

*Compliance with*  
**OPERATING RULES**

AND

**SAFETY RULES**

INSURES

**SAFE and EFFICIENT  
Operation**

In Case of DOUBT or UNCERTAINTY  
the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS  
STRIKING SPEEDS**

CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

**THE BALTIMORE AND OHIO  
RAILROAD COMPANY**  
CENTRAL REGION

**Safety Above Everything**



**PITTSBURGH DIVISION**

**TIMETABLE No. 89**

Effective 3:01 A. M. Eastern Standard Time

**SUNDAY, APRIL 30, 1967**

**DESTROY ALL TIMETABLES OF PREVIOUS DATE**

**Read The Instructions**

**FOR INFORMATION OF EMPLOYEES ONLY**

**Trains run on Eastern Standard Time**

**J. J. CONNER,**  
*Superintendent.*

**G. S. HARRIS,**  
*General Manager.*

## DIVISION OFFICERS

NAME AND LOCATION	TITLE
<b>PITTSBURGH:</b>	
J. J. Conner .....	Superintendent
W. W. Weber, Jr. ....	Asst. Superintendent
H. R. Hogan .....	Trainmaster
J. H. Atkins .....	Asst. Trainmaster
F. F. Foster .....	Road Foreman of Engines
R. S. Henry .....	Division Engineer
B. D. Dunseth .....	Asst. Division Engineer
E. V. Diehl .....	Division Operator
J. H. Overand .....	Chief Train Dispatcher
<b>CONNELLSVILLE:</b>	
J. W. Bartock .....	Trainmaster
E. L. Farrow .....	Road Foreman of Engines
E. E. Tikey .....	Terminal Trainmaster
R. H. Mickey .....	Asst. Terminal Trainmaster
S. J. Spicola .....	Asst. Division Engineer
<b>SOMERSET:</b>	
H. C. Hurst .....	Asst. Trainmaster
<b>JOHNSTOWN:</b>	
J. B. Mosier .....	Asst. Trainmaster
<b>GLENWOOD:</b>	
R. P. Krogel .....	Terminal Trainmaster
J. L. Ferree .....	Asst. Terminal Trainmaster
D. A. Wilson .....	Asst. Terminal Trainmaster
<b>DEMMLER:</b>	
J. J. Milan .....	Asst. Terminal Trainmaster
<b>BUTLER:</b>	
H. F. Muir .....	Asst. Trainmaster

### ASST. CHIEF TRAIN DISPATCHERS—PITTSBURGH, PA.

H. S. Metz	J. F. Bollman
J. F. Craft, Jr.	L. J. Mueller

### TRAIN DISPATCHERS—PITTSBURGH, PA.

R. A. Gaumer	V. J. Christopher
E. C. Keefer	T. M. Williams
J. R. Mugridge	C. W. Work
C. E. Romesburg	J. C. Baer
L. H. Long	P. J. Bittner

### TRAIN DISPATCHERS—WASHINGTON, PA.

G. M. Leif	C. L. Matthias
P. G. Keidel	J. R. Stewart

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**MAIN LINE SUBDIVISION**
**WESTWARD**
**TIMETABLE No. 89**

 In Effect 3:01 a.m.  
 Sunday, April 30, 1967

**FIRST CLASS**

<b>7</b> Daily	<b>9</b> Daily	<b>5</b> Daily
-------------------	-------------------	-------------------

	L	AML	PML	PM
<b>CUMBERLAND</b> 0.6		245	418	730
<b>Viaduct Jct.</b> 12.6		247	420	732
<b>Hyndman</b> 20.2		301	434	746
<b>Sand Patch</b> 3.8		333	509	818
<b>Meyersdale</b> 11.8	.....	S 516	.....	
<b>Rockwood</b> 16.4		354	S 532	839
<b>Confluence</b> 25.3		416	F 556	901
<b>Greene Jct.</b> 1.7		448	630	933
<b>CONNELLSVILLE</b>	A	452	634	937
		AM	PM	PM

**MAIN LINE SUBDIVISION**
**EASTWARD**
**TIMETABLE No. 89**

 In Effect 3:01 a.m.  
 Sunday, April 30, 1967

**FIRST CLASS**

<b>6</b> Daily	<b>8</b> Daily	<b>10</b> Daily
-------------------	-------------------	--------------------

	L	AML	AML	PM
<b>CONNELLSVILLE</b> 1.7		345	1152	1155
<b>Greene Jct.</b> 25.3		348	1155	1158
<b>Confluence</b> 16.4		423	1230	1233
<b>Rockwood</b> 11.8		447	S 1255	F 1258
<b>Meyersdale</b> 3.8	.....	S 114		S 117
<b>Sand Patch</b> 20.2		509	121	124
<b>Hyndman</b> 12.6		543	155	F 158
<b>Viaduct Jct.</b> 0.6		558	210	213
<b>CUMBERLAND</b>	A	600	215	215
		AM	PM	AM

**F. M. & P. SUBDIVISION**
**WESTWARD**
**TIMETABLE No. 89**

 In Effect 3:01 a.m.  
 April 30, 1967

**THIRD CLASS**

<b>91</b> Daily	<b>93</b> Daily	<b>95</b> Daily
--------------------	--------------------	--------------------

	L	AML	AML	PM
<b>WD TOWER</b> 3.8		300	1100	735
<b>Montana</b> 11.6		312	1118	747
<b>Little Falls</b> 5.2		342	1148	817
<b>Uffington</b> 3.3		355	1201	830
<b>Decker Siding</b> 0.3		404	1212	838
<b>Morgantown</b> 0.8		405	1214	840
<b>Seneca</b> 2.5		407	1216	842
<b>Star City</b> 2.7		414	1223	849
<b>Van Vorhis</b> 6.6		422	1233	857
<b>Nilan</b> 1.1		442	1256	917
<b>Cheat River</b> 4.3		445	100	920
<b>Outcrop</b> 2.7		505	119	940
<b>SMITHFIELD</b>	A	512	126	947
		AM	PM	PM

## WESTERN SUBDIVISION

WESTWARD

## TIMETABLE No. 89

In Effect 3:01 a.m.  
Sunday, April 30, 1967

## FIRST CLASS

		FIRST CLASS				
		7 Daily	561 *Daily except Sat., Sun. and Hol.	547 *Daily except Sun. and Hol.	563 *Daily except Sat., Sun. and Hol.	565 *Daily except Sun. and Hol.
		L AM	L AM	L AM	L AM	L AM
CONNELLSVILLE	2.4	502	.....	.....	.....	.....
Broad Ford	11.2	506	.....	.....	.....	.....
NS Tower	11.1	521	.....	.....	.....	.....
West Newton	15.4	.....	.....	.....	.....	.....
Versailles	1.1	.....	700	735	.....	.....
Christy Park	1.8	.....	F 703	F 738	.....	.....
McKeesport	0.2	S 601	S 708	S 745	820	1015
MK Tower	0.8	603	709	746	821	1016
Riverton	1.2	.....	F 711	F 747	F 823	F 1017
Demmler	1.8	.....	S 713	S 749	F 826	S 1020
Bessemer	1.2	.....	F 717	751	829	F 1024
Braddock	0.7	.....	S 720	S 755	S 831	S 1026
Rankin	3.9	.....	S 723	F 758	F 834	F 1029
Glenwood Jct.	0.3	.....	729	803	838	1033
Glenwood	0.8	.....	S 730	F 804	.....	S 1035
Hazelwood	1.0	.....	S 732	S 806	S 841	S 1037
Laughlin Jct.	2.7	.....	733	808	843	1038
PITTSBURGH	.....	.....	740	815	850	1045
<i>Braddock (P&amp;LE)</i>	9.8	.....	.....	.....	.....	.....
<i>Pittsburgh (P&amp;LE)</i>	40.8	S 635	.....	.....	.....	.....
		710	.....	.....	.....	.....
<i>Wampum (P&amp;LE)</i>	2.6	.....	.....	.....	.....	.....
B&O Jct.	1.3	800	.....	.....	.....	.....
UN TOWER	.....	802	.....	.....	.....	.....
		A AM	A AM	A AM	A AM	A AM

Time shown in italics convey no timetable authority and are for information only.

J-Conditional stop P&amp;LE RR.

\* Will operate on Washington's birthday.

