

**BESSEMER and LAKE ERIE  
RAILROAD COMPANY**

---

---

**SAFETY FIRST**

---

---

**MAIN LINE  
AND BRANCHES**

---

---

**TIMETABLE  
No. 101**

**EFFECTIVE  
THURSDAY, APRIL 1, 1971  
AT 12:01 A.M.**

**EASTERN STANDARD TIME**

---

---

J. W. Read, General Manager

W. D. McNeilly, Gen'l. Supt.

A. D. Schadt, Asst. Gen'l. Supt.

J. R. McCormick, Supt.

J. W. Schnarre, Asst. Supt.

**BESSEMER and LAKE ERIE  
RAILROAD COMPANY**

---

---

**SAFETY FIRST**

---

---

**MAIN LINE  
AND BRANCHES**

---

---

**TIMETABLE  
No. 101**

**EFFECTIVE  
THURSDAY, APRIL 1, 1971  
AT 12:01 A.M.**

**EASTERN STANDARD TIME**

---

---

J. W. Read, General Manager

W. D. McNeilly, Gen'l. Supt.

A. D. Schadt, Asst. Gen'l. Supt.

J. R. McCormick, Supt.

J. W. Schnarre, Asst. Supt.

## TABLE OF CONTENTS

	<i>Page</i>
List of Stations .....	2
Track Designation and Method of Operation .....	6
Block Signal Territory.....	7
Standard Clocks and Bulletin Boards .....	7
Yards .....	8
Staff System Operation .....	8
Use of Specified Tracks.....	8
Maximum Speeds and Speed Restrictions .....	11
Restrictions on Specified Equipment .....	13
Switches .....	13
Electrically Locked Switches .....	15
Whistle Signals .....	16
Using Foreign Line Tracks .....	16
Close Clearances .....	19
Specific Locations	
Erie Yard .....	19
Conneaut Yard .....	19
State Line .....	22
Wallace Junction .....	22
Girard .....	22
Albion Yard .....	22
Conneautville .....	24
Meadville Branch .....	24
KO .....	25
Greenville-Shenango .....	25
Henlein .....	26
KY-Kremis .....	26
Fredonia .....	26
Grove City.....	26
Branchton Area.....	27
Queen Junction .....	28
Butler .....	28
Saxonburg .....	31
Pittsburgh Metals .....	33
Curtisville District .....	33
River Valley .....	33
East Oakmont .....	33
North Bessemer Yard .....	33
Waybills .....	36
Reports .....	39
Handling Explosives and Other	
Dangerous Commodities .....	45
Air Brake Instructions .....	47
Hand Brakes .....	57
Crossing Protection .....	58
Deduction from Wages .....	58
Cars Requiring Special Handling .....	58
Hot Journals .....	60
Miscellaneous .....	61
Hours of Service Act .....	62
Reporting Lapbacks .....	62
Railroad Radio .....	63
Personal Injuries .....	63
Company Surgeons .....	64
Hospitals .....	66
Speed Table .....	67
Track Diagrams .....	68
Track Capacities .....	73

## List of Stations, Office Calls, Station Nos., Mileages, etc.

Office Calls	MAIN LINE	Mileage from NA Tower via Old Line	Capy. of Passing Sidings for Cars 45 ft. in Length	Station Nos.	Mileposts
NA	NA .....	0.0	-	-	125
A	Albion Yard Office .....	0.6	-	-	124
RX	RX .....	1.6	-	-	123
RS	RX South End .....	3.5	-	-	-
BO	Springboro .....	9.0	-	32	116
UK	Conneautville .....	12.0	-	36	113
MN	MD North End .....	20.3	-	-	105
MD	Meadville Junction .....	21.1	220	45	104
MS	MD South End .....	22.3	-	-	103
KN	KO North End .....	31.5	-	-	-
KO	KO .....	33.5	-	59	92
KD	KX North End* .....	35.5	-	-	-
RW	R. D. Werner Co.* .....	36.3	-	60	89
AS	Henlein Sand Track* .....	40.4	-	68	85
AJ	Osgood .....	35.8	-	61	G10
OW	OW .....	36.3	-	-	G 9
GV	Greenville .....	39.4	-	64	G 6
DX	Greenville-Disp. Office .....	-	-	-	-
HF	Greenville-Genl. Supt. Of. ....	-	-	-	-
GS	Greenville Shop .....	39.8	-	-	-
SO	Shenango Yard Office .....	40.9	-	66	G 5
XN	XN .....	41.4	-	-	G 4
KY	KY .....	45.5	-	70	-
KR	Kremis .....	47.9	260	-	80
DO	Fredonia .....	50.0	-	74	78
CS	Coolspring .....	52.9	-	77	-
ZL	Z & L Lumber Co. ....	53.8	-	78	-
FN	FI North End .....	62.2	180	-	66
WB	Willowbrook Mining Co. ..	63.5	-	89	-
FS	FI South End .....	64.1	-	-	-
RG	Grove City .....	65.3	-	91	63
TB	Ambrosia Const. Co. ....	68.2	-	93	60
WE	Carter .....	70.2	-	-	58
HX	HX, North End .....	70.6	-	96	57
GC	Grove City Const. Co. ....	71.6	-	97	-
FY	Harrisville .....	71.7	-	97	-

\*Mileage is via K-O Line.



List of Stations, Office Calls, Station Nos., Mileages, etc.

Office Calls	MAIN LINE	Mileage from NA Tower via Old Line	Copy. of Passing Sidings for Cars 45 ft. in Length	Station Nos.	Mileposts
BR	Branchton (Scales) .....	74.8	-	100	53
K	Keisters .....	76.9	-	-	-
AE	W. Pa. Processing .....	77.3	-	103	51
CY	Claytonia .....	80.8	-	107	-
SW	Sherwin .....	81.0	-	-	-
Q	Queen Junction .....	85.1	-	110	43
J	Jamisonville .....	86.4	-	-	-
TC	Mathieson Coal Co. ....	87.6	-	113	-
NI	Oneida .....	91.4	-	-	-
CN	Butler Yard Office .....	92.1	-	117	36
AM	Butler Transfer .....	93.6	-	119	-
JC	Pittsburgh Junction .....	94.1	-	-	34
B	Butler Freight Station ....	94.5	-	120	-
SJ	Standard Junction .....	95.5	-	-	-
OD	Odell .....	97.6	-	-	30
DS	Odell Storage Track .....	97.9	-	126	-
BD	McBride .....	102.1	-	128	26
MR	Meharg Storage Track .....	102.1	-	129	-
MG	Meharg .....	103.7	-	-	-
RK	Rockdale .....	105.1	-	131	23
SN	SX North End .....	108.8	-	-	-
SX	Saxonburg .....	110.0	-	135	18
SS	SX South End .....	110.9	-	-	-
BY	Ivywood .....	111.3	-	-	-
BN	Ivywood North Storage ..	111.3	-	N137	-
BS	Ivywood South Storage ..	113.7	-	S137	-
RH	Fawn Coal Co. ....	113.7	-	138	-
CM	Culmerville .....	115.3	-	-	13
CL	Culmerville Local Track ..	115.6	-	139	-
RU	Francis Mine Track .....	116.5	-	-	-
CT	Curtisville .....	117.2	-	140	11
CG	Russellton .....	118.3	-	143	-
RE	Russellton No. 3 Mine ....	118.4	-	142	10
RL	Russellton No. 2 Mine ....	120.3	-	145	-
RM	Republic .....	120.4	-	-	8
DC	Deer Creek .....	122.1	-	147	6
SC	Sidwell Sand Loam Co. ...	123.2	-	A148	5

List of Stations, Office Calls, Station Nos., Mileages, etc.

Office Calls	MAIN LINE	Mileage from NA Tower via Old Line	Copy. of Passing Sidings for Cars 45 ft. in Length	Station Nos.	Mileposts
ID	AID Track .....	123.5	-	B148	-
HE	River Valley .....	123.7	-	148	-
HM	Haskell Mfg. Co. ....	125.9	-	151	2
NX	Pennex Products Inc. ....	126.3	-	152	-
EO	East Oakmont .....	126.3	-	-	-
NF	Newfield Mine .....	127.5	-	A153	1
UJ	Unity Junction .....	128.1	-	153	-
XB	XB .....	128.1	-	-	-
NB	N. Bessemer Agent's Of. ..	129.4	-	154	-
NY	N. Bessemer Yard Of. ....	129.4	-	-	-
FO	Bessemer .....	129.4	-	163	-
MH	Munhall .....	-	-	165	-
MJ	Mifflin Junction URR .....	-	-	166	-
CB	Pittsburgh Genl. Office ...	-	-	200	-
	<b>ERIE BRANCH</b>	Mileage from NA Tower			
FX	Erie Agent's Office .....	21.3	-	0	-
W	Wallace Junction .....	9.1	-	14	E 9
SY	Girard .....	8.0	-	15	E 8
HR	Porter Siding .....	5.8	-	16	E 6
US	Platea .....	3.2	-	20	E 3
JN	Conneaut Junction .....	.8	-	-	E 1
CE	CE .....	.4	-	-	-
NA	NA .....	.0	-	-	-

List of Stations, Office Calls, Station Nos., Mileages, etc.

Office Calls	CONNEAUT BRANCH	Mileage from NA Tower	Capy. of Passing Sidings for Cars 45 ft. in Length	Station Nos.	Mileposts
PB	Perry Bluff .....	16.9	—	C 6	—
CX	Conneaut .....	14.4	—	C 9	139
YA	YA .....	13.6	—	—	—
NC	State Line Coal Track .....	11.3	—	C 12	135
N	State Line .....	10.2	—	C 13	—
WS	West Springfield .....	6.7	—	C 17	132
PN	Penelec .....	2.9	—	C 2	—
XG	XG .....	1.1	—	—	126
CE	CE .....	.4	—	—	—
NA	NA .....	.0	—	—	125
	MEADVILLE BRANCH	Mileage from Meadville Jct.			
DE	Meadville .....	15.6	—	M 61	M15
FC	French Creek .....	12.2	—	—	M12
KI	Conneaut Lake .....	3.7	—	M 49	M 3
MO	R. S. Moss .....	2.0	—	M 48	—
PO	Protane Corp. ....	1.9	—	P 46	—
NS	Lynces Junction .....	1.3	—	—	M 1
MD	Meadville Junction .....	.0	—	45	—
Office Calls	HILLIARDS BRANCH	Mileage from Branchton	Capy. of Passing Sidings for Cars 45 ft. in Length	Station Nos.	
AO	Mohawk Mining Co. ....	9.8	—	A110	H10
SB	Sunbeam Coal Corp. ....	7.0	—	B106	H 7
LM	Grove City Constr. Co. ....	6.3	—	H106	H 6
HM	Hammermill Paper Co. ....	5.9	—	A106	—
CF	Black Gold Coal Corp. ....	4.9	—	G104	H 5
LC	Limewood Corp. ....	3.7	—	H103	—
BR	Branchton .....	.0	—	100	—

Mileage via K-O line is 3.1 miles less than via Old Line.  
Mileage between Conneaut Junction and XG Tower via north leg of wye is .8 mile.  
The direction of all branches is northward from main track.

SPECIAL INSTRUCTIONS

1. Track designation and method of operation:

Between	Designation	Rules in Effect
Albion Yard	Single Track	93
RX and RX South End	Double Track	D-251 thru D-256
RX South End and KO North End	Single Track	261 thru 267
	Single Track	261 thru 267
KO North End and KX North End	Twin Tracks	261 thru 267
KX North End and Carter	Single Track	261 thru 267
Carter and Keisters	Twin Tracks	261 thru 267
Keisters and Sherwin	Single Track	261 thru 267
Sherwin and Jamisonville	Twin Tracks	261 thru 267
Jamisonville and Standard Junction	Single Track	261 thru 267
Standard Junction and Odell	Twin Tracks	261 thru 267
Odell and Meharg	Single Track	261 thru 267
Meharg and Ivywood	Twin Tracks	261 thru 267
Ivywood and Culmerville	Single Track	261 thru 267
Culmerville and Deer Creek	Twin Tracks	261 thru 267
Deer Creek and East Oakmont	Single Track	261 thru 267
East Oakmont and North Bessemer Yard Limit	Twin Tracks	261 thru 267

## OLD LINE BETWEEN KO AND KY

KO and Greenville	Single Track	261 thru 267
Greenville and XN	Double Track	93
XN and KY	Single Track	261 thru 267
BRANCHES		
Eric Branch	Single Track	401 thru 415
Conneaut Branch	Single Track	301 thru 304
Meadville Branch	Single Track	301 thru 304
Hilliards Branch	Single Track	301 thru 304
Unity Branch	Single Track	301 thru 304

## BLOCK SIGNAL TERRITORY

2. The territory between RX and North Bessemer yard limit, except between Greenville and XN, is designated as Block Signal Territory.

## STANDARD CLOCKS AND BULLETIN BOARDS

3. Standard clocks, bulletin boards and register forms are located as follows:

Station	Location
Eric	Agent's Office
Conneaut	Diesel Building
Albion	Trainmaster's Office Albion Yard Office
Greenville Shop	South bay of roundhouse
Branchton	Scale Office
Butler	Butler Yard Office and Butler Transfer
North Bessemer	Register room

4. Employees working the following positions are relieved of compliance with Rules 3 and 4 of the Book of Rules.

Hostlers  
Conneaut yard crews  
Eric yard crews  
Greenville Stores crane pilot

## YARDS

5. Rule 93 is in effect in the following yards:

Wallace Jct.	Albion
Conneaut	Shenango
	North Bessemer

## STAFF OPERATION

6. The staffs for those portions of the railroad on which Rules 301 through 304 are in effect are located as follows:

Conneaut Branch — Albion Yard Office  
Meadville Branch — Meadville Jct., inside wye switch  
Hilliards Branch — Branchton Scale Office  
Unity Branch — XB

7. The limits of staff authority are as follows:

Conneaut Branch — Between Albion and Conneaut yard limit boards.

Meadville Branch — From a point 300 feet north of inside wye switch, defined by a sign reading, "Begin Meadville Branch".

Hilliards Branch — From a point 300 feet north of No. 15 switch, defined by a sign reading, "Begin Hilliards Branch".

Unity Branch — From a point 400 feet north of the north main track switch at Unity, defined by a sign reading, "Begin Unity Branch".

8. Work trains must not take possession of a staff without permission from the train dispatcher.

## USE OF SPECIFIED TRACKS

9. The tracks specified below must be used in accordance with the following instructions:

Location and Track	Instruction
Eric Running Track	May be used in both directions at yard speed. Switches must be left normal except the switch leading to the PC interchange which must be left in reverse position and locked. Must not be blocked with cars without permission from train dispatcher.



