



**SAFETY FIRST**

**PITTSBURGH DIVISION  
TIMETABLE No. 3**

**EFFECTIVE 12:01 A.M.,  
EASTERN STANDARD TIME  
SEPTEMBER 1ST, 1980**

**FOR USE OF EMPLOYEES ONLY**

PITTSBURGH DIVISION  
 398 Mount View Drive  
 Charleston WV 25314

R. M. Weinheimer  
 Division Superintendent

Location and Name	Title
<b>Pittsburgh:</b>	
G. R. Doyle	Chief Train Dispatcher
R. M. Weinheimer	Trainmaster
A. J. Parrish	Yardmaster
<b>Washington:</b>	
G. P. McCartney	Yardmaster

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 (In addition, see specific subdivisions)

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**Mainline Subdivision**

Time Table No. 3	SOUTHBOUND					
	SECOND CLASS					
	TV-1	101	111	119	PJ-1	WJ-1
In Effect 12:01 A.M., September 1st, 1980						
NORTH YARD	PM 12:45	AM 12:20	AM 7:05	PM 6:20	AM	PM
Pittsburgh 10	A 1:10 L 1:30	A 12:40 L 1:00	A 7:30 L 8:00	A 6:45 L 7:15	L 10:50	L 9:35
Bridgeville 10.9	1:55 DJ-12	1:37 AJ-2	8:47 TV-2	7:40	11:27 116	9:57 120
Canonsburg 10.2	2:20	1:50	9:25	8:05	11:55	10:25
Houston 3.2	2:27	1:57	9:32	8:12	12:10	10:32
Washington 6.3	2:45	A 2:15 L 2:55 102	A 9:50 L 10:20 116	A 8:30 L 9:00 120	12:45 DJ-12	10:47
Baker 2.1	2:50	3:00	10:25	9:05	12:50	10:52
Wheeling Junction 7.7	3:08	3:25	10:45	9:23	1:13	11:20
West Union 8.1	3:28	3:40	11:05	9:43	.....	.....
Waynesburg 10.1	3:55	4:05	11:30	10:08	.....	.....
STATE LINE YARD 21.2	4:45 PM	A 5:00 AM	12:20 PM	11:00 PM	PM	PM

**Wheeling Subdivision**

Time Table No. 3	WESTBOUND			EASTBOUND		
	2nd CLASS			2nd CLASS		
	PJ-1	WJ-1	AJ-3	AJ-2	DJ-12	CJ-12
In Effect 12:01 A.M., September 1st, 1980						
WHEELING JCT. 0.0	PM 1:13	PM 11:20	AM 5:00	AM 12:25	PM 12:20	PM 3:30
WHEELING 38	2:30 PM	12:35 AM	6:15 AM	11:10 AM	11:05 PM	2:15 PM

**Mainline Subdivision**

	NORTHBOUND							
	SECOND CLASS							
	AJ-3	TV-2	102	116	120	AJ-2	DJ-12	CJ-12
	AM 2:10	AM 10:05	AM 5:10	PM 12:40	PM 11:30	AM	PM	PM 6:05
	A 2:35 L 3:00	A 9:20 L 9:40	A 4:15 L 4:45	A 11:45 L 12:15	A 10:35 L 11:05	A 2:00	A 2:23	A 5:10 L 5:40
	3:47 102	8:47 111	3:47 AJ-3	11:27 PJ-1	9:57 WJ-1	1:37 101	1:55 TV-1	4:42
	4:15	8:22	3:22	11:02	9:32	1:12	1:07	4:17
	4:22	8:15	3:15	10:37	9:25	1:05	1:00	4:10
	4:37	8:00	A 2:30 L 3:00 101	A 10:00 L 10:30 111	A 8:40 L 9:10 119	12:50	12:45 PJ-1	3:55
	4:42	7:55	2:25	9:50	8:35	12:45	12:40	3:50
	5:00	7:35	2:05	9:35	8:15	12:25	12:20	3:30
	.....	7:15	1:45	9:15	7:55	.....	.....	.....
	.....	6:50	1:20	8:50	7:30	.....	.....	.....
	AM	6:00 AM	12:30 AM	8:00 AM	6:40 PM	AM	PM	PM

