the CSXT Connecting Track. Tracks 3 and 4 are sidings. The diagram also shows various interlocking points and switches.</p>			PITTSBURGH EAST DISPATCHER AAR-46 145	
		PT 347.8	HOME (Valley I.T.)	
		PT 351.6	BLOOM..... (CSXT Connecting)	4
		PT 352.2	SOLOMON	
		PT 352.5	PITT	1
		PT 353.1	Pittsburgh	
		PT 353.3	WEST PITT (Fort Wayne Line)	
STATION PAGE INFORMATION				
<p>NOTE 1: Controlled Point on Main 1 Track only.</p> <p>NOTE 2: Slope is a Controlled Point on Main 1 and Main 2 Tracks.</p> <p>NOTE 3: The location “SF” applies on Main 1 Track at MP PT 247.3.</p> <p>NOTE 4: Bloom is an interlocking on Main 2 Track, CSXT Connecting Track between Bloom and Field controlled by the Pittsburgh East Dispatcher.</p> <p>NOTE 5: At UN and MO, track numbers change at the westward limits of the Controlled Point.</p> <p>NOTE 6: Remotely Controlled by Alto.</p>				

PITTSBURGH LINE

1. RULES IN EFFECT

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

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.)

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

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2. MAXIMUM SPEEDS — PASSENGER (CONT.)

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

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2. MAXIMUM SPEEDS — FREIGHT (CONT.)

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

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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		
				CSXT Conn.
Bloom and Field				30
Pitt and West Pitt	15	15		

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 JVVY 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

PITTSBURGH LINE

7. COMMUNICATION INFORMATION

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

8. DETECTOR INSTRUCTIONS

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

Altoona East Dispatchers

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

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

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

The axle locations or car numbers will be accessible on intranet website: "http://www.salientsystems.com:8080/ns-main", username: "picard", password: "malibu". 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 pbdispach@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

1. 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.

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

L. SIGNAL NOT IN CONFORMITY

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

Location: Wing, No. 99 Signaled Siding

Color Light Dwarf Signal

Rule N285

Aspect — Flashing Yellow over Red

Name — Approach

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

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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