Location and Track	Instructions
Wallace Junction No. 6	<p>Must not be blocked without permission from the train dispatcher.</p> <p>Normal position of north switch is for movements on track No. 1 and must be restored to normal after being used.</p>
Conneaut Running Track	<p>May be used in both directions at yard speed. Switches must be left normal except the south switch and the lead switch to tracks 30 and 31 which may be left as used. Must not be blocked without permission from the yardmaster.</p>
Albion Track No. 35	<p>May be used in both directions at yard speed. Switches must be restored to normal position except south switch of "O" track which may be left as used. Must not be blocked without permission from the yardmaster.</p>
Albion Running Track	<p>May be used in both directions at yard speed. Switches must be left normal except south diesel outbound switch. Must not be blocked without permission from the yardmaster.</p>
Albion IA Runner	<p>May be used in both directions at yard speed. Switches on north and south "A" Yard leads must be restored to normal position after being used. Must not be blocked without permission of the yardmaster.</p>
Conneautville Switching Siding	<p>May be used in both directions at yard speed. Switches must be left normal. Must not be blocked without permission from the train dispatcher.</p>
Branchton Running Track	<p>May be used in both directions at yard speed. Switches must be left normal. Must not be blocked without permission from the train dispatcher.</p>

Location and Track	Instruction
Butler Running Track	<p>May be used only as authorized by the yardmaster in accordance with Rule 105. Track is divided into five sections the limits of which are indicated by signs. Permission to use the track must be requested and given by section. When movement is completed crews must report clear by section. All switches must be restored to normal position after being used except the run-through switch leading to Pittsburgh Junction tracks which may be left as used.</p>
Odell Storage Track	<p>To be used for the storage of cars and other purposes as directed by the train dispatcher.</p>
McBride Storage Track	<p>McBride storage track from a point 100 feet south of the first bridge south of Route 8 to a point 300 feet south is McBride local track.</p>
Saxonburg Storage Track	<p>May be used in both directions at yard speed. Switches must be left normal. Must not be blocked without permission from the train dispatcher.</p> <p>Northward movements will also be governed by the signal system described in Special Instruction 124.</p>
Ivywood North Storage	<p>To be used for the storage of cars and other purposes as directed by the train dispatcher.</p>
Ivywood South Storage	<p>To be used for the storage of cars and other purposes as directed by the train dispatcher. The north switch to Fawn Coal Co. empty tracks must be left normal. Other switches may be left as used.</p>
East Oakmont Pennex Track	<p>Cars must not be left between the main track switch and a derail located 400 feet from the north end of the track.</p>

10. The following tracks must not be used by trains or engines for the purpose of clearing the main track:

Glessman track, Conneautville  
 Penn Furniture track, Conneautville  
 Henlein Sand track  
 Z & L Lumber Co.  
 Central Chemical Co., Butler  
 Mill Street Siding, Butler  
 Francis Mine track  
 Freedman Lumber Co.  
 River Valley storage track (south switch)  
 Haskell Mfg. Co.  
 Pennex Products Inc.

### MAXIMUM SPEEDS

11. Maximum Authorized Speeds, except as indicated otherwise by the restrictions contained herein or by special or general orders and signal indications:

Location	MPH
Between Albion and North Bessemer .....	45
Except trains containing cars loaded with minerals which must not exceed .....	35
Note: Minerals include ore, stone, coal or similar materials loaded in open top cars. Coke is not considered a mineral.	
RX, through switch at end of double track .....	15
Albion, Northward – from a point 550 feet south of State St. to Pearl St. ....	15*
Southward – from a point 550 feet north of Pearl St. to State St. ....	15*
Dicksonburg Curve .....	40
Osgood Viaduct .....	20
Osgood, on House and Back tracks .....	5
Old Line, Brick Yard Road to Williamson Road.....	30
Dickey's curve, 1750 feet north of MP G7.....	40
First curve north of Bridge 40 .....	30
Greenville; Shenango, Main, Clinton and State Street Crossings .....	10*
At end of double track after lead engine is over restricted crossings .....	15
Shenango, E-L crossing to south switch of track No. 4, northward trains .....	20
Curve at Hamburg Road .....	25
Curve at Melvin Road .....	35
KO Line, Leech Road crossing Southward – 1300 feet north of the crossing to the crossing .....	25*

Location	MPH
East Avenue crossing Southward – 2130 feet north of the crossing to the crossing .....	25*
Grove City, on McQuiston track .....	5
Grove City, on Broad Street crossing .....	30*
First curve south of Keister crossing .....	40
Curve at Euclid .....	40
Curve at Jamisonville .....	40
Zenith Road to Standard Junction .....	30*
Butler, on Tri-County and Back tracks .....	10
Butler Transfer, B&O tracks .....	5
Track No. 200 between Standard Junction and Odell .....	30
Eight degree curve 2000 feet north of MP 29.....	30
Seven degree curve at MP 28 .....	35
Six degree curve 550 feet south of MP 28 .....	40
Six degree curve 1775 feet south of MP 28.....	40
Saxonburg, track No. 100, both directions between MP 21 and SX South End .....	20**
Curtisville, track No. 200, between north yard limit board and 100 feet south of the crossover at Old SU .....	20*
Curtisville, track No. 100, at first road crossing south of scales, southward trains .....	35*
AID Track, River Valley .....	10
AID, over the crossing frogs of the tracks leading to Stanton Steel and Stover Co. ....	5
River Valley, between north end of main track run-around and north end of Allegheny River bridge .....	20
Allegheny River Bridge .....	30
East Oakmont to a point one mile north .....	30
East Oakmont to XB, track No. 100 .....	20
Through all switches where block signals do not govern .....	12
Erie Branch .....	30
Girard, on Main Street crossing .....	10*
Conneaut Branch .....	45
Except trains containing cars loaded with minerals which must not exceed .....	35
Note: Minerals include ore, stone, coal or similar materials in open top cars. Coke is not considered a mineral.	
Hogback Curve .....	20
Hogback Curve to Conneaut yard limit board .....	20
YA, trains departing Conneaut Yard on Southward main track. ....	15
Conneaut, at south end of double track .....	20



Location	MPH
Meadville Branch .....	30
Conneaut Lake, North 2nd Street crossing .....	10*
Conneaut Lake, on curve at Route 322 crossing .....	20
West Vernon, on the reverse curve .....	20
Meadville, Route 322 crossing .....	20*
Meadville, north of the private road crossing at Meadville Malleable Iron Co. ....	10
Hilliards Branch .....	19
Unity Branch .....	15

*Note: Speed restrictions marked thus (\*) apply only to the leading engine or when shoving cars to the leading car. All other restrictions apply to entire train.*

*\*\*For southward movements the south limit of this speed restriction applies to leading engine only; for northward movements the restriction applies to entire train.*

## RESTRICTIONS ON SPECIFIED EQUIPMENT

### 12. Speed restrictions on specified equipment:

Equipment	MPH
Maximum speed of engines on foreign lines .....	50
Engines shoving cars or caboose .....	30
Trains handling locomotive cranes .....	25
Trains handling wrecking crane A-51 .....	35
Wrecking crane A-51 on Elk Creek Bridge .....	12
Wrecking crane A-51 on first curve north of Elk Creek .....	20

*Note: Wrecking and locomotive cranes must have booms trailing except when in wreck or work trains. Locomotive cranes A58 and A59 may be hauled with the boom facing if boom is resting in the stanchion in the idler car. Wrecking or locomotive cranes must not work on bridge spans without authority from supervisor of structures or the engineer of bridges and buildings.*

## SWITCHES

13. Trains must approach switches positioned by operators or switch tenders prepared to stop if switches are not correctly positioned unless a proceed signal is received from the operator or switch tender.

14. At ends of double track, operators, where assigned, will position the switch for all trains.

15. At ends of double track the normal position of hand-operated switches is for southward movements. Switch signal displays normal indication (Green) to southward movements and the reverse indication (Red) to northward movements. When switch is reversed the indications are likewise reversed, (Green) to northward movements and (Red) to southward movements. When moving against the current of traffic trains will be governed by the irregular indications.

16. Facing point switch locks are installed on various hand-operated main track switches outside of block signal territory. To position such switches the padlocks must be removed from both the switch stand and the foot treadle at the base of the switch tie. In order to free the switch points the foot treadle must be held depressed while operating the throwing lever. When restoring switch both padlocks must be applied. Such switches are painted yellow for easy identification. The following switches are so equipped:

State Line coal track  
 State Line run-around (Both ends)  
 West Springfield local track  
 XG storage track  
 French Creek (connection with E-L)

17. At RX operator will position south switch of 1A Runner and switch at end of double track.

18. At XB the operator will position crossover and lead switches and remove derrails for inbound trains as directed by the yardmaster. He will restore lead switches and derrails for outbound trains.

19. For switching movements yard crews and road crews are not relieved of attending switches normally positioned by operators or switch tenders.

19(a). The switches of the main track crossovers at Harrisville and Queen Junction are out of service and spiked, pending retirement.

19(b). A spring switch is located at the south end of double track at Conneaut.

The normal position is for movements on northward main track.

A switch indicator light, governing facing movements, is located on a pole 750 feet south of the switch and will display the following aspects and indications:

GREEN – Normal position  
 YELLOW – Positioned for southward main track  
 RED – Stop, point is gapping

On southward movements through the switch crews must observe the switch indicator light as they pass it and any irregular indication must be reported to the yardmaster at Conneaut or Albion.

## ELECTRICALLY-LOCKED SWITCHES

20. Instructions for the operation of electrically-locked switches:

A. To enter a main track —

- (a) Press button on small box mounted on lock stand.
- (b) If light in window on top of box lights, request permission from train dispatcher to operate switch.
- (c) Remove padlock when so instructed by train dispatcher. Indicator will display "Locked".
- (d) When indicator changes to "Unlocked", switch may be operated.

B. To cross over from one main track to another —

- (a) Engine or part of train must occupy track within 120 feet in front of switch points.
- (b) Request permission from train dispatcher for movement.
- (c) Remove padlock when so instructed by train dispatcher. Indicator will display "Locked".
- (d) When indicator changes to "Unlocked" both switches of crossover may then be operated.

C. To leave a main track —

- (a) Engine or portion of train must occupy track within 120 feet in front of switch points.
- (b) Remove padlock. Indicator will change from "Padlocked" to "Unlocked" and switch may be operated.

D. General —

- (a) Request for permission to operate a switch must include train identification, location, movement to be made and direction of departure.
- (b) When using a switch do not restore locking mechanism to normal position until all work is completed.
- (c) When using crossover between main tracks avoid having both switches in normal position at the same time until finished with them.
- (d) When finished with a switch restore all apparatus to normal and so report to the train dispatcher.

21. To effect a group release of electrically-locked switches, an unlock must first be obtained on the main track crossover and at least one of the switches must be reversed. This provides an immediate unlock of all other switches in the group. The following switches are so arranged:

Branchton: Switches 117C, 117D, 118C, 118D and 118E.

## WHISTLE SIGNALS

22. The whistle signal prescribed by Rule 14(1) must be sounded at the following private road crossings:

Ohio Rubber Company, Conneautville  
Schaaf's, Conneautville  
Huidekoper Estate, north of Lynces Junction  
Huidekoper Estate, south of Conneaut Lake station  
Baird crossing, 375 feet north of KO North End  
Breckenridge's, Grove City  
Queen Junction station  
Butler Water Company crossing, Butler Transfer  
Curtisville, first crossing south of scales

23. The whistle signal prescribed by Rule 14(1) must be sounded moderately for the following crossings:

Main Street, Girard  
Main Street, Albion  
State Street, Greenville  
Butler Water Co. crossing, Butler Transfer

24. The whistle should not be sounded for Broad Street, Grove City, unless the view is obstructed by fog or other causes or the gates have not lowered.

## USING FOREIGN LINE TRACKS

25. Trains and engines will use the tracks of other railroads in accordance with their timetable and rules and the following instructions:

Railroad	Instruction
Penn-Central (Erie)	Crews must obtain oral permission from the PC dispatcher to use either track 42 or the Erie Forge yard lead and must report clear to him when through.  Switches in track 42 must be restored to normal position. Switches in Erie Forge yard lead, except crossover switches to yard siding, may be left as used.  Movements on the Erie Forge yard lead over Raspberry and Cascade Streets must stop on the flasher circuit (50 feet each side of crossing) and wait until the gates go down before entering crossing. If gates should fail to operate, crossing must be flagged.  Cars left on above tracks must be secured with two effective hand brakes on each end.  All movements must be made at restricted speed.



Railroad	Instructions
Norfolk and western Railway Co.	<p>Conductors and engineers who have not performed service between Wallace Junction and Cascade within 90 days must make a trial trip and then report to the Trainmaster or Chief Dispatcher of the Norfolk and Western Railway Company at Conneaut or to the Trainmaster of this company at Albion for examination on bulletins and special instructions and must report the fact to the Trainmaster at Albion.</p> <p>Demoted conductors working as trainmen or demoted engineers working as firemen who have made a trip within 90 days will be considered qualified.</p> <p>Flagmen and firemen must have a copy of that company's timetable and be familiar with, and observe, indications of all block signals.</p> <p>Conductors running over the N&amp;W will notify the operator at Wallace Junction immediately upon arrival as to the approximate time they will be ready to depart.</p> <p>The weight limit for cars moving in B&amp;LE trains between Cascade and Wallace Junction on the N&amp;W Rwy. Co. must not exceed a gross weight of 263,000 pounds without special clearance authority. Conductors will check their waybills accordingly.</p>
Penn-Central Shenango	<p>The PC main track at Shenango must be used in accordance with their Rule S-93, which reads as follows:</p> <p>S-93. Within yard limits movements not authorized by timetable schedule or train order may be made on the main track by signal indication or permission of the Train Dispatcher or operator. Protection against second class, extra trains and engines is not required. The time of first class trains must be cleared as prescribed by the rules.</p> <p>Second class, extra trains and engines must move within yard limits prepared to stop short of other yard movements, trains and obstructions unless the main track is known to be clear.</p>

Railroad	Instructions
Penn-Central Shenango (Continued)	<p>Note — Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.</p> <p>Note — Where no form of block signal system is in effect, signal indication or permission of the Train Dispatcher or operator is not required.</p> <p>Permission must be obtained from the operator at Bruin to use the PC main track or siding.</p> <p>Movements into or beyond the interlocking limits at Bruin will be governed by signal indications.</p>
Western Allegheny Division	<p>Crews may use WA Div. main track at Queen Junction in accordance with yard rules.</p> <p>Yard limits on WA Div. extend from B&amp;LE to a point 3000 feet east of old Mahood Station.</p> <p>Movements over dead rail of scales must not exceed 4 miles an hour.</p>
B&O RR	<p>B&amp;O RR operating rule, which reads as follows, must be observed when doing work on their tracks at Butler:</p> <p>"When cars are shoved, a trainman will be stationed at head end of leading car to govern movement and see that cars are stopped where they will not foul other tracks or be shoved over the end of tracks or derails."</p> <p>Crews may shove cars into back track at Butler without a man on leading car when advised by yardmaster that track is clear and lined up.</p>
C&H RR	<p>Engines must not go south of bridge over Harmarville Road.</p>

## CLOSE CLEARANCES

26. Loading tipples having retractable aprons, conveyors and conveyor belts are installed at various locations; such projections must be pulled to clear and secured by employes of the shipper before any movement of cars or engines is made at such tipples.

27. Points on industrial and yard tracks having insufficient overhead and side clearances are not listed, but signs are placed at such locations.

## ERIE YARD

28. The following tracks are limited to 200 class engines: Erie Foundry Company, track No. 3 (east track), Bucyrus-Erie Co., Rasperry Street (steel storage track).

29. Movements over all streets, except West 16th Street, must be preceded by a flagman.

30. West 16th Street is protected by flashing light signals. To prevent unnecessary operation of the flashers while switching, the forestalling controls located adjacent to the Car Works switch and north switch of storage track must be used.

## CONNEAUT YARD

31. Engines must not go under the ore unloading machines except on track No. 55. Unloading machines will not clear man on top of an engine on Track No. 55.

Note: Engines may go under No. 5 ore loading machine on tracks No. 53 and 54 when it is standing idle at extreme south end of dock. Extreme caution must be exercised.

32. Engines must not use stub track on Dock 3 or track No. 1 on Dock 2.

33. Unless otherwise provided all switching movements extending south of YA must be made on the southward main track.

35. Yard crews will not shove empties from east empty yard while a northward drag is doubling into that yard.

36. When cars are standing on curve at north end of track No. 53 on Dock 4, yardmen must not ride on side of cars on track No. 54 on account of close clearance.

37. The north switch of the crossover between left and right legs of the loop north of the switch leading to Perry Bluff Spur is spiked for crossover movement.

38. The clearance between car pushers on Dock 4 and cars or engines on adjacent tracks is very close. Yardmen must not ride on the sides of cars or engines next to the car pushers.

39. At the north end of Dock 4 engines must not move south of the north end of the car pusher tracks.

At the south end of Dock 4 engines must not move north of the car pushers except on track No. 55 when the car pusher adjacent to this track is parked south of the crosswalk.