## WESTERN SUBDIVISION

WESTWARD

## TIMETABLE No. 89

In Effect 3:01 a.m.  
Sunday, April 30, 1967

## FIRST CLASS

		FIRST CLASS				
		567 *Daily except Sun. and Hol.	569 *Daily except Sun. and Hol.	571 *Daily except Sat., Sun. and Hol.	9 Daily	5 Daily
		L PM	L PM	L PM	L PM	L PM
CONNELLSVILLE	2.4	.....	.....	.....	644	942
Broad Ford	11.2	.....	.....	.....	648	946
NS Tower	11.1	.....	.....	.....	703	1001
West Newton	15.4	.....	.....	.....	F 718	.....
Versailles	1.1	.....	.....	515	.....	.....
Christy Park	1.8	.....	.....	.....	.....	.....
McKeesport	0.2	115	350	S 520	S 743	.....
MK Tower	0.8	116	351	521	745	1039
Riverton	1.2	F 117	.....	F 524	.....	.....
Demmler	1.8	S 120	S 355	F 526	.....	.....
Bessemer	1.2	F 124	F 358	F 528	.....	.....
Braddock	0.7	S 126	S 400	S 530	.....	.....
Rankin	3.9	F 129	F 403	F 534	.....	.....
Glenwood Jct.	0.3	134	407	538	.....	.....
Glenwood	0.8	F 135	S 408	F 539	.....	.....
Hazelwood	1.0	S 137	S 410	S 542	.....	.....
Laughlin Jct.	2.7	138	411	543	.....	.....
PITTSBURGH	.....	145	420	550	.....	.....
<i>Braddock (P&amp;LE)</i>	9.8	.....	.....	.....	J 752	.....
<i>Pittsburgh (P&amp;LE)</i>	40.8	.....	.....	.....	S 820	S 1110
		.....	.....	.....	855	1125
<i>Wampum (P&amp;LE)</i>	2.6	.....	.....	.....	J 943	.....
B&O Jct.	1.3	.....	.....	.....	949	1217
UN TOWER	.....	.....	.....	.....	951	1219
		A PM	A PM	A PM	A PM	A AM

## WESTERN SUBDIVISION

EASTWARD

## TIMETABLE No. 89

In Effect 3:01 a.m.  
Sunday, April 30, 1967

## FIRST CLASS

	6	562	564	8	566
	Daily	*Daily except Sat., Sun. and Hol.	*Daily except Sun. and Hol.	Daily	*Daily except Sun. and Hol.
	L	AM	L	AM	L
	AM	L	AM	L	AM
	PM				PM
<b>UN TOWER</b> 1.3	124	.....	.....	848	.....
<b>B&amp;O Jct.</b> 2.6	126	.....	.....	850	.....
<i>Wampum (P&amp;LE)</i> 40.8	.....	.....	.....	J 853	.....
<i>Pittsburgh (P&amp;LE)</i>	S 216	.....	.....	S 940	.....
9.8	220	.....	.....	1015	.....
<i>Braddock (P&amp;LE)</i> 4.9	.....	.....	.....	.....	.....
<b>PITTSBURGH</b> 2.7	.....	750	940	.....	1240
<b>Laughlin Jct.</b> 1.0	.....	755	945	.....	1245
<b>Hazelwood</b> 0.8	.....	S 756	S 947	.....	S1247
<b>Glenwood</b> 0.3	.....	S 758	S 949	.....	S1249
<b>Glenwood Jct.</b> 3.9	.....	759	950	.....	1250
<b>Rankin</b> 0.7	.....	F 803	F 954	.....	F1255
<b>Braddock</b> 1.2	.....	S 806	S 957	.....	S1257
<b>Bessemer</b> 1.8	.....	F 808	F1000	.....	F 100
<b>Demmler</b> 1.2	.....	S 811	F1003	.....	F 103
<b>Riverton</b> 0.8	.....	.....	F1007	.....	F 107
<b>MK Tower</b> 0.2	245	814	1009	1040	109
<b>McKeesport</b> 1.8	.....	815	1010	S1043	110
<b>Christy Park</b> 1.1	.....	.....	.....	.....	.....
<b>Versailles</b> 15.4	.....	.....	.....	.....	.....
<b>West Newton</b> 11.1	.....	.....	.....	S1106	.....
<b>NS Tower</b> 11.2	322	.....	.....	1122	.....
<b>Broad Ford</b> 2.4	336	.....	.....	1137	.....
<b>CONNELLSVILLE</b>	340	.....	.....	1142	.....
	A	AM	A	AM	A
	AM	A	AM	A	AM
	PM				PM

Time shown in italics convey no timetable authority and are for information only.

J-Conditional stop—P&amp;LE RR.

C-Stop to discharge passenger.

\* Will operate on Washington's birthday.

## WESTERN SUBDIVISION

EASTWARD

## TIMETABLE No. 89

In Effect 12:01 a.m.  
Sunday, April 30, 1967

## FIRST CLASS

	568	570	548	572	10
	*Daily except Sun. and Hol.	*Daily except Sat., Sun. and Hol.	*Daily except Sun. and Hol.	*Daily except Sat., Sun. and Hol.	Daily
	L	PM	L	PM	L
	PM	L	PM	L	PM
<b>U. N. TOWER</b> 1.3	.....	.....	.....	.....	858
<b>B&amp;O Jct.</b> 2.6	.....	.....	.....	.....	900
<i>Wampum (P&amp;LE)</i> 40.8	.....	.....	.....	.....	.....
<i>Pittsburgh (P&amp;LE)</i>	.....	.....	.....	.....	S 950
9.8	.....	.....	.....	.....	1020
<i>Braddock (P&amp;LE)</i> 4.9	.....	.....	.....	.....	J1037
<b>PITTSBURGH</b> 2.7	315	440	520	600	.....
<b>Laughlin Jct.</b> 1.0	320	444	525	605	.....
<b>Hazelwood</b> 0.8	S 322	.....	S 527	S 606	.....
<b>Glenwood</b> 0.3	S 324	.....	F 529	S 608	.....
<b>Glenwood Jct.</b> 3.9	325	447	530	609	.....
<b>Rankin</b> 0.7	S 329	S 451	F 535	F 613	.....
<b>Braddock</b> 1.2	S 332	S 454	S 538	S 616	.....
<b>Bessemer</b> 1.8	F 335	455	540	F 619	.....
<b>Demmler</b> 1.2	S 339	.....	.....	F 622	.....
<b>Riverton</b> 0.8	F 341	F 500	F 545	F 624	.....
<b>MK Tower</b> 0.2	344	501	547	625	1045
<b>McKeesport</b> 1.8	345	S 502	S 548	S 626	S1048
<b>Christy Park</b> 1.1	.....	C 505	C 553	C 630	.....
<b>Versailles</b> 15.4	.....	510	556	635	.....
<b>West Newton</b> 11.1	.....	.....	.....	.....	S1111
<b>NS Tower</b> 11.2	.....	.....	.....	.....	1127
<b>Broad Ford</b> 2.4	.....	.....	.....	.....	1142
<b>CONNELLSVILLE</b>	.....	.....	.....	.....	1147
	A	PM	A	PM	A
	PM	A	PM	A	PM
	PM				PM

**WESTWARD STATIONS, ETC.**

Distance	Passing Siding Capacity in Cars (45 ft.)	MAIN LINE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
.....	.....	<b>CUMBERLAND</b>	0.6	.....	.....	.....
0.6	.....	<b>Viaduct Jct.</b>	C	C	ND	Cumb. Divn.
.....	.....	.....	1.8	.....	.....	.....
2.4	.....	<b>Eckhart Jct.</b>	1.2	.....	.....	.....
3.6	.....	<b>Mt. Savage Jct.</b>	2.7	.....	.....	.....
6.3	.....	<b>State Line</b>	2.7	.....	.....	.....
9.0	.....	<b>Cook's Mills</b>	4.2	.....	.....	.....
13.2	W 170 E 103	<b>Hyndman</b>	C	C	Q	PRR
.....	.....	.....	3.8	.....	.....	.....
17.0	.....	<b>Brackens</b>	2.6	.....	.....	.....
19.6	.....	<b>Fairhope</b>	2.1	.....	.....	.....
21.7	.....	<b>FO Tower</b>	1.8	.....	.....	.....
23.5	.....	<b>Glencoe</b>	2.8	.....	.....	.....
26.3	.....	<b>Philson</b>	4.1	.....	.....	.....
30.4	.....	<b>Mance</b>	1.3	.....	.....	.....
31.7	.....	<b>Manila</b>	1.7	.....	.....	.....
33.4	W 128 E 312	<b>Sand Patch</b>	C	C	SA	.....
.....	.....	.....	1.0	.....	.....	.....
34.4	.....	<b>Keystone</b>	2.8	.....	.....	WM
37.2	.....	<b>Meyersdale</b>	1.3	.....	.....	.....
38.5	.....	<b>Salisbury Jct.</b>	.....	.....	.....	Salisbury SD
.....	.....	.....	3.6	.....	.....	.....
42.1	.....	<b>Garrett</b>	2.8	.....	.....	Berlin SD
44.9	.....	<b>Atlantic</b>	4.1	.....	.....	.....
49.0	.....	<b>Rockwood</b>	3.1	C	C	RW
52.1	.....	<b>Middle Creek</b>	4.0	.....	.....	S & C SD
56.1	.....	<b>Markleton</b>	1.4	.....	.....	.....
57.4	.....	<b>Pinkerton (WEDT)</b>	1.7	.....	.....	.....
59.1	.....	<b>Shoo Fly (EEDT)</b>	1.7	.....	.....	.....
60.8	.....	<b>Brook</b>	2.7	.....	.....	.....
63.5	.....	<b>Ursina</b>	1.9	.....	.....	.....
65.4	W 98	<b>Confluence</b>	5.0	C	C	CF
70.4	.....	<b>Bidwell</b>	3.5	.....	.....	.....
73.9	.....	<b>HK Tower</b>	1.7	.....	.....	.....
75.6	.....	<b>Ohio Pyle</b>	1.3	.....	.....	.....
76.9	.....	<b>Jim Run</b>	4.0	.....	.....	.....
80.9	.....	<b>Stewarton</b>	4.1	.....	.....	.....
85.0	.....	<b>Indian Creek</b>	3.2	.....	.....	ICV SD
88.2	.....	<b>Casparis</b>	2.5	.....	.....	.....
90.7	.....	<b>Greene Jct.</b>	C	C	WH	FM&P SD
92.4	.....	<b>CONNELLSVILLE</b>	C	C	D	West'n SD