Note—Consolidate DJ-12 with CJ-12 at Pittsburgh.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

**1. TIMETABLE ABBREVIATIONS**

CON .....	Continuous
SI .....	Special Instructions
TT .....	Timetable
⓪ .....	Train Order Office
Ⓨ .....	Yard Limits

**2. SUPERIORITY OF TRAINS**

On single track, northbound trains are superior to southbound trains of the same class.

**3. JOINT USE OF TRACK**

Pennsylvania Southern trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations.

Trains and engines of other railroads will be governed by the Pennsylvania Southern R.R. timetables, rules, and regulations.

**4. SPEED RESTRICTIONS**

**4a. Trains and Engines**

Trains and Engines	MPH
Movement over all Industrial tracks	10
Movement over all Mine tracks	10
Movement through turnouts at ends of double track, sidings, or other tracks and main track crossovers except where movement is governed by signal indication or TTSI	10

**4b. Equipment**

Unless Otherwise Instructed	MPH
Ditcher Spreader Cars	20
Air Dump Cars	20
Wreck Train	15
Wreck Train with crane ahead of engine	10

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS—continued**

**4b. Speed Restrictions—Equipment—concluded**

Unless Otherwise Instructed	MPH	
Unless all revenue or non-revenue pivoted or rotating equipment on its own wheels has been specifically cleared for movement at higher speed	On tangents	20
	On curves	15
Foreign Line Short Ore Cars	On tangents	30
	On curves	20
When engines are operated on engine service tracks or car shop repair tracks	5	

**5. ENGINE AND EQUIPMENT RESTRICTIONS**

**5a. Maximum Units**

A maximum of four units may be used in a locomotive consist with multiple unit control. Tonnage for a four unit consist must not exceed the tonnage rating of three four axle units

**5b. Scale tracks**

Engines must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs must not be moved on track scales with capacity of less than 200 tons.

**5c. Heavy Cars**

Cars with a gross weight exceeding 263,000 lbs must not be operated without the authority of Superintendent of Operations.

**5d. Loaded Covered Hoppers**

All loaded covered hoppers CNJ series 501 - 750 inclusive and CNJ series 12101 - 12665 inclusive must be handled on rear of freight trains at a speed not exceeding 30 MPH.

**5e. Hopper Cars Equipped with Straight Air**

300 APAX cars are now in service and are numbered: APAX 100 thru 199 are Open Top Hoppers, APAX 501 thru 600 are Flat Bottom Gondolas, and APAX 700-799 are Round Bottom Gondolas. All APAX cars are equipped with a straight air hose on the opposite side of the car from the train line hose. *The Straight Air is not to be used in normal operation.*

All cars are properly stenciled on the end sill of the cars just above the train line and straight air line. The straight air line is stenciled "STRAIGHT AIR" and the train line is stenciled "TRAIN/LINE." The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled

All APAX cars are equipped with ABD brakes.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS— continued**

**5f. Loaded Foreign Line Cars**

Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent of Operations.

**5g.** Unless otherwise authorized by the Superintendent of Operations, engines and/or equipment are restricted in use of tracks, bridges, trestles, as designated below:

Station, Track, and Bridge	Engine or Equipment	Restriction
All platforms, industrial and yard tracks	Spreader Cars	Move with caution, avoid platforms when possible.
All bridges and trestles on industrial tracks.	All tenders	Must not move on.
All bridges and trestles other than industrial tracks	Tenders: 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on unless separated from engine or another tender by at least two cars.

**5h. Air Dump Cars**

Will be handled in local freight trains only.

**5i. Pennsylvania Southern Cabooses**

Pennsylvania Southern caboose series 700-799 and 800-899 must not be shoved with more than 2 units or 6000 horsepower.