40. Cars being handled by the car pushers must not be coupled to or moved until the car pusher arm is clear of the cars.

41. When one of the car pushers needs repairs, the dock company repair foreman will place a blue light on the end of the car pusher track.

When this occurs at the south end of the dock, yard foremen will make certain the repairmen are in the clear, then pull the loads from both tracks adjacent to the car pusher track with the blue light on it. This will provide room for the repairmen to work on the car pusher or to move it south if necessary.

When it occurs at the north end of the dock, the yard foremen will make certain repairmen are in the clear before shoving empties in on the tracks adjacent to the car pusher being repaired.

42. When pulling loads from Dock 4 to any of the bridge tracks, it is the duty of the field helper to effectively apply a hand brake on the north car of the pull. It is the duty of the yard foreman to know that this has been done.

43. Three hand brakes must be applied on the south end of cars placed at air plug at south end of ore yard. Two hand brakes must be applied on the north end of cars yarded on coal yard tracks.

One hand brake at the south end is required to hold cars on tracks No. 30, 31 and 34.

One hand brake at the north end is required to hold cars on west yard tracks No. 1, 3, 4 and 5 and on tracks No. 21 through 25.

Two hand brakes at the north end are required to hold cars on west yard tracks No. 6 through 14.

44. The signal light system governing movements from the yard to the loop consists of 6 lights. The control switch and one light are located on the coal conveyor support at the north end of the car shaker shed. Two lights are located on the flood light towers at the north end of the coal yard and the remaining 3 lights are located on poles along the east side of track No. 61. Signals display a green aspect when lighted and authorize a movement from the yard to the loop. Movement must not be started until the green aspect is displayed. Should the lights go out while movement is being made the movement must be stopped. After movement is completed the lights must be turned off.

45. Two switches control the main loop signal light system, one located at loop shanty at north end of Dock 4 for use in loading ore from lake vessels, the other is located at the shanty east of the conveyor tipple for use when loading ore from the dock.

There is an auxiliary loop signal system extending from approximately 750 feet north of the private road crossing north of the



swing bridge to scale 4. The one control switch is located at the glass house on the west side of the track at the road crossing. This system displays flashing green and white signals.

The signal lights of the main loop signal system are located on the track end of the pole line crossarms and the auxiliary system signals on the opposite ends.

For crews with cars north of the engine, when last movement is southward, authorized by the auxiliary system, a northward movement must not be made until authorized by the same system. The auxiliary system, when lighted, has precedence over the main loop system, and after it has been used, it alone will govern until the engine is north of the private road crossing. This will require the yard helper following the engine, after using the auxiliary system, to remain at the control switch to position it to correspond with the main loop system until the engine has moved north of the private road crossing.

The auxiliary system will be used by crews with cars south of the engine. This will require that the footboard yard helper operate the control switch and remain at it until the engine is again within his range of vision.

46. There are two signal light systems extending south from YA.

One displays steady green and white lights and applies to movements on the northward main track. The other displays flashing green and steady yellow lights and applies to movements on the southward main track.

The lights of these systems are mounted on pole line crossarms.

Control switches for the system governing the northward main track are located on poles, one just south of the road crossing on the east side of the track and the other on the east side of the coal yard lead.

Control switches for the system governing the southward main track are located opposite the south switch of track No. 41 on the east side of the ladder and opposite the south switch of Track No. 5 east empty yard.

The aspects and indications of these systems are:

<u>Aspect</u>	<u>Indication</u>
White	Move north
Yellow	Move north
Green	Move south
No light	Stop

47. Movements into or through the thaw shed and coal dump-pit at the north end of the coal yard are prohibited.

48. Northward movements of Bessemer crews into coal yard tracks No. 61 through No. 68 must be authorized by the yardmaster and will be governed by a signal located on the east side of the coal

yard lead just north of the road crossing at YA. The signal will display the following aspects and indications:

<u>Aspect</u>	<u>Indication</u>
Red	Stop
Green	Authorizes movement to tracks 66-68.
Yellow	Authorizes movement to tracks 61-65.
Red over Yellow	P&C manned locomotive out of service, authorizes movement to 61-65 and/or 66-68.

The normal position of the south switch of the north crossover at YA is for crossover movement and must not be positioned for movement to coal yard until movement has been authorized by yardmaster and signal displays appropriate aspect. This switch must be restored to normal position after being used but not until all locomotives involved in the movement have cleared the coal yard. Crews must report when clear of coal yard.

Two dwarf signals, governing southward movements, are located at the south end of the coal yard, one on each lead just north of the division switch. These signals govern movements of the P&C Dock Company locomotive and are not applicable to Bessemer crews.

49. East empty yard tracks No. 4, 5 and 6 must not be used by Bessemer crews except as authorized by the yardmaster.

## STATE LINE

50. Track E-2 at station C12 must not be used for shoving cars to the unloading pit.

## WALLACE JUNCTION

50(a). Crews must not leave cars on the main track within yard limits without permission from the train dispatcher.

The train dispatcher must be notified when the main track is made clear.

## GIRARD

51. The 880 class engines must not be operated on the Wrench track.

## ALBION YARD

52. A color-light hold-out signal at RX governs the movement of northward trains from the northward main track to the single main track. Northward movements on the southward main track will be governed by hand signals from the operator. Clearing of the signal indicates that switches at RX are lined. Signal aspects and indications are:

<u>Aspect</u>	<u>Indication</u>
Red	Stop
Green	Proceed



53. For southward movements extending beyond RX, permission must be obtained from the operator before lead engine passes Pearl Street.

54. Cars set off on tracks 21B thru 25B and in "D" Yard must be secured by 6 hand brakes at north end of cars.

55. When spotting tank cars of fuel oil at the fuel oil unloading station the cars must be parted far enough so that knuckles do not touch and the hand brake applied on each car.

56. Road crews will call the yard office before leaving engine terminal to ascertain route to be used from engine terminal to train.

Road crews tying up must enter engine terminal from the north unless instructed otherwise.

57. To prevent unnecessary operation of the automatic gates and flashers at State and Pearl Streets employees must use the forestalling controls located as follows:

Pearl Street — Adjacent to south switch of track No. 35,  
southend "A" Yard.

State Street — East side of crossing at signal case.

58. The power switch at south end of track No. 35 is equipped with switch position indicator lights which display the following aspects and indications:

Green — Lined for main track.

Red — Lined for track No. 35

This switch is controlled by the train dispatcher. If a light indication is visible, movements may be made over it subject to existing rules and special instructions.

To have this switch positioned crews must call the yardmaster who will instruct the train dispatcher to position it.

This switch cannot be positioned when track circuit is occupied. The limits of the track circuit are indicated by yellow-painted angle bars

59. Four power switches, controlled by the train dispatcher, are located at CE as follows:

Switch

A Connection between the main track and "O" track.

B&C Crossover between main track and "B" Yard lead.

D Conneaut and Erie Branch division switch.

These switches display the following aspects and indications:

Switch	Aspect	Movement
A	Green	Lined for main track.
	Red	Line for "O" track.
B&C	Green	Lined for main track.
	Red	Lined for crossover movement.
D	Green	Lined for Erie Branch.
	Red	Lined for Conneaut Branch.

When proper light indications are visible, movements through switches may be made under existing rules and special instructions. The yardmaster will arrange with the train dispatcher for route to be used by trains entering or leaving the yard. Crew members working at CE will call the dispatcher for positioning of switches. Routes must be identified by the following route designations:

Movement Between	Route
Main and Erie Branch	MEB
"O" track and Erie Branch	OEB
Yard lead and Erie Branch	YEB
Main and Conneaut Branch	MCX
"O" track and Conneaut Branch	OCX
Yard lead and Conneaut Branch	YCX
Yard lead and yard lead extension	YN

The position of these switches cannot be changed when track circuits, which extend 200 feet in either direction from CE, are occupied. Cars must not be left within the limits of track circuits which are indicated by yellow-painted angle bars.

A switch indicator light is located 500 feet north of CE. It is visible to southward trains only and displays indications for switch "D".

## CONNEAUTVILLE

60. Center Street is protected by automatic gates and flashing light signals; Mulberry Street is protected by flashing lights only.

To prevent unnecessary operation of the gates and flashers crews will use the forestalling controls located as follows;

North switch of switching siding

Just north of Mulberry Street, east side

Just south of Center Street, east side

Movements on side tracks must be stopped clear of Center Street and within the limits of short starting circuits and wait until flashers and gate have been in operation for at least 15 seconds before proceeding onto crossing.

## MEADVILLE BRANCH

61. B&LE ownership of the Valonia Branch ends at the south end of the approach trestle south of the Valonia Branch bridge.

62. Movements over Mercer, Poplar, Pine and Mead Streets, Meadville, must be preceded by a flagman.

63. The private road crossing over the storage track, Meadville, approximately 250 feet from the south clearance point must not be left blocked.

64. The switch leading to Dad's Products Company must be left positioned for movements on that track.

65. The Meadville Malleable Iron Company has installed safety gates at the doors in their buildings, adjacent to tracks Nos. 2 and 3. Crews must know that gates are in position across the doors before making movements on these tracks.

## KO

66. The switches of the crossover between tracks No. 5 and 6 must be restored to normal position and locked after being used.

67. Unless otherwise instructed road crews setting off at KO must shove cars to north or south end of tracks and secure them with sufficient hand brakes to hold the full track. Additional cuts of cars set off must be coupled to cars already on a track and air cut through.

68. Crews with defective cars to be set off must call train dispatcher for track on which to set off.

## GREENVILLE-SHENANGO

69. There are no forestalling controls for the automatic gates and flashers at State, Clinton, Main and Shenango Street crossings.

The starting circuit for the flashers at State Street begins at a point 556 south of the crossing. This point is marked with a sign reading, "Start Flasher Circuit for Northward Trains". Northward trains on either track being held for a signal at GV must stop south of this sign.

70. Engines tying up on fuel or running tracks at Greenville Shop must be left south of a point 100 feet south of the fuel track crossover switch. The location is marked with a sign.

71. Conductors, or engineers without conductors, must not depart southward from the engine terminal without calling the yardmaster at Shenango Yard for route through yard.

72. Wrecking crane A-51 must not use scales at Greenville Shop.

73. A derail designed to derail northward movements is located on the east storehouse track approximately 90 feet south of the platform. This derail must be in derailing position whenever Stores Department employes are working in or about cars spotted at the platform. The Stores Department is responsible for handling this derail. If necessary to use this track while Stores Department employes are working, the yard foreman must arrange with the foreman in charge for removal of the derail.

74. A dwarf signal governing northward movements is located on the lead to the Erie-Lackawanna Railroad west yard. Red indicates "Stop" and yellow indicates "Proceed at Restricted Speed". Under Block Signal Rules 204 and 209-A the operator may permit movements by authority of the train dispatcher.

75. Southward crews working at Shenango must make every effort to avoid blocking Hamburg Road crossing unnecessarily.

76. Main track switches at south ends tracks No. 4 and 7 and both ends of crossover between main tracks at south end of yard must not be opened without permission from the operator.

77. In Shenango Yard cars must be secured by 5 hand brakes at south end of cars.

## HENLEIN

78. The Henlein Sand Track is out of service for locomotives north of a point 435 feet north of the highway undergrade. This point is designated by a sign on the west side of the track.

## KY-KREMIS

79. The normal position of the north switch of the crossover between the passing siding and south end of track No. 3 is for movement from track No. 3 to track No. 7. It must be restored to normal and locked after being used.

80. To prevent the unnecessary operation of the automatic flashers and gates at Kremis road crossing crews must use the forestalling controls located on the west side of the main track just south of the crossing. There are controls for the main track and the siding.

## FREDONIA

81. Main and Water Streets are protected with flashing light signals for movements on the main track and switching siding. There are no track circuits in the local track except a short circuit across Main Street to actuate the flashers when the crossing is occupied. To prevent unnecessary operation of the flashers crews will use the forestalling controls located as follows:

North of Main Street, west side of track

North of Main Street, east side of local track

South of Water Street, between local track and switching siding

## GROVE CITY

82. The normal position of the junction switch of lead and plant tracks at Cooper-Bessemer Corporation is for movements on plant tracks. It must be restored to normal and locked when not in use.

83. Broad and Center Streets are protected by flashing lights and automatic gates; Mill, Madison and Pine Streets by flashing lights only.

To prevent unnecessary operation of the lights and gates at Center Street and the flashers at Mill Street during switching movements crews will use the forestalling controls located on the east side of the tracks just north of Mill Street.

When a train is standing on the main track circuit north of Mill Street operation of the gates and flashers can be forestalled by pushing the button marked "Stop".



When a train stops on the track circuit north of Mill Street and it is desired to cut off a portion of the train and proceed south, the "Stop" button must not be pushed until the movement has passed Mill Street. This will forestall the flashers at Mill Street, but the gates and flashers at Center Street will continue to operate until movement has passed that street.

After movement has passed south end of circuit, flashers and gates will operate automatically for return movement to train. When coupled to train and ready to proceed the "Start" button must be pushed to activate flashers and gates.

Northward trains stopping on track No. 2 south of Broad Street must stop clear of track circuit which is 950 feet south of Broad Street.

Engines moving south on track No. 2 to the north track of Cooper-Bessemer Corporation, after completing work, must continue south to end of track circuit, 950 feet south of Broad Street, before returning north over Broad, Center and Mill Streets.

There is no forestalling control for Center and Mill Streets for movements on track No. 2.

84. There are two sets of forestalling controls for the flashers and gates at Broad Street, located as follows:

Main Track — west side of tracks just north of Broad Street.  
No. 2 Track — east side of tracks just north of Broad Street.

Train movements in either direction on track No. 2 must not move onto Broad Street crossing until gates have been in lowered position for at least 15 seconds, stopping, if necessary, within the short track circuit which extends 34 feet each side of crossing.

85. The main track forestalling controls for Pine and Madison Street crossings are located adjacent to the switch leading to the Johnstone Foundry Co.

86. The Cooper-Bessemer Corp. has leased track No. 2 from a point 200 feet south of Broad Street to a point 300 feet north of Madison Street. A hand operated derail is located at the north limit of the lease.

Cooper-Bessemer cars may be left standing on this track between the crossover at Harvard Street undergrade and the south limit of the lease. The hand brake on each car must be applied.

## BRANCHTON AREA

87. Southward trains reducing tonnage in west yard will shove cars to north end of track if track is clear; following reductions must be coupled.

88. Engines must not go north of leading tipple and employees must not ride on top of cars under loading chute at Western Pennsylvania Processing Company track, Station 103.

89. At Mercer Lime and Stone Company engines must not use track No. 3 south of the north end of the building.

90. Movements entering track No. 100 at the north switch of the running track and extending northward to the crossing must not exceed 10 miles an hour and must not enter crossing until automatic flashers have been operating at least 20 seconds.

91. The "runaway" track switch at Mercer Lime and Stone Company must be left positioned and locked for movement to runaway track after being used.

92. Cars set off at Branchton must be secured by 3 effective hand brakes. In the east yard the brakes will be applied at the south end and in the west yard at the north end of the cars.

93. The highway crossing at Annandale station is protected by flashing lights. To prevent unnecessary operation of the flashers crews will use the forestalling controls located 100 feet south of the crossing.

94. Goff-Kirby spur is out of service north of that portion leased to Sunbeam Coal Corporation, Station B 106.

95. An effective hand brake must be applied on the south car of empties placed at Sunbeam Coal Corporation, station B 106.

## QUEEN JUNCTION

96. The normal position for the south switch of connection between B&LE RR and the WA Division is for movement from the WA Division main track to track No. 12. It must be restored to normal position and locked after being used.

97. When setting off cars at Queen Junction the following must be observed unless otherwise instructed:

- (a) Coal empties to be set off on tracks No. 9, 11 and 12.
- (b) All other cars on track No. 5.

## BUTLER

98. To enter the main track from the D. J. Joseph Company track permission must be secured from the train dispatcher. The padlock must be removed and then it is necessary to wait three minutes for the unlock.