C-Continuous.

**WESTWARD STATIONS, ETC.**

Distance	Passing Siding Capacity in Cars (45 ft.)	SALISBURY SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
.....	.....	<b>RAMP</b>	0.5	.....	.....	.....
0.5	.....	<b>West Salisbury</b>	1.8	.....	.....	.....
2.3	.....	<b>Boynton</b>	4.4	.....	.....	.....
6.7	.....	<b>Shaw</b>	2.4	.....	.....	.....
9.1	.....	<b>SALISBURY JCT.</b>	.....	.....	.....	Main Line SD
BERLIN SUBDIVISION						
.....	.....	<b>GARRETT</b>	3.1	.....	.....	Main Line
3.1	.....	<b>Shober</b>	3.1	.....	.....	.....
6.2	.....	<b>Pine Hill Jct.</b>	.....	.....	.....	Pine Hill Bch
.....	.....	.....	0.8	.....	.....	.....
7.0	.....	<b>Niver Jct.</b>	1.0	.....	.....	Niver Bch
8.0	.....	<b>BERLIN</b>	.....	.....	.....	.....
ICV SUBDIVISION						
.....	.....	<b>ROARING RUN</b>	3.1	.....	.....	.....
3.1	.....	<b>Melcroft</b>	2.2	.....	.....	.....
5.3	.....	<b>Indian Head</b>	3.1	.....	.....	.....
8.4	.....	<b>Rogers Mill</b>	2.3	.....	.....	.....
10.7	.....	<b>Wilkens</b>	5.0	.....	.....	.....
15.7	.....	<b>Poplar Hollow</b>	1.8	.....	.....	.....
17.5	.....	<b>INDIAN CREEK</b>	.....	.....	.....	Main Line SD

## WESTWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	S&C SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
0.0	.....	<b>ROCKWOOD</b>	1.1	C	C	RW	Main Line SD
1.1	.....	<b>G&amp;W Jct.</b>	0.1	.....	.....	.....	.....
1.2	.....	<b>Fogle Jct.</b>	0.01	.....	.....	.....	.....
1.21	99	<b>Wilson Creek</b>	1.89	.....	.....	.....	WC Bch.
3.1	.....	<b>Shamrock</b>	2.3	.....	.....	.....	.....
5.4	.....	<b>Union Mine</b>	0.7	.....	.....	.....	.....
6.1	.....	<b>Roberts</b>	1.8	.....	.....	.....	.....
7.9	.....	<b>East Yard</b>	0.7	.....	.....	.....	.....
8.6	.....	<b>SX Tower</b>	0.6	#C	C	SX	.....
9.2	.....	<b>Somerset</b>	0.4	.....	.....	.....	.....
9.6	.....	<b>P. W. &amp; S. Jct.</b>	1.4	.....	.....	.....	Boswell SD
11.0	.....	<b>Mukden</b>	1.5	.....	.....	.....	.....
12.5	.....	<b>Geiger</b>	2.7	.....	.....	.....	.....
15.2	.....	<b>Adams</b>	1.7	.....	.....	.....	.....
16.9	.....	<b>Vang Jct.</b>	0.5	.....	.....	.....	.....
17.4	68	<b>Coleman</b>	2.0	.....	.....	.....	Coleman SD
19.4	.....	<b>Mostoller</b>	2.4	.....	.....	.....	.....
21.8	.....	<b>Stoyestown</b>	1.8	.....	.....	.....	.....
23.6	78	<b>Rowena</b>	3.1	.....	.....	.....	.....
26.7	.....	<b>HV Siding</b>	3.3	.....	.....	.....	SM Bch.
30.0	.....	<b>Landsreet</b>	1.1	.....	.....	.....	.....
31.1	.....	<b>Jerome Jct.</b>	0.9	.....	.....	.....	Jerome Bch
32.0	.....	<b>Holsopple</b>	1.6	*8:00 A	500 P	HO	.....
33.6	.....	<b>Foustwell</b>	0.7	.....	.....	.....	.....
34.3	.....	<b>S&amp;C Bridge</b>	1.9	.....	.....	.....	.....
36.2	.....	<b>Border Dam</b>	2.5	.....	.....	.....	.....
38.7	61	<b>Walsall</b>	2.2	.....	.....	.....	.....
40.9	.....	<b>Kelso</b>	1.2	.....	.....	.....	.....
42.3	.....	<b>Ferndale</b>	2.8	.....	.....	.....	.....
45.1	.....	<b>JOHNSTOWN</b>		C	C	DE	PRR-CBL JSC

## COLEMAN SUBDIVISION

.....	.....	<b>VANG JCT.</b>	4.2	.....	.....	.....	S&C SD
4.2	.....	<b>Buck Run</b>	2.2	.....	.....	.....	.....
6.4	.....	<b>Svonavec</b>	1.9	.....	.....	.....	.....
8.3	.....	<b>CAMBRIA</b>	.....	.....	.....	.....	.....

## BOSWELL SUBDIVISION

.....	.....	<b>P. W. &amp; S. JCT.</b>	3.0	.....	.....	.....	S&C SD
3.0	.....	<b>Husband</b>	3.7	.....	.....	.....	.....
6.7	.....	<b>Enoch</b>	1.7	.....	.....	.....	.....
8.4	.....	<b>Harrison</b>	1.5	.....	.....	.....	.....
9.9	.....	<b>Acosta</b>	2.5	.....	.....	.....	.....
12.4	.....	<b>Coal Jct.</b>	2.8	.....	.....	.....	.....
15.0	.....	<b>BOSWELL</b>	.....	.....	.....	.....	.....

## WESTWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	F. M. & P. SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
.....	.....	<b>WD TOWER</b>		C	C	WD	Mon. Divn.
1.1	.....	<b>Palatine Jct.</b>	1.1	.....	.....	.....	.....
3.8	122	<b>Montana</b>	2.7	.....	.....	.....	.....
5.7	.....	<b>Catawba</b>	1.9	.....	.....	.....	.....
9.6	.....	<b>Opekiska</b>	3.9	.....	.....	.....	.....
11.7	.....	<b>Beechwood</b>	2.1	.....	.....	.....	.....
15.4	99	<b>Little Falls</b>	3.7	.....	.....	.....	.....
18.3	.....	<b>Roundbottom</b>	2.9	.....	.....	.....	.....
20.6	.....	<b>Uffington</b>	2.3	.....	.....	.....	.....
23.9	118	<b>Decker Siding</b>	3.3	.....	.....	.....	.....
24.2	.....	<b>Morgantown</b>	0.3	#C	C	MN	Cumb. Divn.
25.0	.....	<b>Seneca</b>	0.8	.....	.....	.....	.....
27.5	.....	<b>Star City</b>	2.5	.....	.....	.....	.....
30.2	114	<b>Van Vorhis</b>	2.7	.....	.....	.....	.....
31.9	.....	<b>Lockview</b>	1.7	.....	.....	.....	.....
33.6	.....	<b>Lucille</b>	1.7	.....	.....	.....	.....
35.5	.....	<b>Point Marion</b>	1.9	.....	.....	.....	.....
36.8	.....	<b>Nilan</b>	1.3	.....	.....	.....	.....
37.9	60	<b>Cheat River</b>	1.1	.....	.....	.....	.....
38.6	.....	<b>Lake Lynn</b>	0.7	.....	.....	.....	.....
41.5	.....	<b>Gans</b>	2.9	.....	.....	.....	.....
43.2	.....	<b>Outcrop</b>	1.7	.....	.....	.....	.....
45.9	.....	<b>Smithfield</b>	2.7	C	C	SF	S&M SD
48.3	.....	<b>Fairchance</b>	2.4	.....	.....	.....	.....
51.3	.....	<b>Oliphant</b>	3.0	.....	.....	.....	.....
52.7	.....	<b>Brownfield</b>	1.4	.....	.....	.....	.....
54.9	.....	<b>Leith</b>	2.2	.....	.....	.....	Crossland Bch
56.1	.....	<b>Uniontown</b>	1.2	.....	.....	.....	.....
57.9	E 188	<b>Oliver</b>	1.8	.....	.....	.....	.....
59.8	.....	<b>Evans</b>	1.9	.....	.....	.....	.....
61.2	.....	<b>Mt. Braddock</b>	2.4	.....	.....	.....	.....
64.7	.....	<b>Pechin</b>	2.5	.....	.....	.....	.....
65.2	E 188	<b>Dunbar</b>	0.5	.....	.....	.....	.....
65.8	.....	<b>Bowest Jct.</b>	0.6	.....	.....	.....	WM-PRR
67.0	.....	<b>O&amp;B Jct.</b>	1.2	.....	.....	.....	.....
67.3	.....	<b>GREENE JCT.</b>	0.3	C	C	WH	Main Line SD

## S&amp;M SUBDIVISION

.....	.....	<b>LECKRONE</b>	2.9	.....	.....	.....	M.R.R.
2.9	.....	<b>High House</b>	2.1	.....	.....	.....	.....
5.0	.....	<b>Shoaf</b>	3.6	.....	.....	.....	.....
8.6	.....	<b>SMITHFIELD</b>	.....	C	C	SF	FM&P SD

C-Continuous.

#-Daily except from 7:30 A.M. Sunday to 7:30 A.M. Monday.

C-Continuous.

#-Daily except from 11:00 P.M. Saturday to 7:00 A.M. Monday.

\*-Daily except Saturday and Sunday.

## WESTWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	WESTERN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
.....	.....	<b>CONNELLSVILLE</b>	C	C	D	Main Line SD
2.4	.....	Broad Ford	C	C	BF	Mt. Pleasant SD
5.4	.....	Dawson	.....	.....	.....	.....
9.5	.....	Lavenia	.....	.....	.....	.....
12.2	.....	Youngs	.....	.....	.....	.....
13.6	W 169 E 465	NS Tower	C	C	NS	.....
17.0	.....	Jacobs Creek	.....	.....	.....	.....
18.7	.....	Smithton	.....	.....	.....	.....
22.5	.....	Reduction	.....	.....	.....	.....
24.7	.....	West Newton	.....	.....	.....	.....
26.9	.....	Graztown	.....	.....	.....	.....
30.0	.....	Scott Haven	.....	.....	.....	.....
31.4	W 185 E 384	Vista	#800 A	400 P	VA	.....
34.2	.....	Robbins	.....	.....	.....	.....
37.0	.....	Emblem	.....	.....	.....	.....
38.5	.....	Ellrod	.....	.....	.....	.....
40.1	.....	Versailles	.....	.....	.....	.....
41.2	.....	Christy Park	.....	.....	.....	.....
43.0	.....	McKeesport	.....	.....	.....	.....
43.2	.....	MK Tower	C	C	MK	P&LE McK.
44.0	.....	Riverton	.....	.....	.....	.....
45.2	.....	Demmler	.....	.....	.....	P&LE
47.0	.....	Bessemer	C	C	R	URR-PRR
48.2	.....	Braddock	.....	.....	.....	.....
48.9	.....	Rankin	.....	.....	.....	.....
50.3	.....	Denniston	.....	.....	.....	URR
52.8	.....	Glenwood Jct.	C	C	WJ	W&P SD
53.1	.....	Glenwood	.....	.....	.....	.....
53.9	.....	Hazelwood	.....	.....	.....	.....
54.9	.....	Laughlin Jct.	C	C	GN	P&W SD
57.6	.....	<b>PITTSBURGH</b>	C	C	DS	.....

## MT. PLEASANT SUBDIVISION

.....	.....	<b>BROAD FORD</b>	C	C	BF	Western SD
4.3	.....	Everson	.....	.....	.....	PRR
6.9	.....	Iron Bridge	.....	.....	.....	.....
9.7	.....	<b>MT. PLEASANT</b>	.....	.....	.....	.....

C-Continuous.

#-Daily except Saturday and Sunday.

## WESTWARD

## STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	W&P SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
.....	.....	<b>GLENWOOD JCT.</b>	C	C	WJ	Western SD
0.7	.....	Hays (EEDT)	.....	.....	.....	Sts. Run Bch
2.0	.....	Rand	.....	.....	.....	.....
4.3	.....	Willock	.....	.....	.....	.....
7.1	.....	Bruceton	.....	.....	.....	N&W
8.3	.....	Experiment	.....	.....	.....	.....
10.1	.....	Snowden	.....	.....	.....	MTR
12.9	.....	Finleyville	.....	.....	.....	.....
15.0	.....	Anderson	.....	.....	.....	.....
17.8	.....	Thomas	.....	.....	.....	.....
19.3	.....	Gilkeson (WEDT)	.....	.....	.....	.....
22.4	.....	Wylandville	.....	.....	.....	.....
26.0	.....	Zediker	.....	.....	.....	.....
29.2	86	Wade	.....	.....	.....	.....
30.1	.....	Washington	.....	.....	.....	.....
30.6	.....	T. C. S. Tower	.....	.....	.....	.....
31.7	.....	Tylerdale Jct.	.....	.....	.....	Tyl. Conn.
33.5	.....	Sugar Hill	.....	.....	.....	.....
37.9	78	Taylorstown	.....	.....	.....	.....
41.5	.....	Claysville	.....	.....	.....	.....
44.3	.....	Vienna	.....	.....	.....	.....
47.9	80	West Alexander	.....	.....	.....	.....
52.5	.....	Point Mills	.....	.....	.....	.....
53.3	.....	Roney's Point	.....	.....	.....	.....
54.2	.....	Valley Camp	.....	.....	.....	.....
55.8	64	Triadelphia	.....	.....	.....	.....
57.5	87	Elm Grove	.....	.....	.....	.....
60.1	.....	Mt. De Chantal	.....	.....	.....	.....
62.3	.....	<b>WHEELING</b>	.....	.....	.....	Mon. Divn.

C-Continuous.



Distance	Passing Siding Capacity in Cars (45 ft.)	P&W SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
.....	.....	<b>LAUGHLIN JCT.</b>	C	C	GN	Western SD
1.3	.....	East Schenley (WEDT)	.....	.....	.....	.....
2.5	.....	West Schenley (EEDT)	.....	.....	.....	.....
3.6	.....	FY Tower	C	C	FY	36th St.
4.6	.....	Willow Grove	.....	.....	.....	.....
5.8	.....	Pine Creek	.....	.....	.....	PRR
6.6	.....	Etna	C	C	BG	PRR
8.8	.....	Wittmer	.....	.....	.....	.....
9.8	.....	Glenshaw	.....	.....	.....	.....
11.7	.....	Elfinwild	.....	.....	.....	.....
14.2	.....	Bryant	.....	.....	.....	.....
16.0	.....	Wildwood	.....	.....	.....	.....
18.7	.....	Gibsonia	.....	.....	.....	.....
20.5	.....	Bakerstown	C	C	RN	.....
22.4	.....	Valencia	.....	.....	.....	.....
24.4	.....	Mars	.....	.....	.....	.....
27.6	.....	Callery	.....	.....	.....	.....
30.3	.....	Evans City	.....	.....	.....	.....
32.8	.....	Eidenau	C	C	MU	Butler SD
33.3	.....	West Eidenau	.....	.....	.....	.....
34.6	.....	Harmony	.....	.....	.....	.....
36.0	.....	Zelienople	.....	.....	.....	.....
38.1	.....	Shirley	.....	.....	.....	.....
40.8	.....	Goehring	.....	.....	.....	.....
45.7	.....	Frisco	.....	.....	.....	.....
46.8	.....	Ellwood City	.....	.....	.....	P&LE
50.4	.....	Chewton	.....	.....	.....	.....
53.1	.....	Edgemore (WEDT)	.....	.....	.....	Ak. Chgo. Divn.
54.4	.....	UN TOWER	C	C	UN	.....
<b>NORTHWARD</b>		<b>BUTLER SUBDIVISION</b>	<b>SOUTHWARD</b>			
.....	.....	EIDENAU	C	C	MU	P&W SD
0.5	.....	Eidenau Wye	.....	.....	.....	.....
2.7	.....	Wahlville	.....	.....	.....	.....
5.0	.....	Buhls	.....	.....	.....	.....
8.2	.....	Ribold	.....	.....	.....	.....
10.2	.....	Renfrew	.....	.....	.....	.....
13.6	.....	Mackin	.....	.....	.....	.....
16.4	.....	BUTLER	.....	.....	.....	.....
16.8	.....	West Penn Crossing	.....	.....	.....	PRR B&LE
17.8	.....	Butler Jct.	.....	.....	.....	B&LE
21.2	.....	WS Tower	C	C	WS	B&LE B&LE Divn.