Pennsylvania Southern caboose series 900-999 must not be shoved on.

**5j. Train Classification Instructions**

Unless otherwise provided empty 80 feet and longer cars in solid coal, ore, or grain trains must be placed on the rear of such trains. The following eighty (80) feet or longer cars must be regarded as empty cars:

- Cars weighing less than 50 tons gross weight.
- Flat cars with one loaded trailer.
- Flat cars with empty trailers.
- Flat cars with empty containers.
- Empty Rack cars.

Empty eighty foot or longer box cars are not restricted by these instructions.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS— concluded**

**6. RADIOS**

**6a. Use of Radio Channels**

Employees are required to monitor radio channel as assigned below. If necessary to use another temporarily, they must immediately return to assigned monitor channel after transmission is complete.

	Channel No. 14	Channels 8-13
Road Crews	Monitor	Available
Yard Masters	Monitor	Available
Dispatcher	Monitor	Available
Train Master	Monitor	Available

**6b.** Radios equipped with rechargeable batteries should be returned to the charger at the end of the operating session.

**7. SWITCHING OR MAKING MOVEMENTS AT BOTH ENDS OF TRACKS**

When it is necessary to switch or make a movement at both ends of a track simultaneously:

- A. Each crew must know what the other crew is doing,
- B. Only one supervisor will be authorized to direct simultaneous moves on the same track,
- C. Only one communication device will be used for issuing movement or switching instructions to the crew involved and where possible, these instructions should be given at the same time to crews involved.
- D. Specific instructions for movements and switching must be acknowledged before being acted upon.
- E. Only one crew will be directed to couple any one track, and
- F. Supervisor and crew members will fully inform other employees working with the crews of the work to be performed.

MAINLINE SUBDIVISION - continued

8.4 Engine and Equipment Restrictions—concluded

Station, Track, and Bridge	Engine or Equipment	Restrictions
Waynesburg Industrial Track	Cars longer than 70 ft.	Must not operate on.
	6 axle units	Must not operate on tracks to Arrow Refurbishing and Commercial Propane
Consol # 10	Engines	Must not operate under tipple.

8.5 Locations of Standard Clocks

Standard clocks are located in the chief dispatcher's office and also:  
 Pittsburgh .....Pittsburgh Yard office  
 Washington .....Washington Yard office

8.6 Additional Instructions

A. SUPERVISION OF MAIN TRACK

Movement of trains and engines to be supervised by the Operator in accordance with the rules and special instructions in effect as follows:

Pittsburgh yard limits.....Pittsburgh yard master  
 Washington yard limits..... Washington yard master when on duty.

B: TRAIN CLEARANCE

Trains must receive Train Orders before leaving Stations listed below.

North Yard.....All south bound trains  
 Pittsburgh.....All south bound trains  
 Washington.....All trains  
 State Line Yard.....All north bound trains

C: YARDS

(1)- NORTH YARD

Track	Instructions
Entire Yard	All turnouts in North Yard are power operated by the panel on the fascia. Normal position is for track 7.
Entering Yard	All trains entering North Yard must call the dispatcher for track assignment. Once train is in the clear on assigned track, line all turnouts for movements into track 7.

MAINLINE SUBDIVISION - continued

(1)- NORTH YARD - concluded

Track	Instructions
Leaving Yard	All trains departing North Yard must have clearance from the Pittsburgh yardmaster. Departing trains do not need to re-align turnouts for movement into track 7.

(2)- PITTSBURGH

Track	Instructions
Entire Yard	All main tracks in designated yard limits must be left clear unless otherwise instructed.
Entering Yard	Northbound trains must not pass the yard limits sign at the north end of Bridgeville without permission from the Pittsburgh Yardmaster.
	Southbound trains must not pass the yard limits sign at the south end of North Yard without permission from the Pittsburgh Yardmaster.
Leaving Yard	Northbound trains originating in Pittsburgh Yard do not need train order authority to leave.