99. The normal position of the crossover between tracks No. 1 and 2 and between No. 2 and 3, Calvin district, is for movements on tracks No. 1, 2 and 3 respectively. They must be left in normal position after being used.

100. Switches in track No. 5, Pittsburgh Junction, must be restored to normal position after being used except No. 10 switch which may be left as used.

101. All trains will clear the Butler Water Company crossing and Zenith Road Crossing at Calvin district or be prepared to cut them promptly.

102. Movements over the public highway on Central Chemical Company track must be preceded by a flagman.

103. Center Avenue is protected by flashing lights. Forestalling controls located approximately 300 feet south of the crossing must be used to prevent unnecessary operation of the flashers.

104. Wrecking crane A-51 cannot operate over the trestle on the Mill Street siding nor on Bridge 4 on the mill lead.

105. Not more than one short ore car loaded, may be on Bridge 4 on track leading to the industries at Standard Junction; such cars must be separated by two empty cars, each not less than 40 feet in length.

106. The running track switches have all been equipped with keepers except the Sand Track switch and the south lead switch to the hill tracks at Pittsburgh Junction which have been equipped with switch locks. All of these switches must be restored to normal position after being used and secured.

107. The Water Works and Lookout Avenue switches are out of service and spiked.

108. Carload shipments consigned to Pullman-Standard Car Manufacturing Company, which do not originate at or pass points on our line where a scale is located, will be weighed at their scale.

109. When a crew does not move all cars from outbound track at ARMCO, the remaining cars must be secured with hand brakes.

110. The normal position of the north switch of track No. 15 is for movements on that track and must be restored to normal position after being used.

111. Cars must not be left on mill lead extension at Standard Junction except as authorized by yardmaster.

112. The switch leading from the running track to the Pittsburgh Junction tracks is a run-through switch and must be used in accordance with Rule 104(k). A dwarf switch indicator light, visible to southward movements, is located adjacent to the switch and displays the following aspects and indications:

<u>Aspect</u>	<u>Switch Position</u>
Green	For movement on running track
Yellow	For movement to Pittsburgh Jct.
Red	Stop, point gapping

113. The north switch of track No. 10 at Pittsburgh Junction is a run-through switch and must be used in accordance with Rule 104(k). A dwarf switch indicator light, visible to southward movements, is located adjacent to the switch and displays the following aspects and indications:

<u>Aspect</u>	<u>Switch Position</u>
Green	For movement on track No. 5.
Yellow	For movement on track No. 10.
Red	Stop, point gapping

114. Trains entering the main track at Standard Junction through the crossover or mill lead switch and proceeding north on the main track or south on track No. 100 must proceed at restricted speed to the next signal.

115. The normal position of the north switch of the crossover between track No. 2 and ARMCO plant No. 1 is for through movements on track No. 2 and must be restored to normal position after being used.

116. The running track is divided into five sections as follows and must be used in accordance with Special Instruction 9:

<u>Section</u>	<u>Between</u>
1	Oneida and the clearance point of the north lead to tracks 12 thru 15.
2	The clearance point of the north lead to tracks 12 thru 15 and the clearance point of the Back track.
3	The clearance point of the Back track and the south clearance point of track 15.
4	The south clearance point of track 15 and the south switch of track 12.
5	South switch of track 12 and Standard Junction.

Note: The limits of the above sections are defined by signs adjacent to the track.

117. The normal position of the south switch of the Tri-County track is for movement on the back track and must be restored to normal position after being used.

118. Crews serving the Armco plant at Odell are governed by the following:

- (a) B&LE track No. 3 and Armco track No. 2 may be used as directed by the B&LE yardmaster.
- (b) Armco track No. 1 must not be used except as authorized by the Armco yardmaster.
- (c) Permission must be obtained from the Armco yardmaster to use the Outbound track and Inbound tracks No. 1 through 4. They must report clear when work is completed.
- (d) The shelter box telephone located at the crossover between B&LE No. 3 and Armco No. 2 can be used to call both the B&LE and Armco yardmasters.
- (e) The normal position of all crossover switches is for through movements and they must be restored to normal after being used.



## SAXONBURG

119. Crews will observe the following when performing work at Saxonburg Sintering Plant:

A. Working in empty yard when car dumper is working —

- (a) Conductor will dial 72 on plant telephone system and request permission from retarder operator to work on desired tracks.
- (b) Retarder operator will protect the work by positioning the switches at the north end of empty yard against movement into these tracks and block the levers controlling the switches.
- (c) When work is completed conductor must report clear to the retarder operator.

B. Working in empty yard when car dumper is idle —

- (a) Conductor will dial 63, material handling department, and request permission to work on desired tracks, reporting clear when work is completed.

C. Working in outbound yard —

- (a) Derails are located on outbound yard tracks No. 0-1, 0-3, 0-4 and 0-5. The derails are located on the west rail of each track 500 feet south of the load out structure. The derails are power operated by the Saxonburg car loading operator.
- (b) Indicator lights are located on the loading structure above each track. A flashing yellow aspect will be displayed when the derail is in derailing position. A steady yellow aspect will be displayed when the derail is off.
- (c) Conductor will dial 63, material handling department, and request permission to work on the desired tracks.
- (d) The car loading operator will place the derails in derailing position on the tracks requested before granting permission to work on them. Crews must not enter or work on a track unless the indicator light is displaying a flashing yellow aspect.
- (e) Conductor must report clear when work is completed.
- (f) Two telephones, connected to the plant system, have been installed in the outbound yard for use by B&LE crews. One is located in a shelter box at the south switch of track No. 0-2 and the other on the east inside wall of the load-out bins. Instructions pertaining to the use of these telephones are posted at each location. Both telephones are equipped with white lights that are illuminated when a call is made to either of the telephones. Crew members working in the vicinity of these telephones must answer

them when white light is on. When call is completed the white light must be extinguished by pushing the red button provided for that purpose.

D. Working in inbound yard —

- (a) Crews must provide their own protection.
- (b) Permission to use the desired tracks must be obtained from retarder operator; dial 72 on plant telephone system, (If no answer, dial 63, Materials Handling Department).

120. Cars set off at Saxonburg Sintering Plant must be secured by at least three hand brakes at the south end. When cars set off consist mostly of PRR "yellow ball" hoppers at least six hand brakes must be applied.

121. The north 600 feet of inbound yard tracks No. I-5 and I-6 are used for thawing facilities. Derails are located on both tracks 100 feet south of the thaw buildings. Crews must not use these tracks north of derails without permission from the yardmaster or the Material Handling Department by dialing 72 or 63 on plant telephone.

122. A derail is located on the west rail of the coke track at a point approximately 2400 feet north of the south clearance point of that track. This derail will be handled by Sintering Plant crews only and Bessemer crews must not shove cars north of it.

123. The north switch of the crossover between the storage track and the empty yard lead must be restored to normal position after being used.

124. A signal system, consisting of three signals, governs northward movements on the storage track for the purpose of making up trains between SX and SN. All signals display identical aspects and indications as follows:

<u>Aspect</u>	<u>Indication</u>
Flashing	Track clear between south signal and SN.
Yellow	South circuit occupied; movement is authorized into or within circuits.
Flashing Red	North circuit occupied; movement must be stopped as soon as flashing red aspect becomes displayed. Subsequent movements may be made but cars already standing in north circuit must not be moved further north.
Red	Route at SN is positioned for southward movement. Northward movement must not be made north of the south signal except by permission from the train dispatcher.

Note: The north circuit extends from SN to a point 780 feet south and the south circuit extends 3780 feet southward from that point. The signals are located 780 feet, 2690 feet and 4560 feet south of SN.



124(a). For the protection of crews working at the south end of the yard a track skate has been provided for each track in the empty and outbound yards. Crews using any of these tracks must remove the skates and replace them after work is completed. The correct location for the skate on each track is marked by yellow paint on the sides of the rails. Any cars left on these tracks must be north of the skates.

## PITTSBURGH METALS

125. Cars must not be left between the switch and a hand operated derail located 650 feet north of the switch.

## CURTISVILLE DISTRICT

126. Wrecking crane A-51 cannot use track scales at Curtisville.

127. The south switches to load yard tracks Nos. 1 to 4 inclusive, and the south division switch of old and new runners at Russellton No. 2 mine must be restored to normal position and locked after being used.

127(a). The south 507 feet of track at Freedman Lumber Company, Russellton, is out of service. A dirt pile has been placed on the track at the serviceable limit.

## RIVER VALLEY

127(b). The storage track and tracks No. 1 and 2 are out of service at the north end. Dirt piles mark the serviceable limit.

The north switch of the storage track is out of service and spiked pending removal.

## EAST OAKMONT

128. East Oakmont road crossing is protected by flashing lights. To prevent unnecessary operation of the flashers during switching movements the forestalling controls located north of the crossing on the west side of the track must be used.

## NORTH BESSEMER YARD

129. Three signals on a bracket post located on the west side of Newfield Storage track approximately 520 feet north of XB govern southward movements at XB. These signals are controlled by the operator at XB and apply to the tracks as follows:

Signal	Track	Type Signal
West	Newfield Storage	Red Disc
Middle	No. 100	Color light
East	No. 200	Color light

The aspects and indications are as follows:

Aspect	Indication
Red light	Stop to clear signal
Red Disc	Stop; proceed only as instructed by operator.
Green light	Proceed; indicates route is lined at XB and conveys authority to use "O" track, if necessary, to yard train.

130. When above signals are out of order movements will be governed by hand signals from the operator with a white flag by day and a white light by night or as instructed by radio.

131. Four hand-operated derails are located at XB; one on the "O" track at the office, one on track No. 44 just south of the office, one on No. 33 lead and the other on the north lead to tracks No. 1, 2 and 3 west.

The operator will handle derails for southward trains, restoring them immediately after movement is completed. Crews will handle for all other movements, except that operator will restore derails for outbound trains.

132. Crossover movements and movements from yard tracks to main tracks at XB may be made only by permission from the operator.

133. The following portions of No. O track must not be used by trains, engines and track cars without permission from the operator at XB:

- (a) Between XB and the engine terminal outbound track.
- (b) Between the engine terminal outbound track and the clearance point of the return track switch at the south end of the yard.

134. Only one movement at a time will be permitted on the above portions of No. O track and each movement must be reported promptly when clear.

135. North ward movements, including track cars, must not pass the clearance point of the engine terminal outbound track until permission for the movement has been obtained from the operator at XB. Such permission cannot be given until any opposing movement has been reported clear.

Conductors, engineers without conductors and track car operators must obtain this permission.

When conductor obtains the permission he must so advise his engineer.

136. Movements in both directions on track No. 44 are controlled by the yardmaster.

Conductors may authorize another member of crew to obtain permission from yardmaster to make a movement from a yard track to track No. 44.

137. A color-light signal governing southward movements on track No. 33 lead is located approximately 55 feet north of the switch leading to the east yard ladder and displays the following aspects:

LUNAR-WHITE OVER GREEN – Indicates switch is lined for movement on No. 33 and derail is in non-derailing position.

LUNAR-WHITE OVER YELLOW – Indicates switch is lined for movement to yard lead and derail is in non-derailing position.

LUNAR-WHITE OVER RED – Indicates that switch and derail are not properly positioned for either route and movements must stop north of the signal.

138. Union Railroad switch tender will, after engineer calls for a signal, give a proceed signal with a green flag by day and a green light by night, indicating that the route is properly lined. In the absence of a signal from switch tender movements must stop.

139. If the above signal fails, movements will be governed by hand signals given by switch tender with a white flag by day and a white light by night.

140. Improper or irregular display of this signal must be reported to the yardmaster promptly.

141. The switches and derail on north lead to west yard tracks No. 3 to 1, inclusive, switch connecting this lead with track No. 33 lead and the switches and derail on the north lead to east yard tracks No. 36 to 33 inclusive, must not be changed or clearance points fouled without permission from the operator at XB.

142. Cars must not be left on north end tracks No. 3 to 1 west, inclusive, within 150 feet of clearance point.

143. Permission must be obtained from the operator at XB for a northward movement over No. 33 lead track north of derail located on east yard lead.

If after securing such permission movement does not extend to XB, crew must report clear to the operator when movement is completed.

144. A system of five signal lights, two north and three south of Leechburg Road, governs southward movements from No. 0 track to west yard tracks No. 4 to 8, inclusive.

Control switch is located on north side of switch tender's building which is located on west side of lead to tracks No. 4 to 8 west.

Union Railroad switch tender will, when engineer calls for signals, position control switch to display green indication on signal light system which will indicate the route is lined.

When train stops or has passed the south signal light the switch tender will extinguish the lights.

When necessary to double train from rear end trainmen may make arrangements with switch tender to operate the signals. After making cut he will give hand signals to switch tender who will display white lights as indication for engine to move north, turning lights off when cars have cleared the desired switch. For southward movement switch tender will display green lights.

145. Southward trains making reverse movements between XB and engine terminal outbound track in connection with doubling their trains into the west yard will be protected by operator at XB. He will not permit following movements to pass XB until preceding movement has been reported clear. This will permit trains doubling to make reverse movements to XB without flag protection.

146. Conductors of southward trains will go to the receiving track and personally supervise the securing of the train.

147. When a northward train moves only part of the cars on a track the conductor is responsible for seeing that the remainder is properly secured.

148. The normal position of the piggyback track switch is for movement on return track. It must be restored to normal and locked after being used.

149. No. 1 caboose track is for mine run cabooses. No. 2 caboose track is for cabooses of through freight crews.

150. The road crossing over No. 0 track just south of the engine terminal must be protected by a member of the crew when making a drop of the caboose at that point.

151. Crews getting trains out of North Bessemer Yard will receive with their waybills a copy of Form CC-11 (NB) showing the tracks from which they will pick up and the number of cars. The conductor must forward his copy of the form to the superintendent with his time return.

152. The switch connecting the caboose tracks to the outbound track and the north switch of the storehouse track must be restored to normal position after being used.

153. The normal position of the switch leading from "O" track into west ladder track at the south end of the yard is for the ladder track and must be left in this position after being used.

154. The switches of the crossover between "O" track and the return track at the engine terminal must be restored to normal position after being used.

## WAYBILLS

155. Revenue cars, revenue locomotives and cars of Company material, other than that hauled in work or wreck trains, must be accompanied by one of the following documents:



Form No.	Document Name
CA-1	Coke Waybill (Interline)
101-87	Local Waybill
297	Coke Waybill (Local)
417CT(1-45)	Coal Waybill
521CT	Co. Use Non-revenue Waybill
714A	Simplified Waybill
909CT	Interline Forwarded (Collect)
1021CT	Interline Forwarded (Prepaid)
---	AAR Standard Freight Waybill
---	Memorandum Bill of Lading
---	Unit Train Card Bill (B&O)
1056	Coal Waybill

156. Carload shipments traveling on memo or card waybills bearing notation "Revenue waybill mailed to destination agent", may be handled without special authority.

157. When checking piggyback cars against waybill the number of both car and trailer must be checked.

158. Waybills for cars set off short of destination due to defects must be endorsed with date, time, train and conductor.

159. When necessary to make corrections on waybills, a line must be drawn through the portion being corrected, leaving it clearly legible. The correction, in red ink when possible, must include the name of the person making the correction and the authority for the correction.

160. When a waybill is received from a connecting line that has been changed enroute and the authority for such change is not shown an appropriate notation must be made on the waybill to the effect that the correction was made before the waybill was received.

161. Agents and yardmasters will see that the gross and net weights, in tons, are shown in the spaces provided.

162. Conductors setting off cars at interchange points must leave switching lists. When no member of station force is on duty lists must be endorsed with date and time set off. If all such cars were not delivered before midnight it must be so noted on the list.

When picking up at points where no member of station force is on duty, conductors must endorse list left for agent, showing cars moved, time and date.

163. Waybills will be obtained and delivered at various points as indicated below:

Location	Instruction
Erie	At Agent's Office and telephone booth at west and PC station platform.
Conneaut	Yard office.