C—Continuous.

## SPECIAL INSTRUCTIONS

## TIMETABLE ABBREVIATIONS:

TT..... Timetable  
 SI..... Special Instructions  
 SD..... Subdivision  
 TO..... Train Order

Any reference to "Rule/s" in Special Instructions refers "to Operating Rule/s" unless otherwise noted.

## I.—SUPERIORITY OF TRAINS.

On single track, eastward trains are superior to westward trains and northward trains are superior to southward trains of the same class.

## I-A.—DESIGNATION AND USE OF MAIN TRACKS.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Viaduct Jct. and Manila (Includes Westward Siding Hyndman)	251-254	No. 1 Westward No. 2 Eastward
Manila and Sand Patch	676	2
Sand Patch and Pinkerton (Includes Eastward Siding Sandpatch)	251-254	No. 1 Westward No. 2 Eastward
Pinkerton and Shoo Fly	676	Single
Shoo Fly and Confluence	676	2
Confluence and East End Casparis	251-254	No. 1 Westward No. 2 Eastward
East End Casparis and Greene Jct.	251-254	No. 1 Westward No. 2 Eastward No. 4 Eastward
Greene Jct. and Sodom	251-254	No. 1 Westward No. 2 Eastward
Salisbury Subdivision	TTTO	Single
Berlin Subdivision		
ICV Subdivision		
S&C Subdivision (See Note 1)		
Coleman Subdivision		
Boswell Subdivision		
O&B Jct. and WD Tower (See Note 2)	305-330	
S&M Subdivision	93	
Sodom and Broad Ford	251-254	No. 1 Westward No. 2 Eastward No. 3 Westward No. 4 Eastward
Broad Ford and No. 4 Station Track, Pittsburgh	251-254	No. 1 Westward No. 2 Eastward
Laughlin Jct. and East Schenley	676	2
East Schenley and West Schenley	676	Single
West Schenley and Eidenau	251-254	No. 1 Westward No. 2 Eastward
Eidenau and West Eidenau (See Note 3)	676	2
West Eidenau and Edgemore	251-254	No. 1 Westward No. 2 Eastward
Edgemore and UN Tower	676	Single

1-A.—Concluded.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
B&O Jct. and UN Tower	676	2
Mt. Pleasant Subdivision	93	Single
Hays and Gilkeson	251-254	No. 1 Westward No. 2 Eastward
Gilkeson and Wheeling, including all passing sidings	676	
West Eidenau and Eidenau Wye	676	Single
Eidenau and Eidenau Wye		
Eidenau Wye and WS Tower		

Where Rules 251-254 are in effect Rules 509-519, inc., are also in effect.

Where two or more tracks are in service they are numbered from north to south.

Note 1.—The Train Order Station, Johnstown, will be the point designated in train orders as Johnstown.

The cross-over switches located west of the west end Rockwood Scale Track will be the point on the S. & C. Subdivision designated in Train Orders as Rockwood.

Note 2.—The Train Order Station, Smithfield, will be the point designated in Train Orders as Smithfield.

Note 3.—Rule 633 not in effect at West Eidenau.

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio Trains and Engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

MK Tower and B&O Junction.....P&LE

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio Railroad timetables, rules and regulations when using the tracks designated as follows:

RAILROAD	BETWEEN
WM RR	Bowest Junction and WD Tower
WM RR	Rockwood Junction and Coal Junction
WM RR	City Junction and Eckhart Junction

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS GENERAL ORDERS AND WATCH COMPARISON FORMS.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
Allegheny	Yard Office	Yard Office
Butler Jct.	Yard Office	Yard Office
	.....	Shop Office
Confluence	Train Order Station	.....
	Caller's Office	Caller's Office
Connellsville	Switches	Switches
	Train Order Station	Train Order Station

2.—Concluded.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
	Caller's Office, Roundhouse	Caller's Office, Roundhouse
Cumberland	East Hump Yard Office	East Hump Yard Office
	WC Telegraph Office	WC Telegraph Office
Demmler	Yard Office	Yard Office
Eidenau	Train Order Station	Train Order Station
Ellwood City	Agent's Office	Agent's Office
Elm Grove	.....	Station
	Caller's Office	
Fairmont	WD Tower	Caller's Office
	Yard Office	
	Caller's Office	Caller's Office
Glenwood	Yard Office	Yard Office
Glenwood Jct.	Train Order Station	.....
Greene Jct.	Train Order Station	.....
Hazelwood	Yard Office	.....
Hyndman	Train Order Station	Train Order Station
Johnstown	Train Order Station	Train Order Station
Laughlin Jct.	Train Order Station	.....
MK Tower	Train Order Station	.....
Morgantown	Train Order Station	Train Order Station
	Caller's Office	Caller's Office
New Castle Jct.	Yard Office	Yard Office
	OA Train Order Station	OA Train Order Station
	Train Dispr's. Office	
Pittsburgh	Train Order Station	Train Order Station
	B&O Locker Room (P&LE)	B&O Locker Room (P&LE)
	Yard Office	Yard Office
	36th St. Yard Office	36th St. Yard Office
Rockwood	Train Order Station	Train Order Station
Sand Patch	Train Order Station	.....
Smithfield	Train Order Station	Train Order Station
SX Tower	Train Order Station	Train Order Station
Washington	Freight Station	Trainmen's Room
	Train Dispr's. Office	
West Newton	Station Building	.....
Willow Grove	Yard Office	.....

3.—TRAIN REGISTER STATIONS.

STATION	LOCATION	TRAINS REQUIRED TO REGISTER
Smithfield	Train Order Station	Third Class Trains (Form C may be used when office is open)

4.—CLEARANCE CARD FORM A.

(a).—Trains will receive Clearance Card Form A in lieu of fixed signals at the following points (Operating Rule 221 and 222 modified):

Cumberland	Johnstown
Connellsville—West	Rockwood—To and From
WD Tower	S&C Subdivision
Smithfield—To S&M Subdivision	Pittsburgh

(b).—Clearance Card Form A will be obtained by telephone at office as indicated below:

Butler Jct.:  
North and South ..... W S Tower

*Passenger Trains, P&LE Station, Pittsburgh:*  
Call Train Order Station, B&O Passenger Station.

(c).—*Greene Jct.*—Yard engines using hump lead or Stock Yard tracks East of Greene Jct. are not required to secure Clearance Card Form A when train order signal is displayed, unless a burning fusee is also displayed on the track. (Operating Rule 222 modified)

(d).—Train Order Board will not be displayed for TRAINS ORIGINATING at stations and in directions as designated below. Rule 111 is in effect. Rules 207 and 222 modified.

STATION	TRAINS
Viaduct Junction	Westward Trains
Hyndman	All Trains
Greene Junction	Eastward Trains
Connellsville	Westward Trains
MK Tower	All Trains
Bessemer	All Trains
Glenwood Junction	All Trains
Laughlin Junction	Westward Trains
FY Tower	All Trains

5.—MAXIMUM AUTHORIZED SPEED.

**Definition: Maximum Authorized Speed.**—The maximum speed authorized by timetable or by Special Instructions for a subdivision or a portion of a subdivision subject to designated speed restrictions.

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Cumberland and Mt. Savage Jct.	50	40	40
Mt. Savage Jct. and Hyndman	60	50	40
Hyndman and Sand Patch	40	30	25
Sand Patch and Connellsville	50	45	40
Salisbury Subdivision	20	20	20
Berlin Subdivision	20	20	20

5.—Concluded.

