

**Compliance with
OPERATING
RULES
AND
SAFETY RULES
INSURES
Safe and Efficient
Operation
In Case of DOUBT or
UNCERTAINTY
The SAFE
COURSE**

PENNSYLVANIA

SOUTHERN

RAILROAD

COMPANY

SAFETY FIRST

**NORTHERN DIVISION
TIMETABLE No. 2**

**EFFECTIVE 12:01 AM
EASTERN STANDARD TIME**

JANUARY 1, 1980

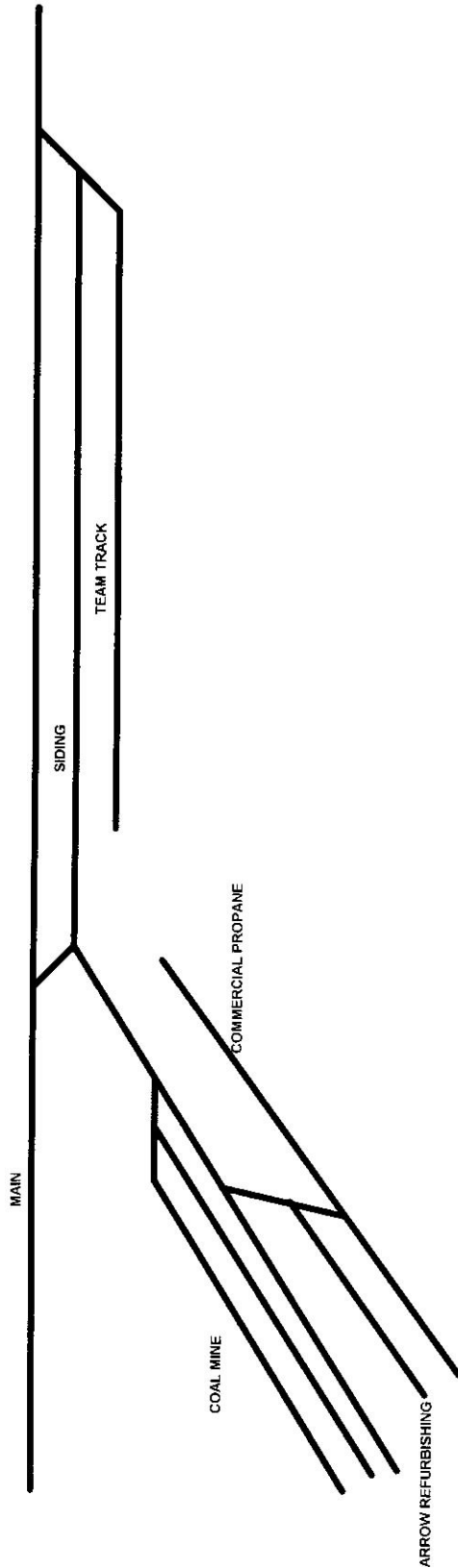
**FOR THE USE OF
EMPLOYEES ONLY**

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WAYNESBURG

NORTH ↑



STATIONS MAIN LINE PITTSBURGH TO STATE LINE

MP	STATION	NOTES
	NORTH YARD	STAGING YARD
0.0	PITTSBURGH	YARD
10.9	BRIDGEVILLE	PASSING SIDING
21.1	CANONSBURG	
24.3	HOUSTON	
30.6	WASHINGTON	YARD, PASSING SIDING
32.7	BAKER	
40.4	WHEELING JUNCTION	WHEELING BRANCH
48.5	WEST UNION	
58.6	WAYNESBURG	PASSING SIDING
79.8	STATE LINE YARD	STAGING YARD

WHEELING BRANCH

MP	STATION	NOTES
0.0	WHEELING JUNCTION	MAIN LINE
23.8	WHEELING	STAGING YARD

SIDINGS

BRIDGEVILLE.....25 CARS
 WASHINGTON.....35 CARS
 WAYNESBURG.....15 CARS

INDUSTRIAL TRACKS

INDUSTRIAL TRACKS ARE GOVERNED BY THE FOLLOWING:

PITTSBURGH INDUSTRY LEAD – Pittsburgh Yardmaster

BRIDGEVILLE SETOUT TRACKS – Switcher on duty or dispatcher

SPECIAL INSTRUCTIONS

YARD LIMITS

YARD LIMITS ARE GOVERNED BY THE FOLLOWING

NORTH YARD – Entire yard controlled by Pittsburgh Yardmaster

PITTSBURGH YARD – From the yard limit sign at MP 4.3 to North Yard controlled by the Pittsburgh Yardmaster.