(3)- WASHINGTON

Track	Instructions
Entire Yard	All main tracks in designated yard limits must be left clear unless otherwise instructed.
Entering Yard	Trains and engines must contact the yard master before entering yard limits.
Departing Yard	Trains and engines may not depart yard limits without train order authority.
O. L. King Coal Trestle	Reacher cars must be used when switching.

(4)- STATE LINE YARD

Track	Instructions
Entire Yard	All turnouts in State Line Yard are power operated by the panel on the fascia near the Pittsburgh Intermodal Facility.
Entering Yard	All trains entering State Line Yard must call the dispatcher for track assignment.

**MAINLINE SUBDIVISION - continued**

**D. LOCATIONS OF POWER OPERATED TURNOUTS**

(1) Bridgeville

Track	Switch	Normal position and location of controls
Main line and siding	Cross over	Normal position is for main line. Controls are located on Bridgeville panel.
Main line	Bridgeville Tube	
Frothingslosh Beer	All Switches	
Montour Interchange	All Switches	

(2) Canonsburg

Track	Switch	Normal position and location of controls
Main Track	All Switches	Normal position is for main track. Controls are located on Canonsburg panel.

(3) Washington

Track	Switch	Normal position and location of controls
Main Track	South end Washington passing siding.	Normal position is for main track. Controls are located on Washington panel.

(4) Wheeling Jct.

Track	Switch	Normal position and location of controls
Main Track	Jct. With Wheeling Sub.	Normal position is for Mainline Sub. Controls are located on fascia at Wheeling Jct.

(5) West Union

Track	Switch	Normal position and location of controls
Main Track	All Switches	Normal position is for Mainline Sub. Controls are located on fascia at West Union.

**MAINLINE SUBDIVISION - concluded**

(6) Waynesburg

Track	Switch	Normal position and location of controls
Main Track	All Switches	Normal position is for Mainline Sub. Controls are located on fascia at Waynesburg.
Team Track	Team Track Entrance	Normal position is for passing siding. Controls are located on fascia at Waynesburg.
Waynesburg Industrial Lead	Waynesburg Industrial track	

**E. SIDINGS**

Look out for cars standing on the following sidings:

Pittsburgh                      Bridgeville                      West Union

**8.7 Use of Retaining Valves**

Trains with less than two engines with dynamic brakes must use retainers between the following locations:  
Bridgeville and Washington

## WHEELING SUBDIVISION

### 9.0 Station List and Diagram

Mile post	WHEELING SUBDIVISION	Passing Siding Capacity in Cars (45 ft.)	
	<b>STATIONS</b>		
0.0	Wheeling Jct.		
	38.8		
38.8	Wheeling		

### 9.1 Train Order Offices Open

Stations	Office Hours		Remarks
	From	To	
Wheeling	CON	CON	
Wheeling Jct.	CON	CON	Mainline Subdivision