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
S&C Subdivision	30	30	25
G&W Running Track	20	20	20
Boswell Subdivision	20	20	20
Coleman Subdivision	30	30	30
ICV Subdivision	20	20	20
FM&P Subdivision	30	30	30
S&M Subdivision	15	15	15
Connellsville and Laughlin Jct.	55	45	40
Mt. Pleasant Subdivision	20	20	20
W&P Subdivision	40	40	35
Laughlin Jct. and Etna	30	30	30
Etna and Eidenau	35	35	30
Eidenau and UN Tower	45	40	40
Butler Subdivision	40	40	30
Branch Lines	10	10	10

**Note 1.**—All freight trains will observe "Other Freight" train speed except when otherwise instructed by the train dispatcher.

**Note 2.**—Trains with 30 or more open top loads of coal, sand, stone and ore will be governed by speed restrictions applying to "Other Freight" trains but will not be operated in excess of 39 miles per hour.

**Note 3.**—Unless otherwise restricted, shop car trains will not be operated in excess of 25 m.p.h.

5-A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the *lowest speed* applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—CHECKING SPEED RECORDERS.

Engineers will check speed recorders between posts located one mile apart at the following points:

*Main Line Subdivision:*

- No. 1 Track—1 mile east of Cook's Mills and Cook's Mills.
- No. 2 Track—Outlet Switch No. 4 track Casparis and 1 mile east thereof.

*Western Subdivision:*

- No. 1 Track—West of Broad Ford—MP 274 to 275.
- No. 1 Track—Banning—MP 286.6 to MP 287.6.
- No. 2 Track—Emblem—MP 307.3 to 306.3.

*P&W Subdivision:*

- No. 1 Track—West of Callery—MP 26.1 to MP 27.1.
- No. 2 Track—Edgemore—MP 40.9 to 39.9.

*W&P Subdivision:*

- No. 2 Track—Anderson—MP 21 to 20.
- Single Track—Mt. De Chantel—MP 64 to 65.

5-1.—SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Main Line Subdivision:</i>			
Viaduct Jct. to Mt. Savage Jct. Running Track	25	20	20
2nd curve east of Eckhart Jct., Poles 179.09 to 179.30	35	35	35
Curve at Overhead bridge, Eckhart Jct., Poles 180.06 to 180.21	40	35	35
Curve, Mt. Savage Jct., Poles 181.10 to 181.28	45	40	35
Curve west of Bridge No. 1, Poles 182.03 to 182.11	40	35	35
Curve over Bridge No. 6, Poles 185.07 to 185.18	60	50	40
Through spring switch, west end westward siding, Hyndman	25	25	25
1st curve west of west switch, Hyndman, Poles 192.32 to 192.39	30	30	25
Hoblitzel curve, Poles 193.28 to 193.38	30	30	25
Brackens curve, Poles 194.26 to 194.35	25	25	25
3rd and 4th curves east of Williams, Poles 195.07 to 195.16	35	30	25
2nd curve east of Fairhope, Poles 196.42 to 197.07	30	25	25
Curves, Poles 197.31 to 199.06	30	25	25
1st curve east of FO Tower, Poles 199.11 to 199.20	25	25	25
Poles 200.19 to 200.30	35	30	25
Glencoe Tool House to west end Roddy's curve, Poles 201.20 to 202.12	35	30	25
Curves, Poles 207.01 to 208.16	30	30	25

5-1.—Continued.

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Main Line Subdivision—Continued:</i>			
Through Manila Interlocking	30	30	25
Eastward siding, Sand Patch	30	30	30
Between Meyersdale and Sand Patch, No. 2 Track	40	35	35
1st and 2nd curve west of Keystone, Poles 212.26 to 213.28	40	40	35
Through Meyersdale Borough, westward trains	35	35	35
Curves Salisbury Jct. to Garrett, Poles 216.08 to 219.07	40	35	35
Eastward Siding, Garrett	25	25	25
Garrett Station thru first curve west of Bridge 30, poles 219.35 to 220.38	45	40	35
Franks Curve, Poles 221.27 to 221.39	40	40	35
McSpadden curve, Poles 222.34 to 223.04	45	40	35
Rosensteel curve, Poles 224.00 to 224.13	45	40	35
Curves, Poles 225.16 to 226.08	45	40	35
Middle Creek curve, Poles 229.35 to 230.07	45	40	35
Casselman curve, Poles 230.20 to 231.11	50	45	40
2nd curve east of Markleton Spur, Poles 231.34 to 232.09	45	45	40
1st curve west of Markleton, Poles 234.06 to 234.41	50	45	40
Through turnout Pinkerton and through three curves west, Poles 235.08 to 236.22	35	35	35
Curve Shoo Fly Tunnel and through turnout Shoo Fly	30	30	30
Curves Shoo Fly to Brook, Poles 237.02 to 238.21	45	40	35
Brook to Confluence No. 2 track	50	40	35
Curves, east end and west end Brook Tunnel, Poles 238.38 to 239.29	30	30	30
Curve, west of Ursina, Poles 241.19 to 241.30	40	35	35
First curve, east of Confluence, Poles 242.08 to 242.19	40	35	35
1st curve west of Brook, No. 2 track, Poles 6.16 to 6.08	35	35	35
3rd curve west of Brook, No. 2 track, Poles 5.27 to 5.19	35	35	35
Curve through and curve east of Benford Tunnel, Poles 5.13 to 4.25	25	25	25
Curve through Big Cut, No. 2 track, Poles 4.23 to 4.13	30	30	30
Curve, Colflesh Crossing, No. 2 track, Poles 4.08 to 4.02	45	40	35
Curves east of Confluence, No. 2 track, Poles 1.08 to 0.10	35	35	35
Through Confluence Interlocking	45	40	30

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<b>Main Line Subdivision—Concluded:</b>			
Through Crossover No. 2 to No. 1 track, Confluence	30	30	25
Through spring switch west end westward siding, Confluence	25	25	25
Huston curves, Poles 244.18 to 245.11	40	35	30
Draketown curve, Poles 245.14 to 245.28	40	35	30
1st curve east Bidwell switch, Poles 247.35 to 248.05	50	45	40
2nd curve west of Bidwell switch, Poles 248.22 to 248.36	50	45	40
1st and 2nd curves east of Victoria, Poles 249.08 to 250.30	45	40	40
Curve at Salt Spring, Poles 250.44 to 251.17	40	35	35
Curve, Ohio Pyle, Poles 253.09 to 253.30	30	30	30
Curve, 1 mile west of Ohio Pyle, Poles 254.10 to 254.23	40	35	35
2nd curve west Stull Run signal, Poles 255.11 to 255.23	50	45	40
Curve, Kaufman, Poles 255.26 to 256.12	40	35	35
Curves Bailey Point through 2nd curve west, Poles 256.19 to 257.17	30	30	30
Curves Old "GU" through Stewarton, Poles 258.01 to 259.04	40	40	35
Curve, Rock cut Poles 259.09 to 259.19	30	30	30
Ambelsite, Wortman Run, No. 1 Cut, Poles 259.34 to 261.10	45	40	35
Indian Creek curve, Poles 262.28 to 262.38	45	40	35
Casparis curve, Poles 265.14 to 266.07	50	45	40
No. 4 track Casparis to Green Jet.	30	30	30
Through spring switch, No. 4 track Casparis	25	25	25
1st curve west of Casparis, Poles 266.09 to 266.23	45	40	40
Blue Stone Curve, Poles 266.36 to 267.09	45	40	40
Main tracks between crossovers east and west of Connellsville Station	20	20	20

**I. C. V. Subdivision:**

Poplar Hollow, 1,000 feet west of MP 2	10	10	10
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**S. & C. Subdivision:**

Rockwood Wye	5	5	5
Rockwood to Fogle Jct. running track	15	15	15
2nd curve east of west end, Mukden, Poles 11.10 to 11.14	20	20	20
Curve, Coleman Poles 17.19 to 17.24	20	20	20
Bridge 216 to west of Mostoller, Poles 18.30 to 19.36	20	20	20