Location	Instruction
Albion	Yard office.
Meadville Jct.	Telephone booth at south leg of wye.
KO	Shelter box at north lead from track No. 100. Waybills for defective cars set off at KO to be mailed to Yardmaster, Shenango Yard, from final terminal.
Osgood	Telephone booth at old station site.
Shenango Yard	Yard office.
KY-Kremis	Shelter box telephone at KY.
Harrisville	In phone box at Harrisville cross-over for cars to be picked up at HX.
Branchton	At scale office when there is an employe on duty. At other times; southward trains use mail box opposite scale office; northward trains use telephone shelter box adjacent to east yard ladder.
Queen Junction	Must be left at or mailed to Branchton. A copy of the list must be left in telephone shelter at old station site.
Butler	Butler yard office, except for cars delivered to B&O RR which will be left in bill box at Butler Transfer.
McBride local track	Saxonburg agent's office.
Saxonburg	Agent's office.
Curtisville District	When there is an employe on duty waybills will be left and obtained at the scale office. When no employe on duty waybills for northward trains will be found in bill box at south end of yard. Waybills are to be left either in bill box at scale office or at south end of yard. Waybills and lists

Location	Instructions
Curtisville District (Continued)	for cars set off at Russellton Storage must be left in telephone shelter at south end of yard; for Deer Creek in bill box at south end of yard; and for River Valley in telephone shelter near storage track switch.
Unity Junction Newfield Stge.	XB
North Bessemer	<p>Southward trains; in bill box at register room except AX-1 which must be left with operator at XB.</p> <p>Unless otherwise instructed, out-bound crews will get waybills from bill box on the west side of No. "O" track opposite the dormitory.</p>

165. At all other stations waybills will be delivered and obtained from the station or the bill box in the event the station is closed.

166. The waybills for cars set off short of destination will be handled in accordance with instructions from chief train dispatcher.

167. Conductors placing loaded cars for unloading or empty cars for loading (except for coal at mines) at non-agency stations or at sidings where no employe is on duty will furnish the agent having jurisdiction over the track with a report showing the initial, number, loaded or empty, and time and date of placement for each car.

Conductors removing loaded or empty cars from such track will furnish agent having jurisdiction over the track with a report showing initial, number, loaded or empty, and time and date such cars are moved from the track.

When seals are broken on closed cars notation should be made giving broken seal number.

Form 1055-CT should be used for these purposes.

168. When picking up cars made empty on an industrial or team track conductors must be alert for cars from which the consignee has failed to remove all dunnage and/or any foreign material associated with the inbound load. Such cars must be left on the track and so reported on Form 1055-CT. If leaving such cars results in the failure of inbound loads to be placed this too must be reported on Form 1055-CT.

## REPORTS

169. All train accidents must be reported on Form 309 CT.

Train accidents to or involving our trains while operating on the tracks of other railroads must also be reported to the superintendent of such railroad on the proper forms which may be obtained at junction points.

170. Conductors of work trains must advise superintendent, by message, the car numbers and commodity of company material unloaded and the location where cars were picked up.

171. Defect card, Form 872ME, must be completed and attached to the bleed rod of defective cars. The defect must also be indicated on the switch list and/or Form 410 CT furnished at point where cars are yarded. If car is a revenue load this information must also be shown on waybill.

172. Report of Repairs Made, Form 906ME, must be completed and attached to any defective knuckle, air hose, etc. which has been replaced. Defective parts or portions thereof must be taken to terminal on caboose or engine.

If defective parts are placed on engine, engineer must so indicate on Daily or Trip Inspection Report - Diesel Locomotive, Form 1033ME.

If defective parts are placed on caboose conductor must so indicate on delay report.

173. "DC" blanks, Form 822 CT Revised, must be filed covering cars set off short of destination due to defects. Sufficient information must be shown thereon to enable repairmen to determine the materials necessary to make repairs.

In reporting number of journal box, face the "B" end of car, which is the end with the brake staff, and in their order on right side designate as R1, R2, R3 or R4 and those on the left side as L1, L2, L3 or L4.

When a coupler or draft gear is pulled out of a car and left alongside track, report must show where left.

174. Switching Bill, Form 706-32, must be used in all cases of switching cars for which there is a charge.

175. Cars containing limestone, ore or other material consigned to or shipped by the United States Steel Corporation at any destination, lading of which has been transferred en route for any reason, must be promptly reported to the superintendent on Report of Transfer, Form 699CT, after cars have been weighed, provided a track scale is maintained at the point of transfer, which must be done as soon as possible after transfer is completed, and all cars into which lading is transferred must be held at point where transfer is made until advice is received from superintendent giving permission to forward same. If cars are to be weighed en route, do not allow them to leave the station at which the transfer is made until after transfer report has been furnished and permission received from the superintendent to forward them.



176. Consist reports must show lading, destination and route if for foreign line. Type of empties must be shown. Gross tons will also be shown on consist. For lake coal the consignment name must be used.

Conductors of southward trains from Wallace Junction must file a consist of cars moved from that station.

177. Conductors in charge of excursion trains handling passengers at excursion rates will wire superintendent the number of passengers handled for the return as well as the going trip, showing separately full, half-fare and non-revenue passengers.

178. Conductors of trains not assigned to M of W Department, doing work for that department, will show on back of time return between what stations work was performed, nature of work and time consumed.

179. Conductors will wire superintendent promptly whenever they find any evidence of malicious tampering on equipment or company property in their charge.

180. Report Form CC-228 has been furnished yardmasters and station agents. In any instance where yard, local freight or mine run conductors encounter delays of 30 minutes or more, the proper agent or yardmaster should be contacted for instructions, if possible. The yardmaster or agent will complete Form CC-228, securing such information as may be necessary from the crew conductor. Forms completed by yardmaster must be turned over promptly to the agent having jurisdiction over the industrial or private track involved.

181. Each emergency medicine case contains a list (Form 878CT) showing contents. Whenever any item has been used a replacement must be requisitioned in the same manner other supplies are ordered.

It is important that the contents of these medicine cases be kept intact and ready for use.

Any evidence of pilfering or misuse of the medicine supplies should be reported to the superintendent.

182. Conductors of through freight trains will file Through Freight Delay Report, Form 582CT.

Conductors of Conneaut Branch drags will file Drag Delay Report, Form 1030CT.

Conductors of local freights and mine runs will file Local Freight or Mine Run Delay Report, Form 1044-A-CT.

183. North Bessemer mine crews must show separately on delay report the time setting off, switching, picking up and air test at each point. Crews making trip to Renton Mine must show arrival and departure time at Unity Junction in each direction and any delays at the mine.

184. Train partings must be reported on Conductor's Report of Train Parted, Form 535CT, covering the cars involved which must be tagged and so indicated on report.

Other damage to train or track resulting from a train parting must be reported on Form 309CT.

185. Form 895CT must be used to report loss of coal, ore, coke, limestone, etc., set off by trains enroute or discovered by other employes in yards and on sidings. Cars must be reweighed before being forwarded.

186. When a train stalls, the conductor after consulting with engineer must wire superintendent location, numbers of engine units, names of engineers, weather and rail conditions, number of loads and empties, tonnage, length of delay, cause and how train was started.

## CONDUCTOR'S REPORT OF FREIGHT CARS Form 410CT

187. Conductors of northward Conneaut Branch trains will deliver Conductor's Report of Freight Cars, Form 410CT, to yard office at Conneaut; Conductors of southward Conneaut Branch trains will deliver report to yardmaster at Albion.

188. For cars delivered to the Penn-Central at Osgood, Form 410CT must be made in duplicate; the original must be left at or sent to Shenango yard office and the copy left with the waybills at Osgood.

The date and time of delivery of cars must be shown on the copy of Form 410CT left at Osgood and also on delay report, Form 582CT under "Q". The time and date shown must correspond with that given to Shenango Yardmaster for interchange purposes.

189. For the following movements to Shenango, Form 410CT must be made in duplicate, both copies being left at the yard office. Cars for the Erie-Lackawanna and Penn-Central must be reported separately:

Ore from Conneaut or Albion  
Coal from Curtisville  
Coke from North Bessemer  
Trains of empties for interchange

190. Form 410CT covering cars set off at Saxonburg Sintering Plant will be delivered to the agent at that point. They must be endorsed with the time and date set off and the tracks on which cars were left.

191. When empty hoppers destined for Renton Mine are set off at Unity Junction a copy of Form 410CT must be left with the operator at XB.

192. Conductors of southward trains arriving at North Bessemer will leave report with waybills.



193. Crews moving coke from North Bessemer to Butler must make an additional copy of Form 410CT which is to be left at Butler yard office.

194. Coal moving from any point south of Albion destined for Conneaut must be reported separately from all other cars on Form 410CT.

Form 410CT for such cars must be executed in quadruplicate, all copies being left with waybills at Albion.

Form 410CT, in triplicate, must accompany movement of cars from Albion to Conneaut.

195. In all other cases Form 410CT must be forwarded to Accounting Department, Greenville in re-use envelopes addressed accordingly.

196. Yardmasters are responsible for preparing reports covering cars destined to Saxonburg Sintering Plant. Such reports must contain only cars for that point. Conductors picking up cars for Saxonburg Sintering Plant at points other than yards must make a separate report unless they can be added to a report covering such cars already in the train.

197. Special care must be taken when compiling report to insure accuracy of car initials and numbers. When practicable, cars should be entered on report in the same order they stand in train.

198. The letters shown below must be used to indicate the types of cars:

A	Auto	H	Open Top Hopper
B	Box	CH	Covered Hopper
V	Ventilated Box	Cab	Caboose
BP	Produce Insulated	CK	Coke
BF	Furniture	F	Flat
CC	Coil	MW	Ballast
G	Open Top Gondola	R	Refrigerator
SD	Single Deck Stock	RK	Rack
DD	Double Deck Stock	T	Tank
		W	Wrecking

199. B&LE empty cars reported on Form 410CT must be designated in column 8 "Lading" by the following symbols:

Disposition empties	DE
Shop empties	SE
Program empties	PE
Light weighs	LW
Clean outs	CO
Empties for loading company material	CM
Empties moved for delivery to connections	IE

200. In preparing Form 410CT the following instructions must be complied with:

- a. Empty new cars moving on revenue waybills must be reported in column 8 as "New Mty".
- b. In column 7 use station numbers as shown in timetable.

201. When company material, handled on company use or revenue waybills, is reported on Form 410CT the lading as well as the department consigned to must be indicated in column 8 as follows:

Rails	MW
Wheels	ME
Lumber	SD

202. When trains run via Old Line between KO and KY conductors must so indicate on Form 410CT.

203. When forwarding Form 410CT the sheets must be folded with writing on inside to avoid smearing.

## THROUGH FREIGHT DELAY REPORT

### Form 582CT

204. Delay reports must be sent by telephone and original report mailed daily to the trainmaster to whom the conductor reports.

205. The following instructions must be observed in completing train delay reports:

- (a) Use office calls; if no office call write name of point. Give amount of delay first, followed by the place. Use back of form, when necessary, to give full information. Leave report with operator at final terminal except at Albion where it will be left at transmaster's office and Greenville where it will be mailed to the Superintendent with time return.
- (b) *Initial Terminal* – Give names and occupations of employees reporting late. If cars are set out, give initial and number, reason and whether done by road or yard crew. If train is doubled by road engine give numbers of tracks. Show time consumed making air test. In the case of WX-2, show delay account train not ready; also time coupled to each track.
- (c) *Final Terminal* – Give number or numbers of tracks on which train is yarded. Also show this information at turnaround points.
- (d) *Waiting for Block* – Give number of train in block ahead, if known.
- (e) *Stalling* – Give delay, location of lead engine when stopped and cause.
- (f) *Treating Hot Journals, Other Car Defects, Setting Off Defective Cars and Train Parting* – Give initial and number of cars, location in train, point of shipment if on this line or junction point if off line and indicate whether car was tagged. Show by whom defective car was discovered and how crew was notified.
- (g) *Setting Off Cars, Picking Up Cars* – Show track numbers. If cars are not properly classified or coupled indicate tracks.

(h) *Miscellaneous* — Where permissive blocks, weather, rail conditions or other causes restrict speed of train, give location but not the amount of delay unless train is stopped. Show initial and number and location in train of any cars on which air brakes do not release enroute.

Show time WX-2 cars delivered at Wallace Junction; to be determined by time train stops on first track.

For crews picking up at Saxonburg the time spent charging train line on each track must be shown.

## HANDLING EXPLOSIVES AND OTHER DANGEROUS COMMODITIES

206. Section 75.489 (f), of the Interstate Commerce Commission Regulations for Transportation of Explosives and Other Dangerous Articles by Land . . . in Rail Freight Service . . . , provides that:

At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Form 869CT (pink paper) has been provided for this purpose. Yardmaster or agent must make a copy for the conductor and each engineer and a file copy on which the time of delivery to crew must be recorded.

207. The conductor, after acquainting members of train crew with information shown thereon, will attach Form 869CT to billing for car placarded "Explosives" to accompany car to destination or junction. If train or engine crews are changed other than at terminals, Form 869CT shall be transferred from crew to crew.

This special instruction will also apply to all placarded loaded tank cars.

208. Handling of cars covered by Form 869CT shall be in accordance with ICC Regulations posted in all cabooses, stations and yard offices and shown in ICC Bureau of Explosives pamphlets furnished train, engine and yard crews, yardmasters and yard clerks.

209. A prompt report must be made to the superintendent covering accidents, explosions, fires, leaking or broken packages, etc., observed in connection with the transportation or storage on railroad property of explosives and other dangerous articles, showing date of accident or discovery of damage, place, commodity and

quantity, quantity destroyed, what placards were on car, was name of contents shown on placard or commodity card; package markings such as name of contents, kind of label, serial numbers, ICC Specification number and code number or marks; name and address of shipper and consignee, waybill reference, kind of car, initial and number, date and place where loaded, shipment transferred to car at . . . , carload or less carload, what paragraphs of the regulations were violated, number of persons injured, killed, property loss, railroad equipment damaged, damage to lading, and a concise statement of essential facts. If accident or fire occurred during handling, give details, description of package and how loaded.

210. Section 74.590, Interstate Commerce Commission Regulations for Transportation of Explosives, provides that:

When a car seal is changed on a car placarded "Explosives" while enroute or before delivery to a consignee a notation must be made on the waybill showing the following information:

Railroad, place, date, car initial and number, seal number removed, seal number applied, reason for opening car, condition of lading and name and occupation of person opening car.

211. The consumption of liquefied petroleum gases and ammonia is increasing rapidly. All employees will give such shipments particular attention for leaks, etc. Should any such cars be involved in an accident or derailment, immediate action and appropriate precautions must be taken to avoid explosion and inhaling of fumes.

212. At other than initial terminal of a train the placing of placarded cars in the proper location in the train in accordance with Interstate Commerce Commission Regulations is the responsibility to the conductor.

Pickups at Shenango and Butler yards containing placarded cars must be made up in regular order without any extra "spacer" cars being included. It is the responsibility of the conductor making the pickup to use cars already in his train to properly separate the placarded cars from engine or caboose.

### 213. *Handling of Hydrofluoric Acid (HF).*

1. Hydrofluoric acid (HF) is a colorless liquid with a pungent, irritating odor which will cause a painful burn should it come into direct contact with the skin. It is also dangerous if the vapor is inhaled in large quantity.

2. A leaking car is very noticeable as the acid becomes a steamlike vapor on contact with the air. Should a leak occur on such a car the train dispatcher must be notified immediately. All personnel must be kept a safe distance from the car and employees must not attempt repairs.

3. To determine the nature of the leak the car may be approached from the upwind side for inspection purposes.



4. Hydrofluoric acid is non-flammable; however, lights and fires should be kept away from car.

5. In the event acid comes into contact with the skin the affected area must immediately be flushed with large amounts of fresh water for a minimum of one hour and prompt medical attention obtained.