WASHINGTON YARD – From the yard limit sign at MP 29.5 to the yard limit sign at MP 32.0 main line controlled Washington Yardmaster.

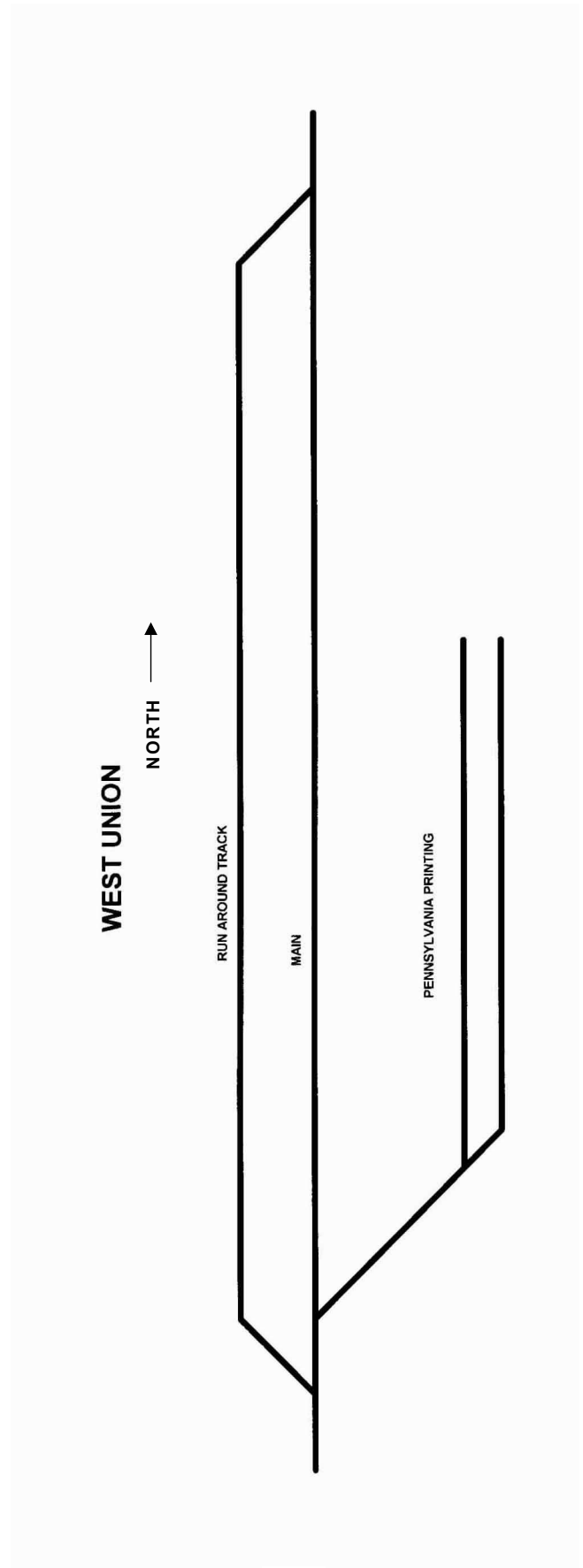
YARD INSTRUCTIONS

All main tracks in designated yard limits must be left clear unless otherwise instructed.

Unless instructions have been received otherwise, trains will contact Pittsburgh Yardmaster at Pittsburgh yard limits.

Unless instructions have been received otherwise, trains will contact Washington Yardmaster at Washington yard limits.

Switching moves at the north end of the Pittsburgh arrival/departure yard must determine that track 7 at North Yard staging is available as a lead. No other track or the yard ladder may be used as a switch lead.



MAINLINE INSTRUCTIONS

State Line Yard to North Yard is NORTHWARD.

North Yard to State Line Yard is SOUTHWARD.

All trains must have train orders before leaving yard limits, Wheeling Yard, or State Line Yard.

Trains stopping on main tracks for any reason other than normal working conditions must notify dispatcher.

Trains must not pass yard limits without permission of yardmaster.

Extreme care must be taken when switching inside at Allegheny Container at Pittsburgh to avoid striking bumper post at the end of track with excessive force.

Extreme care must be taken when switching inside at Bridgeville Tube at Bridgeville to avoid striking bumper post at the end of track with excessive force.