### 9.2 Maximum Authorized Speed

Between	MPH
Wheeling Jct. and Wheeling	35

### 9.3 Speed Restrictions—Locations

Between or Through	MPH
Through interlocking limits Wheeling Jct.	30

### 8.6 Additional Instructions

#### A: TRAIN CLEARANCE

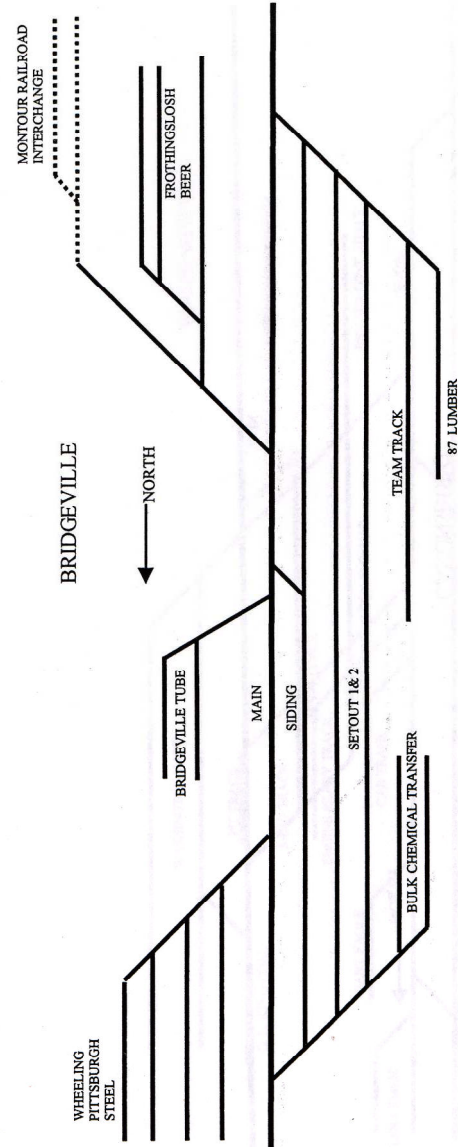
Trains must receive Train Orders before leaving Stations listed below.

Wheeling.....All trains

#### B: YARDS

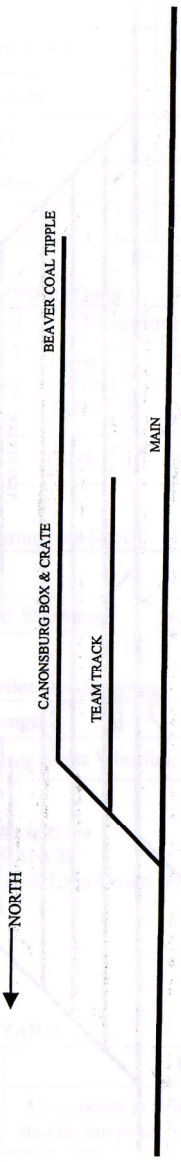
##### (1)- WHEELING YARD

Track	Instructions
Entire Yard	All turnouts in Wheeling Yard are power operated by the panel on the fascia.
Entering Yard	All trains entering Wheeling Yard must call the dispatcher for track assignment.

