



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

| CLEVELAND LINE | | | |
|----------------|-----------------|---------------------------------|--|
| WEST | SIDINGS IN FEET | MP | STATION |
| | | RD 0.0 | CONWAY TERMINAL DISPATCHER AAR-64 [14] |
| | | | ROCHESTER..... [RM] (2) |
| | | | CLEVELAND LINE DISPATCHER AAR-64 [14] |
| | | | (Fort Wayne Line) |
| | | | DED-HCD (18'10") (Industry) |
| | | | Midland |
| | | | RD 11.0 |
| | | | RD 11.9 |
| | | | Midsteel |
| | | | RD 14.6 |
| | | | PAOH State Line |
| | | | RD 19.2 |
| | | | DED (Welsville) |
| | | | RD 23.4 |
| | | Welsville | |
| | | RD 25.3 | |
| | | YELLOW CREEK..... [RM] (2) | |
| | | (River Line) | |
| | | RD 26.5 | |
| | | RIVER..... [RM] (2) | |
| | | (Yellow Creek R.T.) | |
| | | RD 36.7 | |
| | | ROGERS | |
| | | RD 37.4 | |
| | | HBD-DED-1 (Salemville) | |
| | | RD 42.7 | |
| | | SHALE..... [RM] (2) | |
| | | RD 48.2 | |
| | | DED (Kensington) | |
| | | RD 54.4 | |
| | | BAYARD | |
| | | RD 58.6 | |
| | | MOULT | |
| | | RD 58.0 | |
| | | HBD-DED-HCD (18'10") (Moultrie) | |
| | | RD 54.6 | |
| | | Home Spring Switch | |
| | | RD 66.0 | |
| | | MAHONING | |
| | | (Mahoning Siding) | |
| | | 11400 | |
| | | RD 66.0 | |
| | | ALLIANCE..... [RM] (2) | |
| | | (Fort Wayne Line) | |
| | | RD 73.3 | |
| | | CP-73..... [CP] (2) | |
| | | RD 81.0 | |
| | | HBD-DED (Roostown) | |
| | | RD 85.3 | |
| | | CP-86..... [RM] (2) | |
| | | Division Post (Dearborn Div.) | |
| | | | NOTE |

| 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 |
| 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 |
| 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 | 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 | 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 | | 40 | 40 | |
| Except: MP RD 12.0 to MP RD 13.1 | | 10 | 10 | |
| MP RD 18.0 to MP RD 19.0 | | 35 | 35 | |
| MP RD 24.0 and Yellow Creek | | 35 | 35 | |
| Yellow Creek and River | | 35 | | |
| Except: Yellow Creek | | 20 | | |
| River and Shale | | 35 | 10 | |
| Shale and Bayard | | 40 | | |
| Bayard and Alliance | | 40 | | |
| Except: MP RD 54.4 to MP RD 56.9 | | 30 | | |
| MP RD 64.6 to MP RD 66.9 | | 30 | | |
| Mahoning Siding | | | | 10 |
| Cleveland Line Main Track to Fort Wayne Line, Main 1 Track | | 25 | | |
| Cleveland Line Main 1 and Main 2 Tracks to Fort Wayne Line, Main 1 and Main 2 Tracks | | 40 | 40 | |
| Alliance and CP-86 | | 60 | 60 | |
| Except: MP RD 67.0 to MP RD 68.0 | | 40 | 40 | |

3. CHECKING LOCOMOTIVE SPEED INDICATOR

None.

4. DIESEL UNIT RATINGS

| | DIESEL UNIT RATINGS IN TONS | | | | | |
|---------------------------|-----------------------------|---------|---------|---------|---------|---------|
| | Group 1 | Group 2 | Group 3 | Group 4 | Group 5 | Group 6 |
| Westward | | | | | | |
| Rochester to Yellow Creek | 2180 | 3040 | 3110 | 3880 | 4810 | 7179 |
| Yellow Creek to 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 tippie provided tippie is up and in retracted position.

C. TRAILING TONNAGE RESTRICTIONS — RAILRUNNER* EQUIPMENT

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

NOTE: *Railrunner Block MUST TRAIL RoadRailer.

D. TRAILING TONNAGE RESTRICTIONS — ROADRAILER TRAILERS

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

NOTE 1: Trailing Tonnage Includes Railrunner Block (if any) BEHIND RoadRailer.

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-signalized 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 — Dardos 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