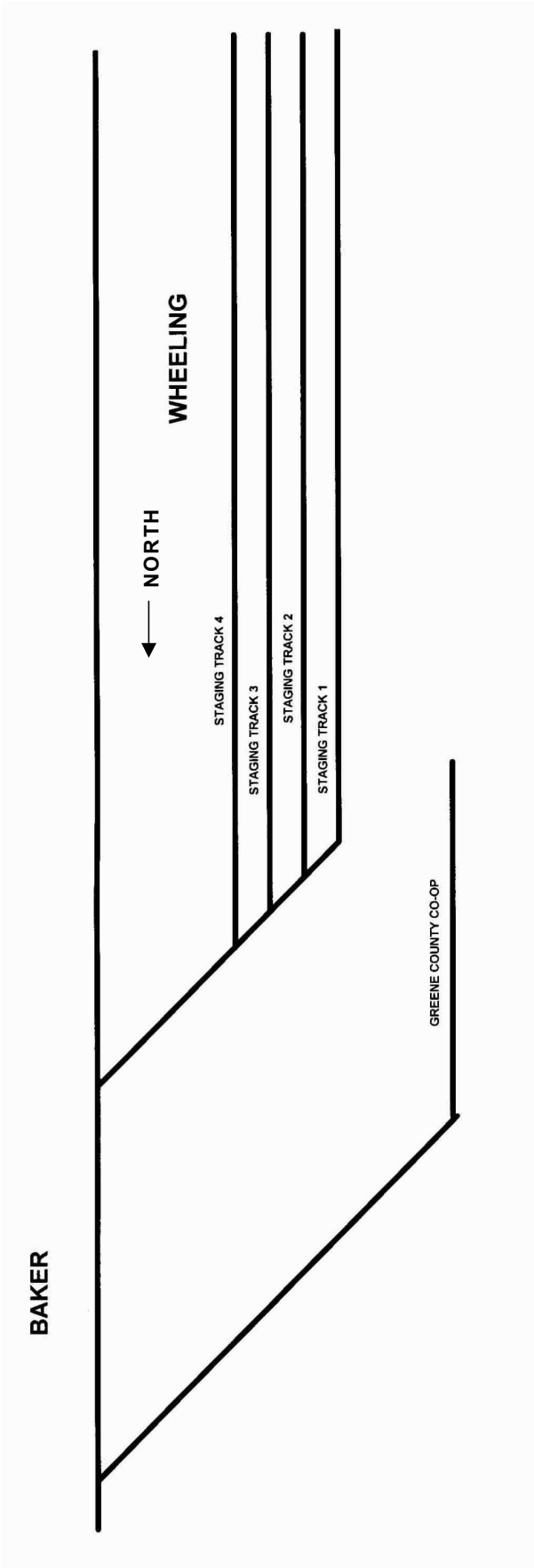
Due to potential fire hazard, cabooses are not permitted past fence line at entrance to Bulk Chemical Distributor at Bridgeville.

Whenever practical cabooses should not be left on main line when switching industries at Canonsburg.

Locomotives not permitted under loading tipple at Thayer Sand and Gravel at Houston.

Locomotives are not permitted on coal unloading trestle at O. L. King Coal in Washington.

All trains should approach Wheeling Junction expecting main line switch to be lined against intended movement.



Extreme care must be taken when switching inside at Arrow Refurbishing at Waynesburg to avoid striking bumper post at the end of track with excessive force.

POWERED SWITCHES

Powered switches are at these locations:

North Yard: All switches are powered. They are controlled from a panel near the yard throat.

State Line Yard: All switches are powered. They are controlled from a panel near the Pittsburgh intermodal facility.

Wheeling Yard: All switches are powered. They are controlled from a panel at Wheeling.

Wheeling Junction: The main line switch at Wheeling Junction is powered. It is controlled by a slide switch on the fascia at Wheeling Junction.

Bridgeville: crossover between main and passing siding, main switch and switches within Bridgeville Tube, main switch and switches within Frothingslosh Beer and switches to Montour Railroad interchange. These switches are controlled from the Bridgeville panel.

Canonsburg: All switches are powered. The control is a rotary switch switch on the fascia near Canonsburg.