#### 214. *Handling of Cryogenic Liquid – Liquid Oxygen (LOX) and Liquid Nitrogen (LIN).*

1. Cars loaded with liquid oxygen or liquid nitrogen must be separated from any other cars loaded with flammable liquids or gasses or any placarded loaded cars by at least five cars.

2. Any car or trailer that develops defects en route must be set off promptly and, when possible, must be isolated. The train dispatcher must be notified immediately so arrangements may be made for repairs.

3. Any accidents involving such shipments must be reported immediately to the train dispatcher.

4. Work must not be performed on cars or containers if liquid is venting or leaking.

5. In the event of an accident which results in the rupture of the container a restricted area of 600 feet must be established and maintained until the arrival of personnel qualified to handle the commodity. Smoking must be prohibited in the restricted area.

6. Avoid coming into contact with the liquid.

7. Should clothing become saturated with liquid oxygen, stay in a well ventilated area for one-half hour, slapping the clothing repeatedly to aid in dispersion. Stay away from open flames or sparks and do not smoke, as clothing may ignite and burn furiously. When practicable, clothing should be changed immediately.

8. The following must be observed in the treatment of burns by cryogenic liquids:

a. Flush the burned area with clear water for 15 minutes to prevent the flesh from freezing.

b. Get prompt attention by a physician. Do not attempt first aid other than the flushing described above.

## AIR BRAKE INSTRUCTIONS

### Air Brake Tests

215. *The Power Brake Law of 1958* – Air brake tests must be made in accordance with the law, applicable portions of which are quoted herein:

#### § 132.11 *Train air brake system tests.*

(a) Supervisors are jointly responsible with inspectors, engineers and trainmen for condition of air brake and air signal equip-

ment on motive power and cars to the extent that it is possible to detect defective equipment by required air tests.

(b) Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

(c) Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10 inches, the air brakes cannot be considered in effective operating condition.

(d) Condensation must be blown from the pipe from which air is taken before connecting, yard line or motive power to train.

#### § 132.12 *Initial terminal road train air brake tests.*

All trains must be given inspection and test as specified by paragraph (a) to (h) of this section at points: (1) Where a train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; (3) Where train is received in interchange. Each carrier shall establish designated intermediate inspection points within a limit of not to exceed 500 miles where additional inspection will be made to determine that (1) Brake pipe leakage does not exceed 5 pounds per minute; (2) Brakes apply on each car from a 20 pound service brake pipe reduction; (3) That brake rigging is properly secured and does not bind or foul.

(a) Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service. If train is to be operated in electro-pneumatic brake operation, brake circuit cables must be properly connected.

(b)(1) After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.



(2) When a passenger train is to be operated in electro-pneumatic brake operation and after completion of test of brakes as prescribed by subparagraph (1) of this paragraph the brake system must be recharged to not less than 90 pounds air pressure, and upon receiving the signal to apply brakes for test, a minimum 20 pound electro-pneumatic brake application must be made as indicated by the brake cylinder gauge. Inspection of the train brakes must then be made to determine if brakes are applied on each car. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

(3) When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake tests.

(c) Brake pipe leakage must not exceed 5 pounds per minute.

(d)(1) At initial terminal piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

(2) Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

(3) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

(e) When test of air brakes has been completed the engineman and conductor must be advised that train is in proper condition to proceed.

(f) During standing test, brakes must not be applied or released until proper signal is given.

(g)(1) When train air brake system is tested from a yard test plant, an engineer's brake valve or a suitable test device must be used to provide increase and reduction of brake pipe air pressure or electro-pneumatic brake application and release at the same or a slower-rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotive.

(2) When yard test plant is used, the train air brake system must be charged and tested as prescribed by paragraphs (a) to (e) of this section inclusive, and when practicable should be kept charged until road motive power is coupled to train, after which, an automatic brake application and release test of air brakes on rear car must be made. If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding.

(3) If after testing the brakes as prescribed in sub-paragraph (2) of this paragraph the train is not kept charged until road motive power is attached, the brakes must be tested as prescribed by paragraph (b) (1) of this section and if train is to be operated in electro-pneumatic brake operation as prescribed by paragraph (b) (2) of this section.

(h) Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

§ 132.13 *Road train and intermediate terminal train air brake tests.* (a) Passenger trains: Before motive power is detached or angle cocks are closed on a passenger train operated in either automatic or electro-pneumatic brake operation, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation. If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding. Inspector or trainman must determine if brakes on rear car of train properly apply and release.

(b) Freight trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.

(c)(1) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(2) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(3) On trains operating with electro-pneumatic brakes, with brake system charged to not less than 70 pounds, test must be made to determine that rear brakes apply and release properly from a minimum 20 pounds electro-pneumatic brake application as indicated by brake cylinder gauge.



(d) (1) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated in the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with § 132.12 (a) to (h) must be so inspected and tested at next terminal where facilities are available for such attention.

(2) (i) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by § 132.12 (a) to (h) is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(ii) When cars which have not been previously charged and tested as prescribed by § 132.12 (a) to (h) are added to a train, such cars may either be given inspection and tests in accordance with § 132.12 (a) to (h), or tested as prescribed by subparagraph (1) of this paragraph prior to departure in which case these cars must be inspected and tested in accordance with § 132.12 (a) to (h) at next terminal.

(3) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) (1) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2) Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with § 132.12 (a) to (h).

(f) The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

§ 132.14 *Inbound brake equipment inspection.* (a) At points where inspectors are employed to make a general inspection of trains upon arrival at terminals, visual inspection must be made of retaining valves and retaining valve pipes, release valves and rods, brake rigging, safety supports, hand brakes, hose and position of angle cocks and make necessary repairs or mark for repair tracks any cars to which yard repairs cannot be promptly made.

(b) Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

§ 132.15 *Double heading and helper service.* (a) When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.

(b) The electro-pneumatic brake valve on all motive power units other than that which is handling the train must be cut out, handle of brake valve kept in the prescribed position, and air compressors kept running if practicable.

§ 132.16 *Running tests.* When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train or electro-pneumatic brake circuit cables between power units and/or cars have been disconnected, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake if operating in automatic brake operation or by use of electro-pneumatic brake if operating in electro-pneumatic brake operation. Steam or power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

216. The minimum allowable feed valve adjustment on engines in freight service is for 75 pounds, and in passenger service for 90 pounds pressure.

217. The maximum brake pipe pressure on the engine does not indicate that all auxiliary reservoirs are fully charged.

To determine when reservoirs are charged within 15 pounds of feed valve setting on engine, engineer will place automatic brake valve in lap position and watch brake pipe gauge long enough to permit brake pipe pressure to equalize with reservoirs. Brake pipe pressure will fall until it equalizes with all reservoirs.

217 (a). In trains consisting of 40% or more of cars equipped with ABD freight brake equipment a two pound build up can initiate a release on all cars in train.



218. Before a train descends a grade the brake system must be charged to at least 60 pounds pressure.

219. When attaching engine to train at the rear of caboose, hose must be coupled and cutout cock on front of engine and angle cock on caboose opened in order named and engine brake valve cut out, so the engine will be controlled by train brake pipe pressure. When the engine is detached while train is in motion, trainman will close angle cock on rear of caboose, raise uncoupling lever and give engineer cut-off signal, which he will acknowledge as provided in Rule 14(g), after which he will gradually ease off throttle until air hose separates between engine and caboose and applies engine brake in emergency, during which time the engineer shall use independent brake valve to reduce brake cylinder pressure as necessary to prevent wheels from sliding.

When detaching rear engine from train, with caboose or cars, rear engineer will, after cut is made, make a 25 pound brake pipe reduction and release.

220. When brakes apply in emergency, the brake valve must be placed in lap position at once and no attempt made to release in less than 70 seconds, as it is impossible to release the AB brakes until quick action chamber pressure blows down to zero, which requires about 70 seconds.

#### Cycle Braking

221. Trains may be cycle braked on descending grades and slack controlled by dynamic or independent brake while releasing train brakes providing train does not exceed the following car limits:

1 unit engine	35 cars
2 units	50 cars
3 units	65 cars
4 or more units	80 cars

222. Brakes must not be released on trains unless the brakes on all cars can be fully released at a speed not less than 10 miles an hour.

223. The use of power on cycle braking trains while being braked is permissible if desirable to keep the slack stretched during a reduction in speed. To keep slack stretched while reducing speed the throttle should be left in No. 8 position while brakes are being applied and slack is being adjusted. No change should be made in throttle position until not less than 25 seconds have elapsed after exhaust from initial reduction stops blowing. Then, the throttle must be reduced gradually to No. 4 position, one notch at a time, as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

224. While it is permissible to control slack with the throttle in conjunction with the train brakes, such authorization must not be misconstrued. Unnecessary and excessive use of the train brakes to control the normal speed of trains when it may be accomplished by reducing or closing the throttle is prohibited.

#### Bridge Braking

225. When bridge braking, make the brake pipe reduction with the brake valve in service position. When necessary to make further reductions, make light reductions of not more than 3 pounds each with the brake valve in service position.

226. A release must not be started until the last brake pipe reduction has been held for a distance of not less than 75 car lengths. The brake pipe pressure must be built up 3 pounds very slowly and this increased pressure held for a distance of not less than 50 car lengths before making final release. The brake valve must be placed in running position when making final release.

227. A graduated release, as described above, must not be started on descending grades at speeds below 15 miles an hour or at other points at speeds below 25 miles an hour. Nor should a graduated release be started or continued at any time the speed is reducing rapidly.

228. During bridge braking, to keep the slack stretched and prevent engine wheels from sliding, the engine brake valve handle must be depressed in release position for at least 10 seconds after each automatic brake application to insure full release of brakes on engines consisting of 3 or more units.

229. Power must not be used on leading engine when releasing a bridge braking application.

230. Trains must be stopped and the brake system recharged when the pressure is depleted to a point that makes it unsafe to release brakes.

231. The maximum speed for bridge braking between KY and XN is 30 miles an hour.

232. Stopping a train during a bridge hold requires great care as the slack is stretched. When necessary to stop a train during a bridge hold the engineer will use the engine brake to gradually bunch the slack and will then make the necessary service applications to bring the train to a stop.

233. In order to prevent brakes from sticking following a bridge hold, unless a total brake pipe reduction of 8 pounds or more was used, the engineer will increase the feed valve adjustment 5 pounds at time of final running release.

#### General

234. When a train stops en route after brake pipe pressure has been increased above 75 pounds a 25 pound brake pipe reduction must be made and the feed valve re-adjusted to 75 pounds.

235. *Bridge Braking in Conjunction with Dynamic Braking* – The dynamic brake may be used in conjunction with bridge braking on descending grades. When the dynamic brake is so used, however, the train brakes must be fully released at a speed of not less than 20



miles an hour before starting to release the dynamic brake. Releasing the dynamic brake must be done very gradually to prevent draft gear damage.

236. Heavy cuts of cars, containing empty cars located near the engine, must not be shoved when it can be avoided.

When it is necessary to shove such a cut of cars the engineer must stretch the slack to ascertain that brakes are released, after which the movement must be started carefully with the least amount of power to avoid jack-knifing and derailing.

237. To prevent sticking brakes the following must be observed:

- a. When adding cuts of cars to a train a twenty (20) pound reduction must be made after coupling to train and before coupling air through. Trainmen will wait for a signal from engineer before cutting air through.
- b. When assembling a train at Saxonburg in cuts of cars a twenty (20) pound reduction must be made on each cut before detaching locomotive. Trainmen will wait for a signal from engineer before closing angle cock and detaching engine. Emergency application of brakes must not be made when engine is detached.

238. Engineers will check the accuracy of speed recorders at first opportunity after leaving terminal. If inaccurate, they must operate accordingly, reporting the deviation upon completion of the trip.

239. When moving at slow speed, under power, a sudden closing of the throttle, followed immediately with a brake application, results in severe slack action which may cause injury or damage. Unless necessary, due to some emergency, it must be avoided.

240. When unable to attain the required train line pressure after a reasonable amount of time the train dispatcher or yardmaster must be notified promptly.

241. The dynamic brake must not be used in conjunction with the train brakes when the tonnage exceeds that which can be handled ascending the grade with the number of units on which the dynamic brake is operative.

242. When a combination of low speed, high amperage and severe wheel slip make it apparent that the movement of the train cannot be sustained without danger of damage the train must be stopped. The appropriate measures must then be taken to advance the train.

243. *Under no circumstances will the independent brake and dynamic brake be used together.*

244. When trains are stopped with a light brake pipe reduction it must be increased to not less than 20 pounds before releasing.

245. Feed valve braking is prohibited.

The use of the independent brake for stopping work trains, wreck trains, local freights and other light tonnage trains is prohibited.

246. *Backward Movement* — While there is no specific rule to cover all conditions, it is a matter of exercising good judgment as to track layout, train makeup and the time and distance for the stop. Generally, the best method is to stretch the slack carefully with the engine brake before applying the train brakes. Train brake applications, except in emergency, must be spaced, proportioned and timed to avoid draft gear damage. *The practice of shoving against empty cars with train brakes applied is prohibited.*

247. Engines 450 to 455 and 801 to 803, inclusive, are equipped with a quick acceleration feature for use in switching operations. This feature is controlled by a manual switch located on the control panel.

When engines are being used in single unit operation the switch may be in either "On" or "Off" position. When engines are used in multiple unit operation the switch must be in "Off" position.

248. The short end of engines 801, 802 and 803 is designated as the front end and the letter "F" is stenciled on the exterior of the engine accordingly.

249. Engines 403 to 409 and 451 to 455, inclusive and 285 are equipped with foot-operated dead man controls. The foot pedal must be kept depressed while engine is moving. When the foot pedal is released a warning whistle sounds immediately followed by an automatic service application of the train brakes unless the foot pedal is depressed within 4 seconds. When the service application of the train brakes is permitted to occur the train must be stopped before any attempt is made to release them.

Thirty-five pounds locomotive brake cylinder pressure suppresses the dead man control and foot pedal may be released while engine is standing.

The dead man control is a safety feature and must not be rendered inoperative.

250. Before cutting away from a train on which air brakes are charged the engineer must apply the brakes with a full service reduction, wait until the exhaust is through blowing and then signal the trainman to make the cut.

If train consists of or contains Penn-Central "yellow ball", 100-ton, roller bearing hoppers engineer must fully deplete train line pressure before giving signal to trainman. With 24RL brake valve it must be done in full service position and with 26L brake valve in handle off position.

Trainman must not close angle cocks until he receives signal from engineer.

### Pusher Operation

251. *Starting Train with Engine on the Rear* – Engines must be handled so as to prevent harsh slack action.

252. When necessary to take the slack to start train the lead engineer will decide whether it should be done by the lead engine or the rear engine.

253. *Use of Power on Descending Grades* – The engineer on rear of train will use sufficient power for rear engine to run freely with the train.

254. *Use of Power Through Sags and When Train is Stopping* – The lead engineer will regulate the speed at all times, except in emergency, and will regulate the power when running through sags so as to prevent excessive slack action, and will reduce the power very gradually for the same purpose when necessary to drift or to stop.

Engineer on rear engine will use sufficient power when running through sags to keep the slack in. When the train is stopping, except when rear portion of train is on an ascending grade, the rear engineer will gradually reduce the power in accordance with the reduction in speed until the train stops. When stopping with rear portion of train on ascending grade rear engineer will use power until train stops to prevent train parting.

254(a). Road Foreman of Engines bulletins will be issued as required pertaining to engine operation, train handling and the mechanical and electrical aspects of diesel locomotives. These bulletins are vested with the same authority as operating rules and timetable special instructions in accordance with General Rule O.

### HAND BRAKES

255. When cars are left at the following locations, the slack must be bunched and the cars secured by the application of hand brakes at the down-hill end of the cars as indicated below:

Curtisville Yard	)	
Ivywood North Storage	)	
Ivywood South Storage	)	One hand brake for each 5
Russellton Storage	)	loads or 25 empties with a
Saxonburg Storage	)	minimum of 5 and a max-
Queen Junction, No. 9, 11 & 12	)	imum of 15.
Wallace Junction, No. 6	)	
North Bessemer Yard	)	One hand brake for each 10
Unity Junction	)	loads or 25 empties with a
HX, No. 1 and 2	)	minimum of 5 and a max-
State Line Runaround Track	)	imum of 12.