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<b>S. &amp; C. Subdivision—Concluded:</b>			
Curves east of Bridge 218, Poles 20.20 to 20.31	20	20	20
2nd curve west of Rowena through 2nd curve west of HV Siding, Poles 24.24 to 27.33	20	20	20
1st curve west of Blough, Poles 28.33 to 29.00	20	20	20
Curves east and west S&C Bridge, Poles 34.01 to 35.05	20	20	20
Border curve, Poles 36.10 to 36.27	20	20	20
Hogback tunnel	20	10	10
Johnstown	5	5	5
<b>F. M. &amp; P. Subdivision:</b>			
<b>F. M. &amp; P. Connection—Green Junction</b>	10	10	10
Greene Jct., Bridge 300, Poles 59.03 to 59.09	20	20	20
Through spring switch O. & B. Jct.	25	25	25
Dunbar	15	15	15
Uniontown City limits, Poles 69.42 to 71.25	10	10	10
Smithfield Running track	15	15	15
Curve, Bourne, Poles 81.32 to 81.39	25	25	25
Curve, Outcrop, Poles 82.37 to 83.07	25	25	25
Atchison to Lake Lynn, Poles 86.15 to 88.02	20	20	20
Point Marion, Poles 90.33 to 91.01	15	15	15
Sink west of west end Van Vorhis, Poles 95.11 to 96.10	20	20	20
Sink east of east end Van Vorhis, Poles 97.20 to 98.32	20	20	20
Sink east of Star City, Poles 100.33 to 101.10	20	20	20
Sink east of Decker Siding, Poles 104.12 to 105.35	20	20	20
Sink east of Roundbottom, Poles 108.26 to 109.20	20	20	20
Sink west of west end Little Falls, Poles 110.06 to 111.02	20	20	20
Sink east of Little Falls, Poles 112.11 to 112.31	20	20	20
Sink east of Beechwood, Poles 115.15 to 115.30	20	20	20
Sink east of Catawba, Poles 121.22 to 124.02	20	20	20
Sink west of Hault, Poles 125.05 to 125.10	20	20	20
Through WD Tower Interlocking	15	15	15

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Western Subdivision:</i>			
Between crossovers east and west of Connellsville Station	20	20	20
Nos. 3 and 4 Tracks—Between crossovers west of Connellsville Station and Broad Ford	30	30	25
2nd curve east of Broad Ford, Poles 271.18 to 272.16	55	50	40
Jackson curve, Poles 274.0 to 274.16	55	50	40
Dawson	30	30	30
1st curve east of Laurel Run, Pole 276.32 through 1st curve west of Laurel Run, Pole 278.0	45	40	35
Oakdale Curve Poles 278.18 to 279.1	35	35	30
1st Curve west of Oakdale, Poles 279.10 to 279.25	50	40	35
Through spring switch East end, Eastward Siding, Lavenia	25	25	25
Roundbottom curve to 1st curve west of Roundbottom, Poles 280.30 to 281.17	40	40	35
1st curve east of Youngs curve, Poles 281.32 to 281.42	45	40	35
Youngs curve, Poles 281.40 to 282.13	40	40	35
1st curve west of NS Tower, Poles 283.39 to 284.8	50	45	40
Snufftown curve, Poles 284.15 to 284.33	50	45	40
1st curve west of Snufftown, Poles 284.35 to 285.3	50	45	40
1st curve west of Smithton, Poles 288.41 to 289.22	45	45	35
Curve at west end Fitz Henry, Poles 290.39 to 291.18	50	45	35
Curve east of Reduction, Poles 291.29 to 292.5	45	40	35
1st curve west of Reduction, Poles 292.42 to 293.24	50	45	35
West Newton Station curve, Poles 294.28 to 295.12, Water Street	30	30	30
Yough Slope curve, Poles 295.40 to 296.11	55	50	40
Curve west end Yough Slope, Poles 296.11 to 296.25	50	45	40
Suter curve, Poles 298.9 to 298.43	55	50	40
Scott Haven curve, Poles 300.28 to 300.42	50	50	50
Vista sink and curve, Poles 301.35 to 302.13	40	35	30
Curves Shaner to Guffey, Poles 302.43 to 303.27	40	35	30
Curves Robbins to Emblem, Poles 304.16 to 307.31	50	45	40
Curve, Boston Bridge, Poles 309.28 to 310.06	45	45	40

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Western Subdivision—Concluded:</i>			
City of McKeesport, except below, Poles 312.24 to 313.40	25	25	25
Between Ninth and Huey Sts.	15	15	15
Yard running tracks, MK Tower to Glenwood Jct.	20	20	15
Curve east of 13th St., Braddock, Poles 317.48 to 318.3	50	40	30
Between 13th St., Braddock and Rankin Station	15	15	15
Curve, Bridge 66, Highland, Poles 321.1 to 321.37	45	45	40
Through Glenwood Jct. Interlocking Switches to W. & P. Subdivision, Glenwood Jct.	40	40	25
To and from yard running tracks, Glenwood Jct.	10	10	10
To and from Glenwood Railroad, Laughlin Jct.	10	10	10
Laughlin Jct. to crossover 10th Street, Pittsburgh	10	10	10
Crossover 10th Street to spring switch, Pittsburgh	50	30	25
Through spring switch at Pittsburgh	35	20	20
Through Crossovers and turnouts, Laughlin Jct.	10	10	10
<i>P. &amp; W. Subdivision:</i>			
East leg of Wye, Laughlin Jct.	10	10	10
West leg of Wye, Laughlin Jct.	10	10	10
Through turnout East Schenley and first curve east on No. 1 and No. 2 tracks and through turnout West Schenley on No. 2 track	30	30	30
Bridge 251, leading to 36th St.	10	10	10
Bridge 203, Allegheny River	30	30	30
Yard running tracks between Allegheny and Willow Grove	10	10	10
Etna—Over PRR Crossing	15	15	15
First curve west of Kittanning St., Etna	30	30	25
Curve over Bridge No. 320, Mt. Royal	30	30	25
Allison Park to Bryant, Poles 10/00 to 12/10	30	30	25
Bryant to Wildwood, Poles 12/10 to 14/00	25	25	20
Second curve west of Wildwood	30	30	25
Wilson curve west of Bakerstown, Pole 18/39 to 19/14 on No. 2 track	25	25	25
Valencia curve, Pole 20/11 to 20/16	35	35	30
First curve east of Mars Station	45	45	35
Third curve west of Mars	45	45	35
Curve at Myoma	45	45	35

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<b>P. &amp; W. Subdivision—Concluded:</b>			
Third curve east of Evans City Station, Pole 27/29 to 28/02	35	35	30
Curve 1/3 Mile East of Evans City Station to crossover west of Evans City, Poles 28/08 to 28/24	25	25	25
Second and third curves west of Evans City, Poles 28/32 to 29/11	35	35	30
Second and third curves west of Eidenau, Poles 30/37 to 31/14	30	30	25
First and second curves east of Harmony, Poles 32/04 to 32/17	35	35	30
First and second curves west of Harmony, Poles 32/25 to 33/05	30	30	30
First and second curves west of Zelenople, Poles 34/10 to 34/35	30	30	30
Curve at Old Furnace	45	40	35
Second curve east of Fombell	40	40	35
Curve at Fombell and first curve west	40	40	35
First curve west of Goehring, Poles 38/40 to 39/10	30	30	30
Third curve west of Goehring	40	40	35
Second curve east of Frisco, Poles 42/30 to 43/10	40	40	35
Over Fourth and Sixth Streets Ellwood City	25	25	25
Second curve west of Ellwood City	45	45	40
Through Spring Switch West End Double Track, Edgemore	30	30	25
Eastward trains through turnouts and crossovers to P&LE connection east of UN Tower	30	30	25
Westward trains through turnouts and crossovers from P&LE connection east of UN Tower	30	30	25

**Butler Subdivision:**

To and from the Western Subdivision, Eidenau, using crossovers and turnout and east leg of Wye	25	25	25
West leg of Wye, Eidenau	10	10	10
Bridge 608, Poles 6.37 to 6.38	30	30	30
1st curve south of Bridge 405, Poles 31.19 to 31.27	35	35	30
1st curve south of Bridge 406, Poles 32.22 to 32.33	35	35	30
2nd and 3rd curves north of Renfrew, Poles 33.30 to 34.17	35	35	30
Curve north of Bridge 407, Poles 35.12 to 35.26	35	35	30
2nd curve south of Mackin, Poles 35.33 to 36.00	35	30	25
Mile Post 36 to Mile Post 38	20	20	20
House track switch south of Butler Station to WS Tower	20	20	20

LOCATION AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<b>W. &amp; P. Subdivision:</b>			
Bridge 74, Glenwood Jct., Poles 5.05 to 5.34	15	15	15
Eastward trains, Whitehall to Rand, using No. 1 track, Poles 6.40 to 10.02	25	25	20
1st curve east of Willock, No. 1 track, Poles 8.41 to 9.07	20	20	20
1st curve east of Willock, No. 2 track, Poles 8.41 to 9.07	25	25	25
Experiment, Poles 13.0 to 14.01	35	35	25
1st curve west of Bridge 96, Poles 14.2 to 14.10	30	30	25
2nd curve west of Bridge 96, Poles 14.14 to 14.22	35	35	25
Bridge 103 to 2nd curve west of Hackett, Poles 16.19 to 19.10	30	30	25
From double to single track, Gilkeson, Poles 24.13 to 24.16	25	25	25
1st curve east of Gamble, Poles 25.30 to 25.38	30	30	25
3rd, 4th and 5th curves west of Gamble, Poles 26.22 to 27.03	35	35	25
Curve at Eighty-Four, Poles 28.17 to 28.32	35	35	30
1st curve west of Clokey, Poles 29.16 to 29.24	35	35	30
Main St., Washington	10	10	10
Bridge 174, Poles 56.01 to 56.16	35	35	30
Curves east and west of Valley Camp, Poles 58.36 to 59.40	35	35	35
5th curve west of Elm Grove, Poles 65.02 to 65.15	35	35	35
East Wheeling, Poles 67 to 66.4	25	25	25
Wheeling, through 17th St. and over Passenger Station Viaduct	10	10	10