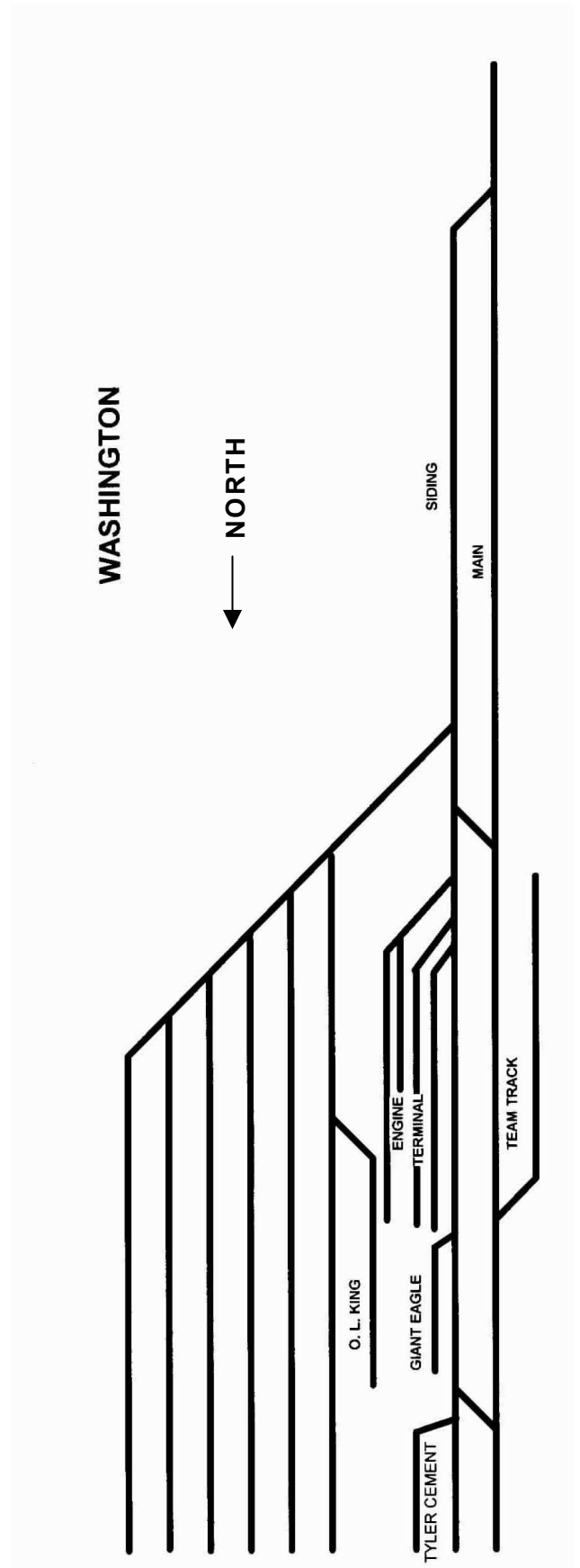
Washington: switch at the south end of the passing siding. This switch is controlled from the Washington panel.

MAXIMUM SPEEDS

Yards, sidings, and industrial tracks: 15 MPH

Mainline: 45 MPH unless noted

Munson Viaduct MP 16.0: 30 MPH



STANDARD CLOCKS

Standard clocks are located in the chief dispatcher's office, Pittsburgh, at the Pittsburgh yard office, and at the Washington yard office.

EQUIPMENT RESTRICTIONS

The following locomotives are equipped with decoders offering a special switching speed curve:

1050 – 1059

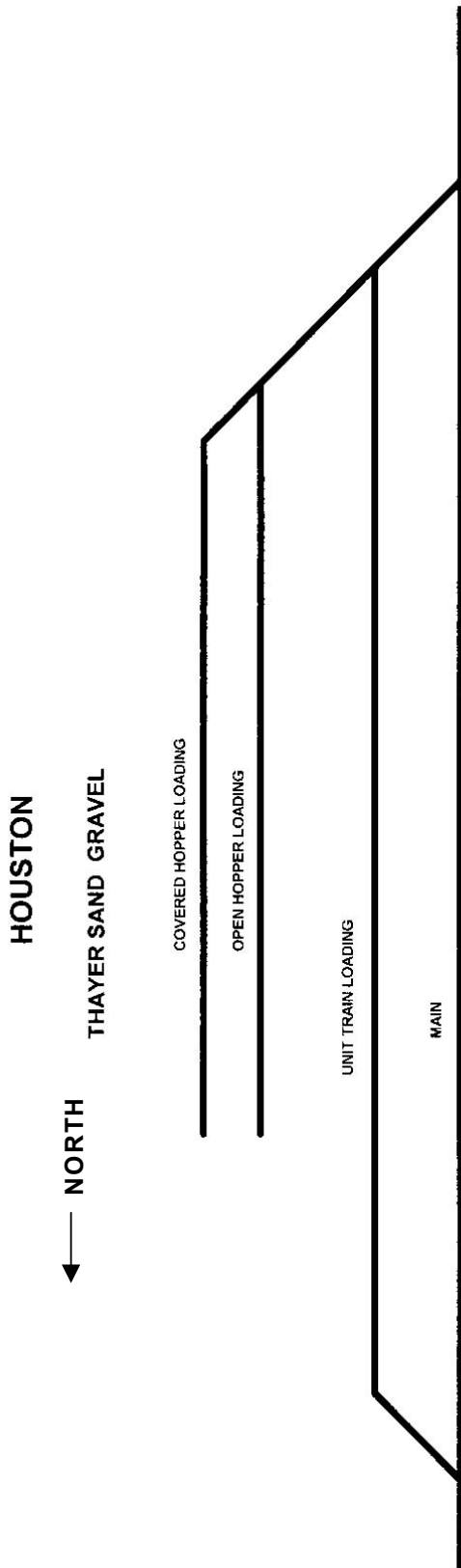
This speed curve is one half the normal speed curve. This feature is toggled on or off by pressing 3 on LH-100 throttles or *3 on telephone throttles. This feature must be disengaged when locomotives are Mued with other engines or when used in pusher service.