256. Certain types of new cars, such as the PC 13000 series, are equipped with composition brake shoes and are designed so that the hand brakes apply on one truck only. When such cars are included among those on which hand brakes are to be applied one additional hand brake must be applied for each such car.

257. Company quick-dump hopper cars, series B-98001 through B-98199, are equipped with Abex type hand brakes which apply only on one truck.

### CROSSING PROTECTION

258. Where flashing light signals are installed and there are tracks over the crossing not so protected, both sides of crossing must be protected while the unprotected track is occupied.

259. When operating over crossings protected by flashers or gates which have been forestalled, crew members must protect highway traffic.

260. If a movement over a highway crossing where flashers are installed is made as far as the insulated joint or end of track circuit and the movement is then reversed the flashers will not operate. Such movement must be continued beyond end of starting circuit or extra precaution taken to prevent accident.

261. Cars or engines must not be left standing within the circuits of automatic crossing protection unless their operation has been properly forestalled.

262. Upon approaching crossings protected by flashing lights or automatic gates crews will observe to see that lights are working and gates are lowered. It is especially important to know that such crossing protection was working properly in the event of a grade crossing accident.

### DEDUCTION FROM WAGES

263. Form 760-A-11, Employee's Order for Deduction from Wages, when countersigned by the following officers for employes in their respective departments, will be accepted for issuance of meal tickets at Albion Diner, Greenville Diner and Machen's Restaurant at North Bessemer and lodging tickets at North Bessemer Dormitory:

J. N. Gunter, Trans.  
D. A. McKay, M of E  
L. J. Graham, M of E  
R. W. Keller, M of E  
C. W. Morrison, M of W  
W. C. Howe, M of W  
W. J. Young, M of W

### CARS REQUIRING SPECIAL HANDLING

264. Scale test cars must be hauled at the rear of trains. Scale test car A-14 must not be placed in freight trains, other than local freights, without instructions from the superintendent.

265. Cars occupied by workmen must be hauled at the rear of trains, when practicable.



266. When dead diesel units are hauled in freight trains they must be placed within 20 cars of hauling engine.

267. Companion loads must not be separated.

268. Union Railroad cars will be treated as system cars except where required to be designated by ownership for reporting purposes.

269. When locomotive cranes are handled in trains with more than one engine unit they must be on the rear end of train.

270. Scale test cars, piggyback cars, cars loaded with steel, merchandise, gasoline, engines or other lading easily damaged and lumber loaded on open top cars must be given careful handling by engineers, conductors and yardmen to avoid harsh slack action and excessive speed coupling impacts. Such shipments must not be detached from control of the engine unless the movement is controlled by hand brakes.

Lumber loaded on open top cars must be placed, when practicable, at or near head end of trains and engineers of road crews advised of their location in train.

271. The company quick-dump hopper cars, series B-98001 through B-98199, are not to be placed for loading at any point other than Conneaut, Saxonburg and Renton without special authority.

272. Trains handling loaded covered hopper cars in excess of 3950 cubic feet capacity must maintain a speed in excess of 25 miles an hour or reduce speed to below 10 miles an hour before entering the locations listed below:

#### MAIN LINE

<u>Miles</u>	<u>Name</u>
1.8 to 2.6	Newells and McAbees Curve
11.6 to 11.7	Curve at Francis Mine track
12.1 to 12.3	South end Culmerville Cut
19.3 to 21.3	SX North End to West Jefferson
26.7 to 30.0	Street Car Curve to Bridge 5
37.9 to 39.0	Old Oneida Curve to McGrath Bridge
41.2 to 41.4	Jamisonville
44.6 to 44.8	Euclid
45.5 to 45.7	North End Euclid Cut
51.2 to 52.2	Station 103 to South End No. 13 track at Branchton
108.9 to 109.5	Dicksonburg and first curve north
136.8 to 137.2	Hogback, Conneaut Branch
137.5 to 137.8	Main Street, Conneaut

#### ERIE BRANCH

E3.2 to E4.8	Platea to Colespring Road
E6.8 to E9.0	First curve north of Elk Creek to Wallace Jct.

#### MEADVILLE BRANCH

All curves north of Lynces Junction

#### HILLIARDS BRANCH

##### Miles

##### Name

All curves

#### OLD LINE

G2.6 to G 4.3  
G6.3 to G10.2

Scotts Curve to end of CTC at XN  
Shenango Street to Brick Yard road

272(a). Yardmasters at North Bessemer, Butler, Shenango, Albion and Conneaut and Agents at Curtisville, Branchton, Wallace Junction and Erie must notify conductor and engineer in writing whenever any of the above cars are contained in the train consist. Conductors are responsible for notifying engineer of any such cars added to train consist at outlying points.

272(b). Train and engine crews are cautioned to observe such cars while enroute and if excessive rocking is noted the speed must be reduced at once to less than 10 miles an hour.

273. Trains handling liquefied flammable gases must not exceed 15 miles an hour through the following communities:

Girard	Greenville (via Old Line)
Platea	Fredonia
Albion	Grove City
Springboro	Butler
Conneautville	

Such cars must be located in trains in accordance with the provisions of Poster No. 1, Revised April 1, 1969, published by the Bureau of Explosives - Association of American Railroad, copies of which are posted in each caboose and yard office.

#### HOT JOURNALS

274. When a hot journal is discovered in a train a stop must be made promptly. The journal must be inspected and if safe to do so may be moved carefully to the next point where it can be set off.

275. Water, ice or snow must not be used to cool overheated journals. Fire must be extinguished and journal cooled with the supplies provided for that purpose.

276. When cars with hot journals are set off the fire must be extinguished, the packing removed and the lid closed. Before being left, car must be inspected to insure that fire has not spread to car floor or lading.

277. If a journal which is lubricated with a journal lubricator runs hot and the lubricator pad is burned, it must be removed and replaced with waste packing. If pad is not burned, coolant sticks and oil should be applied.

278. Servo hot bearing detectors equipped with dragging equipment and loose wheel detectors are located at Hartstown,

Filer, Claytonia and Culmerville. Indications of defects in trains are received in the train dispatcher's office.

Train dispatcher will notify crews of any defects indicated. Crews must stop and inspect their trains accordingly and, failing to find defects on designated car must inspect two adjacent cars in each direction and report the results of their inspection to train dispatcher.

When defect is reported to be a hot or warm journal the appropriate journal box lids must be raised and the journals check for heat.

279. Two dragging equipment detectors have been installed, one midway between Springboro and Conneautville and the other on the Old Line 4200 feet south of KO.

At each location a signal mast is located on the west side of the track on which are mounted a rotating yellow beacon and two steady yellow signals, one facing north and the other south.

Occupation of the detector track circuit will cause the steady yellow signals to light. If dragging equipment is detected the steady yellow signals will go out and the rotating yellow beacon at the top of the mast will begin to operate.

The steady yellow signals or yellow beacon will continue to operate for a period of 30 seconds after a train has passed the detector.

Crews passing a detector must keep the signal lights under observation and if the rotating yellow beacon is activated must stop and inspect the train for dragging equipment.

Associated with the detector is a spray apparatus aimed at the side of cars on the west side. When activated by dragging equipment it will spray an orange florescent dye for about 2 seconds. The dye will serve as an aid to crews in locating the car or cars which activated the detector.

In addition to the florescent dye the change of signals from steady yellow to rotating beacon will indicate the location in the train of the dragging equipment.

## MISCELLANEOUS

280. All block signal lamps are equipped with double filaments. When one filament burns out the lamp is still lighted dimly. Train and engine crews will report any signals burning dimly to the superintendent and signal engineer at first opportunity.

281. Conductors of work trains must advise superintendent, by message, the car numbers and commodity of company material unloaded and the location where cars were picked up.

282. When spotting cars on repair tracks a separation of at least five feet must be made between all cars, unless otherwise instructed.

283. When empty cars are required by work or wreck trains they must not be moved from yards or stations without authority of the yardmaster or agent. They must not be moved from outlying points without permission from the train dispatcher.

284. Engines 408, 409, 453, and 454 are equipped with engine watchman heaters. Each heater is equipped with a main switch which should be thrown to "OFF" position in the event of loss of engine water.

285. When portable telephones are connected in train dispatcher's circuit, they must be disconnected as soon as conversation is concluded.

In order to reduce transmission losses on train dispatcher's circuit, telephones in stations and other offices must not be used for listening in unless necessary. When telephone is not in use it must be disconnected from circuit.

286. Some cabooses and engines are equipped with flush toilets. They must not be flushed in terminals or yards or while passing through cities and towns. Crew members are responsible for keeping the toilets clean.

287. If through sickness or other justifying causes, an employe is unable to complete a trip or tour of duty he must so advise his conductor or engineer who will request relief for him.

288. Locomotive engineers taking Orinase for medication, or any other medication capable of producing serious side effects, are prohibited from performing road freight service.

Engineers having such medications prescribed for them must report the facts to the superintendent promptly.

## HOURS OF SERVICE ACT

289. In order to insure compliance with the hours of Service Act as Amended by Public Law 91-169 the following must be complied with:

Employees deadheading via personal automobile must call the Supervisor Assignment's Office, Albion, at the time of actual departure from home for the point to which deadheaded. They must also advise, in the same manner, the time of actual arrival at the point to which deadheaded.

Employees performing return deadhead must call the Supervisor Assignments Office, Albion, at the time of actual arrival at home.

## REPORTING LAPBACKS

290. Lapback service begins at the time crew cuts away from their train preparatory to making a lapback movement.

Lapback service ends after the crew has completed setting off the lapback cars at the starting point and couples to either their train or other cars not involved in the lapback movement.



If crew does not stop at the starting point of the lapback on the return trip, or arrives light, the lapback will end at the time they arrive at the starting point of the lapback.

Crews performing lapback service must report to the train dispatcher immediately at the time the lapback begins and report again when the lapback ends, in accordance with the above.

## RAILROAD RADIO

291. For the purpose of establishing radio communication between mobile units and the train dispatcher two push buttons referred to as "Dispatcher (Zone) 1" and "Dispatcher (Zone) 2" are provided on each radio control panel. The button to be used depends upon the location of the mobile unit as follows:

Dispatcher (Zone) 1 Milepost to Milepost		Dispatcher (Zone) 2 Milepost to Milepost	
0	5	5	13
13	25	25	30
30	41	41	50
50	57	57	70
70	83	83	100
100	110	110	120
E1	E17		

Crews approaching a division line between zones should use the push button for the zone being entered.

## PERSONAL INJURIES

292. All personal injuries, regardless of how trivial they may appear, whether sustained by employes or the public, must be reported on Form 309 CT.

Form 309 CT must be completed no later than the end of the tour of duty in which the personal injury occurs and left at the nearest open office for transmittal to the superintendent. Original report must be mailed to the superintendent after it has been transmitted.

293. Whenever a personal injury occurs to anyone in any capacity in the Transportation Department a supervisor must be notified immediately as follows:

In Yards – The yardmaster. (If no yardmaster on duty, the train dispatcher).

On Road (Except Saxonburg) – Train Dispatcher.

Saxonburg – Yardmaster. (If no yardmaster on duty, train dispatcher).

294. If defective appliances, tools or machinery are involved in a personal injury an inspection of such equipment must be made immediately by the person in charge and a written report filed with the proper authority.

295. In case of personal injury involving a car or engine the superintendent must be notified promptly. Such notification must include location, car or engine number, name of injured person, nature of injury and manner in which sustained.

296. When a personal injury occurs employes must make every effort to secure the names and addresses of any witnesses, especially non-employe witnesses.

In the event of a grade crossing accident the license numbers of automobiles nearest the crossing must be recorded and reported on Form 309 CT.

297. Form 159GE Revised, Authority for Surgical Examination or Treatment, must be issued over the signature of the superintendent for employes of the Transportation Department.

Form must be made in triplicate whenever injuries require the services of a surgeon. Two copies will be given to the injured employe and the third copy mailed to the superintendent.

298. Injuries sustained by our employes while operating on the tracks of another railroad, or injuries to others involving our trains must also be reported to the superintendent of such railroad on the proper forms. Forms may be obtained at junction points.

### 299. Company Surgeons.

Location	Name and Address	Telephone Number
Greenville	J. L. Thomas (Chief Surgeon) Off: 428 South Main St. Res.: R. D. 1	Area Code 412 588-7250 588-5442
	Robert H. Baker (Asst. Chief Surgeon) Off: 428 South Main St. Res.: 263 East Ave.	588-7250 588-8475
Erie	James H. Delaney (Consulting Oculist) Off: 225 W. 25th St. Res.: Manchester Beach R.D.2, Fairview	Area Code 814 456-3360 474-3661
	J. M. Walsh Off: 702 W. 8th St. Res.: 1410 S. Shore Dr.	452-2896 455-0109
Conneaut	J. A. Ricaurte Off: 233 Liberty St. Res.: 260 Townsend Rd.	Area Code 216 599-1731 599-7151

Company Surgeons (Continued)

Location	Name and Address	Telephone Number
West Springfield	Wm. Anderson, Jr. Off: Main St. Res.: W. Springfield	Area Code 814 922-3141 922-3733
Albion	D. W. Bashline Off: 31 Main St. Res.: 31 Main St.	Area Code 814 756-4189 756-4189
Meadville	V. G. Hawkey Off: 840 Park Ave. Res.: 600 Highland Ave.	Area Code 814 332-2381 332-2384
Greenville	Edward H. Robinson Off: North Main St. Res.: R. D. 1	Area Code 412 588-8700 588-8827
	David M. Simpson Off: 428 South Main St. Res.: 4 Chambers Ave.	588-9600 588-9625
	William R. McWhirter Off: 428 S. Main St. Res.: 286 Donation Road	588-7250 588-8863
	K. C. Sharretts Off: 111 N. Main St. Res.: 6 Third Ave.	588-5600 588-6326
	F. E. McElree Off: 111 N. Main St. Res.: 205 Lynwood Dr.	588-5600 588-4140
	K. R. Hart Off: 282 Main St. Res.: Fredonia, Pa.	588-3241 475-2355
Grove City	D. E. Wonsettler Off: 115 South Center St. Res.: 430 Shady Dr.	Area Code 412 458-7090 458-9674
Butler	D. E. Imbrie Off: 327 North Main St. Res.: 140 Woodridge Rd.	Area Code 412 287-1022 287-5688
	Nelson E. Johnson, Jr. Off: and Res.: 337 East Penn St.	287-5271

Company Surgeons (Continued)

Location	Name and Address	Telephone Number
North Bessemer	Knighton V. Waite Off: 7175 Saltsburg Rd. Pittsburgh, Pa. 15235 Res.: Apple Ave. Renton, Pa.	Area Code 412 793-4830 793-4930
	J. H. Merenstein Off: 7175 Saltsburg Rd. Pittsburgh, Pa. 15235 Res.: 837 Cottonwood Place Monroeville, Pa.	793-4830 373-0234

300. Hospitals

Location	Name and Address	Telephone Number
Erie	St. Vincent's 232 West 29th Street	Area Code 814 453-6911
Conneaut	Brown Memorial 158 West Main Street	Area Code 216 593-1131
Meadville	Spencer 1034 Grove Street	Area Code 814 337-1261
Greenville	Greenville North Main Street	Area Code 412 588-6300
Greenville Shop	Emergency Hospital Greenville Shops	B & LE Exchange 228
Grove City	Grove City Edgewood Avenue	Area Code 412 458-7132
Butler	Butler County Memorial Brady Street Extension	Area Code 412 287-5731
New Kensington	Citizens General Hospital 651 4th Ave.	Area Code 412 337-3541
Pittsburgh	St. Francis 408-412 45th Street	Area Code 412 683-6000

301. When necessary, injured employes or passengers will be taken to one of the above-named hospitals.



302. In all cases of injury to passengers or employes requiring surgical aid, the nearest regularly appointed surgeon of the Company must be called without delay, and the case put into his exclusive charge.