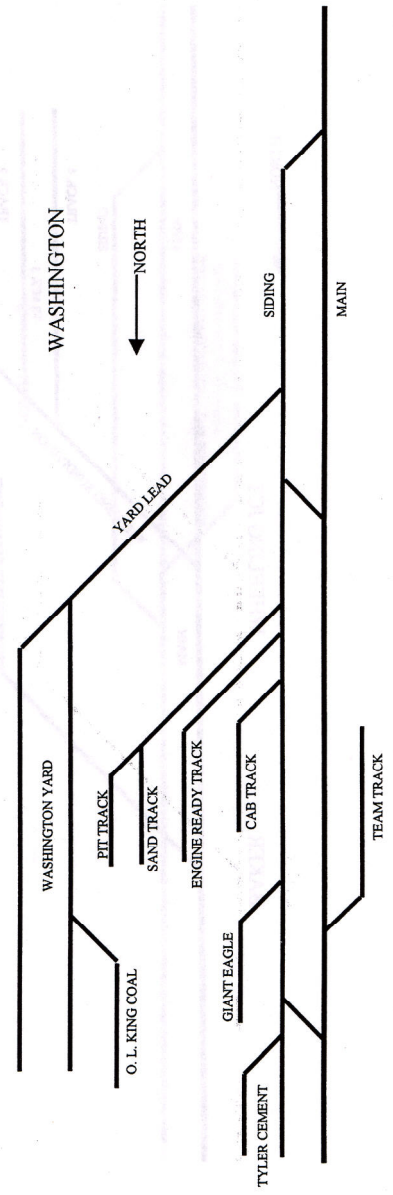


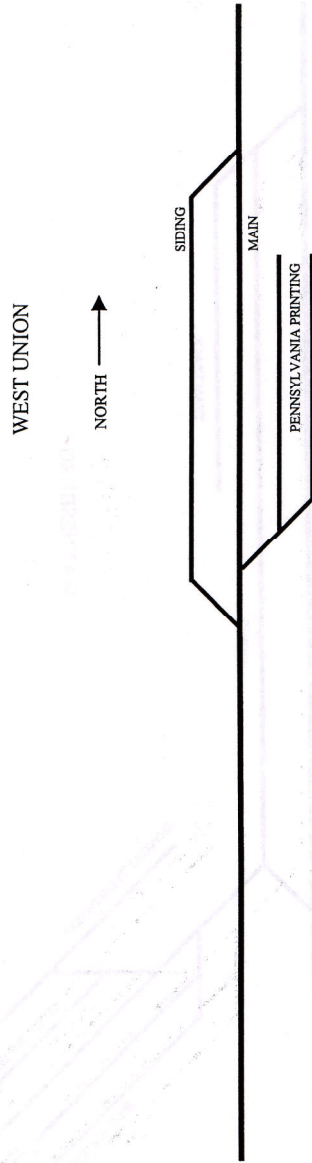
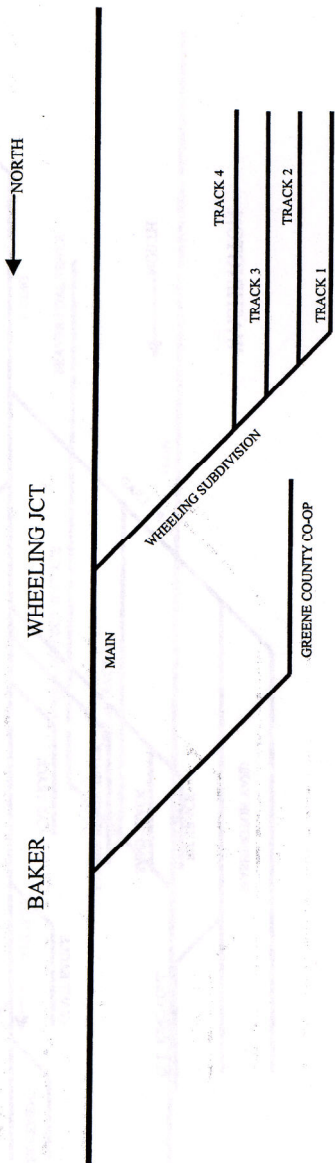


CANONSBURG



WASHINGTON







**LOCOMOTIVE INFORMATION**

Yard speed on yard speed equipped engines may be engaged by activating function 3. This must be done individually for each locomotive in a multiple unit consist. Yard speed must not be engaged if any engines in the multiple unit consist are not yard speed equipped.

All loaded mineral trains must be shoved northbound from Washington to Bridgeville.

Series	Model	HP	DB	Delivered	Yard Speed Equipped	Tonnage Rating Northbound Washington to Bridgeville	Tonnage Rating All Other Locations
90-97	H-24-66	2400	No	53-56	No	12 cars	15 cars
1050-1075	SD7	1500	No	9/1952	Yes	12 cars	15 cars
2050-2099	GP38-2	2000	Yes	2/1979	Yes	8 cars	12 cars
2100-2150	GP7	1500	Yes	7/1952	No	8 cars	12 cars
2250-2259	GP20	2000	Yes	7/1953	No	8 cars	
2400-2449	GP50	3600	Yes	1/1980	No	12 cars	15 cars
2900-2975	GP35	2500	Yes	2/1963	No	8 cars	12 cars
3000-3010	U33C	3300	Yes	1/1974	No	12 cars	15 cars
3300-3399	SD40-2	3000	Yes	8/1973	No	12 cars	15 cars
3500-3590	SD45	3600	Yes	4/1968	No	12 cars	15 cars

**Compliance with  
OPERATING RULES  
AND**

**SAFETY RULES  
INSURES**

**Safe and Efficient  
Operation**

**In Case of  
DOUBT or UNCERTAINTY**

**The  
SAFE COURSE  
MUST BE TAKEN**