Locomotive consists of two engines must be configured as Double Headers. Locomotive consists of three or more engines must be configured as Multiple Unit. **Under no circumstances should MU combinations be designated as 01, 08, 10, 20, 25, 28, 52, 53, 55, 62, 73, 92, or 95.** Whenever a MU consist has locomotives removed and becomes a DH, it must be reconfigured as a DH.

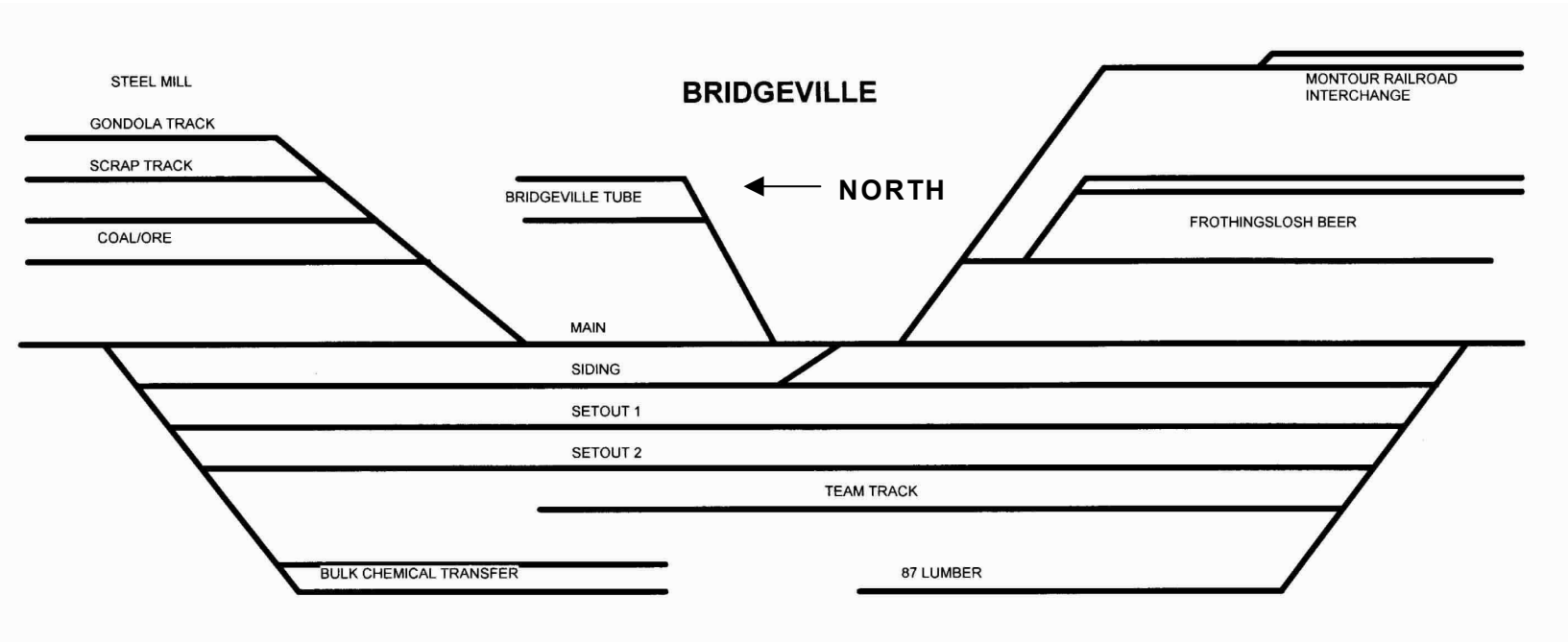
RADIO INSTRUCTIONS

Normal radio communications are to be conducted using FRS radio channel 14.

FRS radio channels 1 – 14 can be used. Other channels apparently require Federal Communications Commission licenses not held by the Pennsylvania Southern Railroad. Under no circumstances should channels other than 1 – 14 be used.



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