303. In case of emergency requiring immediate medical or surgical assistance, and the Company surgeon cannot be had at once, proper surgical aid should be procured to attend until his arrival. Even though medical assistance has been procured there must be no delay in sending for a Company surgeon.

#### EMERGENCY HOSPITAL

304. The Emergency Hospital, Greenville Shop, has a nurse on duty as follows:

##### Eastern Standard Time

Monday through Friday 7:00 a.m. to 4:30 p.m.

In addition to the above hours, a nurse will be available on call through the Diesel Shop office as follows:

Monday through Friday 4:30 p.m. to 10:00 p.m.

Saturday 7:00 a.m. to 10:00 p.m.

##### Hospital Staff:

Hospital Supervisor: - N. E. Swartzbeck, R. N.

Hospital Nurse: - M. D. Enterline, R. N.

#### 305. SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
1	00	60.00	2	30	24.00
1	12	50.00	3	00	20.00
1	20	45.00	3	20	18.00
1	30	40.00	3	45	16.00
1	40	36.00	4	00	15.00
2	00	30.00	5	00	12.00
2	24	25.00	6	00	10.00

F. L. Valentine, Trainmaster

E. G. Morse, Trainmaster

R. T. Meyer, Trainmaster

A. T. Robertson, Assistant Trainmaster

A. A. Janson, Assistant Trainmaster

P. Krause, Assistant Trainmaster

S. J. Magala, Assistant Trainmaster

L. A. Shearer, Assistant Trainmaster

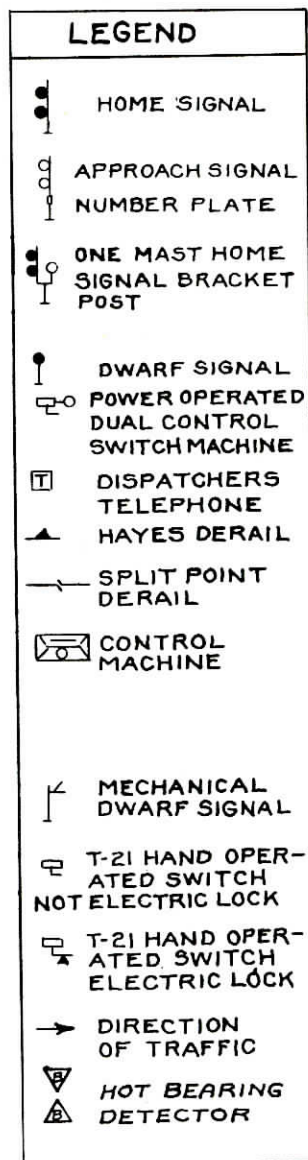
G. G. Jennings, Road Foreman of Engines

D. L. Eldridge, Traveling Engineer

F. J. Kosnac, Traveling Engineer

## TRACK DIAGRAMS

306. The following four pages contain diagrams of block signal territory between RX and XB, with the legend shown below applicable.









## TRACK CAPACITIES

307. The following track capacities are based on cars 45 feet in length:

Erie			
Possum track .....	42	N&W Interchange .....	20
Storage track .....	20	Car works track .....	21/14*

\*21 cars between switch and Cranberry Street and  
14 cars between Cranberry and Raspberry Streets

### Wallace Junction

No. 2 east .....	31	No. 1 west .....	49
No. 3 east .....	28	No. 2 west .....	49
No. 4 east .....	26	No. 3 west .....	32**
No. 5 east .....	25	No. 2 stub .....	13
No. 6 east .....	76*	North wye .....	7
Tank track .....	5	Cripple track .....	7
		Westward Siding .....	136

\*Without road crossing cut.

\*\*East of the crossing.

### Conneaut Yard

No. 61 coal yard .....	50	No. 39 ore yard .....	58
No. 62 coal yard .....	50	No. 40 ore yard .....	58
No. 63 coal yard .....	52	No. 41 ore yard .....	58
No. 64 coal yard .....	52	No. 42 ore yard .....	58
No. 65 coal yard .....	54	No. 43 ore yard .....	51
No. 66 coal yard .....	50	No. 44 ore yard .....	44
No. 67 coal yard .....	50	No. 45 ore yard .....	42
No. 68 coal yard .....	50	No. 46 ore yard .....	36
No. 4 empty yard .....	60	No. 47 ore yard .....	35
No. 5 empty yard .....	60	No. 6 west yard .....	50
No. 6 empty yard .....	68	No. 7 west yard .....	50
No. 30 ore yard .....	17	No. 8 west yard .....	55
No. 31 ore yard .....	17	No. 9 west yard .....	64
No. 34 ore yard .....	20	No. 10 west yard .....	62
No. 35 ore yard .....	53	No. 11 west yard .....	60
No. 36 ore yard .....	55	No. 12 west yard .....	55
No. 37 ore yard .....	58	No. 13 west yard .....	55
No. 38 ore yard .....	58	No. 14 west yard .....	50

### Albion Yard

No. 1 "A" Yard .....	60	No. 7 "A" Yard .....	43
No. 2 "A" Yard .....	55	No. 9 "A" Yard .....	37
No. 3 "A" Yard .....	53	No. 11 "A" Yard .....	30
No. 5 "A" Yard .....	50	No. 13 "A" Yard .....	25
No. 15 "A" Yard .....	18	No. 3 "B" Yard .....	67
No. 16 "A" Yard .....	12	No. 4 "B" Yard .....	52

### Albion Yard (Continued)

No. 25 "A" Yard .....	17	No. 5 "B" Yard .....	52
		No. 6 "B" Yard .....	52
No. 30 "A" Yard .....	63	No. 7 "B" Yard .....	52
No. 31 "A" Yard .....	63	No. 8 "B" Yard .....	52
No. 32 "A" Yard .....	63	No. 9 "B" Yard .....	52
No. 33 "A" Yard .....	63	No. 10 "B" Yard .....	52
No. 34 "A" Yard .....	63	No. 11 "B" Yard .....	52
		No. 12 "B" Yard .....	52
		No. 13 "B" Yard .....	52
No. 1 "D" Yard .....	60	No. 14 "B" Yard .....	65
No. 2 "D" Yard .....	60	No. 15 "B" Yard .....	65
No. 3 "D" Yard .....	63	No. 16 "B" Yard .....	40
No. 4 "D" Yard .....	67	No. 17 "B" Yard .....	40
No. 5 "D" Yard .....	67	No. 18 "B" Yard .....	40
No. 6 "D" Yard .....	67	No. 19 "B" Yard .....	40
No. 7 "D" Yard .....	67	No. 20 "B" Yard .....	40
No. 8 "D" Yard .....	70	No. 21 "B" Yard .....	121
		No. 22 "B" Yard .....	115
No. "0" "B" Yard .....	77	No. 23 "B" Yard .....	110
No. 1 "B" Yard .....	67	No. 24 "B" Yard .....	106
No. 2 "B" Yard .....	67	No. 25 "B" Yard .....	104

### Meadville Junction

No. 1 .....	25
No. 2 .....	25
No. 3 .....	35

### KO Yard

No. 1 .....	100	No. 6 .....	110
No. 2 .....	103	No. 7 .....	105
No. 3 .....	100	No. 8 .....	105
No. 4 .....	103	West Repair .....	7
No. 5 .....	103		

### Osgood

No. 1 .....	40	House track .....	25*
No. 2 .....	40	Middle track .....	17
No. 3 .....	40	Back track .....	16
		New track .....	48

\*with road crossing out.

### Shenango Yard

No. 4 .....	35	No. 10 .....	30
No. 5 .....	30	No. 11 .....	26
No. 6 .....	40	No. 12 .....	26
No. 7 .....	40	No. 13 .....	26
No. 8 .....	35	No. 14 .....	10
No. 9 .....	32	No. 15 .....	10



PC Interchange

Siding .....	85
No. 1 .....	85
No. 2 .....	85

Between north switch of extension and interlocking plant at south end of yard ..... 92

KY

No. 3 .....	55
No. 5 .....	55
No. 7 .....	13

Harrisville

No. 1 HX storage .....	60	Sta. No. 97 .....	20
No. 2 HX storage .....	60		

Branchton

No. 1 east yard .....	40	No. 1 west yard .....	30
No. 2 east yard .....	35	No. 2 west yard .....	27
No. 3 east yard .....	30	No. 3 west yard .....	25
No. 4 east yard .....	30	No. 4 west yard .....	25
No. 5 east yard .....	30	No. 5 west yard .....	25
No. 6 east yard .....	27	No. 6 west yard .....	22
No. 7 east yard .....	26	No. 7 west yard .....	5
No. 8 east yard .....	24	Runner .....	30/55**
No. 9 east yard .....	22		
No. 10 east yard .....	20		
No. 11 east yard .....	18		
No. 12 east yard .....	6		
No. 13 east yard .....	83*		

\*Between south switch and north end of east yard.

\*\*30 north of crossover and 55 south.

Queen Junction

No. 9 .....	40	No. 1 .....	35
No. 11 .....	40	No. 2 .....	35
No. 12 .....	40	No. 3 .....	35
		No. 5 .....	25

Butler Yard

No. 1 Calvin .....	75	No. 7 Calvin .....	60
No. 2 Calvin .....	72	No. 12 Calvin .....	145*
No. 3 Calvin .....	30	No. 13 Calvin .....	142*
No. 4 Calvin .....	34	No. 14 Calvin .....	101
No. 5 Calvin .....	36	No. 15 Calvin .....	97
No. 6 Calvin .....	35	No. 1 Pgh. Jct. ....	18

Butler Yard (Continued)

No. 2 Pgh. Jct. ....	15	No. 7 Pgh. Jct. ....	9
No. 3 Pgh. Jct. ....	12	No. 9 Pgh. Jct. ....	18
No. 4 Pgh. Jct. ....	12	Tri County Track .....	62
No. 6 Pgh. Jct. ....	12	B&O Back Track .....	63

\*With Water Works crossing cut.

Saxonburg Sintering Plant

No. 1 inbound yard .....	72	No. 1 empty yard .....	50
No. 2 inbound yard .....	72	No. 2 empty yard .....	50
No. 3 inbound yard .....	72	No. 3 empty yard .....	50
No. 4 inbound yard .....	72	No. 4 empty yard .....	50
No. 5 inbound yard .....	45	No. 1 outbound yard .....	50
No. 6 inbound yard .....	45	No. 2 outbound yard .....	50
		No. 3 outbound yard .....	50
		No. 4 outbound yard .....	45
		No. 5 outbound yard .....	45

Storage track between:

SXNE and inbound yard lead .....	120
Outbound yard lead and SXSE .....	80

Curtisville Yard

No. 1 .....	48	No. 4 .....	32
No. 2 .....	40	No. 5 .....	28
No. 3 .....	37	No. 10 .....	22

Russellton Storage

No. 1 .....	60	No. 3 .....	53
No. 2 .....	56	No. 4 .....	53

Deer Creek

No. 1 .....	82
No. 2 .....	82
No. 3 .....	82

Unity Junction

No. 4 .....	25
No. 1 .....	42
No. 2 .....	42

North Bessemer Yard

No. 1 west yard .....	118	No. 5 west yard .....	48
No. 2 west yard .....	120	No. 6 west yard .....	63
No. 3 west yard .....	121	No. 7 west yard .....	63
No. 4 west yard .....	48	No. 8 west yard .....	64

North Bessemer Yard (Continued)

Old Main.....	75	No. 21 east yard .....	35
No. 1 east yard .....	31	No. 22 east yard .....	42
No. 2 east yard .....	29	No. 23 east yard .....	44
No. 3 east yard .....	29	No. 24 east yard .....	46
No. 4 east yard .....	29	No. 25 east yard .....	46
No. 5 east yard .....	29	No. 26 east yard .....	35
No. 6 east yard .....	29	No. 27 east yard .....	33
No. 7 east yard .....	29	No. 28 east yard .....	33
No. 8 east yard .....	29	No. 29 east yard .....	34
No. 9 east yard .....	29	No. 30 east yard .....	34
No. 10 east yard .....	29	No. 31 east yard .....	32
No. 11 east yard .....	29	No. 32 east yard .....	32
No. 12 east yard .....	28	No. 33 east yard .....	59/20*
No. 13 east yard .....	28	No. 34 east yard .....	126
No. 14 east yard .....	28	No. 35 east yard .....	125
		No. 36 east yard .....	125
No. 15 east yard .....	75	No. 37 east yard .....	70
No. 16 east yard .....	75	No. 38 east yard .....	64
No. 17 east yard .....	76	No. 39 east yard .....	63
No. 18 east yard .....	74	No. 40 east yard .....	59
No. 19 east yard .....	73	No. 41 east yard .....	51
No. 20 east yard .....	75	No. 42 east yard .....	45
		No. 43 east yard .....	45

\*No. 33 holds 59 north of the crossover and  
20 south of the crossover.

Storage Tracks

State Line runaround track .....	75
Odell Storage Track	
Between Odell and McCalmont undergrade .....	160
Between McCalmont undergrade and Renfrew undergrade .....	140
Between Renfrew undergrade and south end .....	38
Meharg Storage Track	
Between McBride Local Track and Winter Road .....	100*
Between Winter Road and Meharg .....	20*
Ivywood Storage Track	
Ivywood North .....	200*
Ivywood South .....	176**

\*with Refractory Road cut.

\*\*will hold 75 cars south of Fawn Coal Co.

Coal Facilities

State Line Coal Track			
E-1 .....	20	L-1 .....	15
E-2 .....	18	L-2 .....	20
E-3 .....	15	L-3 .....	20
No. 1 Destocking .....	20		
No. 2 Destocking .....	14		
No. 3 Destocking .....	10		
Willowbrook Mining Co., Station 89 .....			55
Ambrosia Constr. Co., Station 93 .....			21
Grove City Construction Co., Station 97 .....			20
Black Gold Coal Co., Station G104			
No. 1 (to the tipple) .....			11
No. 2 (to the clearance of No. 1) .....			7
Load track .....			12
Grove City Const. Co., Station H106 .....			20
Sunbeam Coal Corp., Station B106			
No. 1 .....			52
No. 2 .....			14
Mohawk Mining Co., Station A110 .....			46
W. Pa. Processing, Station 103 .....			35
Claytonia Siding .....			34
Tri-County Fuel Co., Station 107 .....			40
Mathieson Coal Co., Station 113 .....			22
Fawn Coal Co., Station 138			
E-1 .....			28
E-2 .....			28
L-1 .....			20
Russellton No. 3 (Superior Mine), Station 142			
No. 1 Empty Yard .....	21	No. 1 Load Yard .....	32
No. 2 Empty Yard .....	20	No. 2 Load Yard .....	32
No. 3 Empty Yard .....	18		
Stub Track .....	3		
Russellton No. 2 (Republic Mine), Station 145			
No. 1 Raw Coal Yard ...	18	No. 1 Load Yard .....	15
No. 2 Raw Coal Yard ...	20	No. 2 Load Yard .....	15
No. 3 Raw Coal Yard ...	20	No. 3 Load Yard .....	18



Russellton No. 2 (Republic Mine), Station 145 (Continued)

No. 4 Raw Coal Yard....	21	No. 4 Load Yard .....	10
No. 5 Raw Coal Yard....	21	No. 5 Load Yard .....	21

Newfield Mine, Station A153

No. 1 .....	17
No. 2 .....	17
No. 3 .....	18
No. 4 .....	15
No. 5 .....	15
Storage track, north of crossover .....	36
Storage track, south of crossover .....	61

Renton Mine, Station 153

No. 1 Empty Yard .....	23	No. 1 Load Yard .....	60
No. 2 Empty Yard .....	10	No. 2 Load Yard .....	12
No. 3 Empty Yard .....	6		
No. 4 Empty Yard .....	17		
No. 5 Empty Yard .....	1		