**5-1(a).—GENERAL—ALL SUBDIVISIONS.**

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS	PSGR. TRAINS	FRT.
	MPH	MPH
Through turnouts at ends of double track passing sidings and main track crossovers except where movement is governed by signal indications	10	10

**5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.**

Light Diesel Engines will observe speed for "Other Freight trains and will not exceed the following maximum speeds:

Two or more Diesel Engines coupled or in multiple	40
With 7400 series units in consist	25
Single Unit diesel engines and single Budd Car unit operating in automatic signal territory	30

*Exception.*—Single Budd Car unit will observe a maximum speed of 60 M.P.H. between Pittsburgh and Versailles. Speed

5-1(b).—Concluded.

must be reduced to 30 M.P.H. over the following highway crossings:

Christy Park.—Murphy's Crossing.

Riverton.—Demmler Road Crossing.

Bessemer.—Slag Mill Crossing.

Hazelwood.—Tecumseh St. Crossing.  
Hazelwood Ave. Crossing.

5-1(c).—TRAINS HANDLING RELIEF CRANES.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Cumberland and UN Tower	30
Rockwood and Coleman	20
Coleman and Johnstown	15
Greene Jct. and Fairmont	20
Glenwood Jct. and Wheeling	30
All Other Subdivisions	15
Branch Lines	10
Crane ahead of engine	15

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

UNLESS OTHERWISE RESTRICTED	M.P.H.
<i>Trailers.</i> —Trains handling 12-ft. 6 in. high trailers on 35 ft. TTX cars that do not exceed 16-ft. 2-in. high above rail, 8-ft. 0-in. wide, operating on No. 2 track through Etna and Ellwood tunnels and when passing under Harmony overhead Bridge No. 3520	10
Trains handling foreign line short ore hoppers loaded:	
On curves (See Note)	20
On tangent track (See Note)	30
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	20
<i>On tangents</i>	20
<i>On curves</i>	15

Note—Loaded Foreign Line short ore hoppers under 25 feet in length may be moved in continuous cuts over West Yough Bridge at a speed not to exceed ten (10) miles per hour provided the cars are not loaded in excess of 170,000 lbs. gross weight. Any ore car of this type, when loaded in excess of 170,000 lbs. gross weight, must not be moved over this bridge unless separated from other ore cars of the same type, from locomotive, or from other heavy shipment by at least two cars, each of which must not exceed a gross weight of 210,000 lbs. and have minimum truck centers of thirty (30) feet.

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through-trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars related to welded rail, such as unloading cars, etc., no other equipment will be handled in this type train and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000 or greater Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.



6-3(g).—Concluded.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the New Trailer Jet, New Yorkers, New England 96, Chicago Trailer Jet and Chicagoans.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPERS SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(m).—*Air Dump Cars.*—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(n).—*Limiting Blocks.*—Diesel engines equipped with limiting blocks when used in yard, local freight, mine run or district run service must have limiting blocks removed.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

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

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Main Line Subdivision Cumberland: Community Baking Co. Over Bridge 0/1</i>	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
<i>Connellsville: Anchor Hocking Glass Co.—Over Bridge 48/2 Stone and Co. Siding Over Bridge 49/2</i>	Cars with gross weight exceeding 240,000 lbs.	
<i>Salisbury Subdivision</i>	Cranes X-45-X48 X-215-X219	
<i>Berlin Subdivision: Niver Branch—Troy No. 5 Mine—Beyond a point 100 feet west of derail on loaded track</i>		
<i>S&amp;C Subdivision: Stoyestown—Paul Coal Co.—Beyond derail on loaded track</i>		
<i>Rowena—Solar Mine—Beyond ramp on empty track and beyond crossing east of tipple</i>	All engines	
<i>SM Branch—Verna Mine—Beyond ramp on run-around and middle tracks</i>		
<i>ICV Subdivision: Melcroft—Mine—Over Bridge on empty track above tipple</i>		
<i>FM&amp;P Subdivision: O&amp;B Paddock Siding—Trotter Water Co. Over Bridge 300/1</i>		
<i>Lemont Ovens No. 2: Darent</i>	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	
<i>Uniontown: Siding to freight house</i>	Cars with gross weight exceeding 200,000 lbs. Cars with gross weight exceeding 251,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Crossland Ovens Branch:</i> <i>Leith:</i> Over Bridge 328A Over Bridge 328B	Cars with gross weight exceeding 240,000 lbs.	
<i>Fairchance:</i> Banner Flour Mill Beyond Frog		
<i>Outcrop:</i> Rich Hill Mine Beyond Tipple	All engines	
<i>Point Marion:</i> Dewing Mill Siding	Cars with gross weight exceeding 240,000 lbs.	
<i>Lucille:</i> Mine No. 2—River Track—Beyond derail at east end and beyond first switch on west end. Middle Track—Beyond clearance point on east end and beyond switch on west end.	All engines	Must not operate on.
<i>S&amp;M Subdivision:</i> Smithfield—Daugherty No. 2 Mine—Beyond derail	All engines	
Shoaf—Menallen Coal Co.	All engines and equipment	Must not operate on any tracks, except south on straight track to end of track and middle track to east end of ovens.
	1838, 3684-3699, 7400-7499	
<i>Mt. Pleasant Sub-division:</i> Everson to Mt. Pleasant	Cars with gross weight exceeding 220,000 lbs. Cranes X-45-X-48, X-215-X-219	Must not operate on.
	1838, 3684-3699, 7400-7499	
<i>Western Subdivision:</i> West Yough Bridge	Cars with gross weight exceeding 200,000 lbs. Wrecking Cranes X-45-X-48, X-50, X-155, X-215-219	Must not operate on. Other cranes must be separated from engine, or a loaded car, by at least one empty car.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Highland—Siding to Duquesne Slag Bridge 66/12-A	Cars with gross weight exceeding 240,000 lbs. All engines	
Glenwood—Coal Pit Bridge 66-B/2	Cars with gross weight exceeding 150,000 lbs. 1826-1840, 3684-3699, 7400-7499	
Marion Jct.—Marion Coal Co. Siding Bridge 66/20	Cars with gross weight exceeding 210,000 lbs. 1838, 3684-3699, 7400-7499	
Pittsburgh—Brady St. Bridge 71/10	Cars with gross weight exceeding 220,000 lbs.	
<i>P&amp;W Subdivision:</i> East Schenley—Bellefield Boiler House Over Bridge 202-B/1	All engines Cars with gross weight exceeding 150,000 lbs.	
Siding to M. O. Herron Co. Over Bridge 202-E1/1	Engines other than 8801-8802 Cars with gross weight exceeding 120,000 lbs.	Must not operate on.
Siding to Kress Box Co. Over Bridge 256/1	Cars with gross weight exceeding 240,000 lbs.	
Allegheny—Siding to Duff—Norton Mfg. Co. Bridge 301/1	All engines Cars with gross weight exceeding 120,000 lbs.	
Pittsburgh Coal Co. Siding Over Bridge 312-E/1	Cars with gross weight exceeding 240,000 lbs.	
<i>River Branch:</i> River Jct. to 43rd St. 43rd St. to 20th St.	Cars with gross weight exceeding 251,000 lbs.	
Etna—Siding to Concrete Block Co. Over Bridge 315/2	All engines Cars with gross weight exceeding 140,000 lbs.	
Glenshaw—Glass Co. Siding over Bridge 318/1	Cars with gross weight exceeding 240,000 lbs.	
Allison Park—Siding to Vero and Co. Over Bridge 322/1	Cars with gross weight exceeding 220,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>River Branch—Con.:</i> Gibsonia—Siding to H. H. Parks Over Bridge 336/1	All engines Cars with gross weight exceed- ing 120,000 lbs.	
Bakerstown—T. E. Homan Siding Over Bridge 336/10	All engines	
Evans City—Siding to Smith Bros. Coal Co. Over Bridge 347/1	3684-3699, 7400- 7499 Cars with gross weight exceed- ing 230,000 lbs.	
Harmony—Siding to Shever Bros. Over Bridge 350/1	1454-1457, 1826- 1840, 3500-3575, 3684-3699, 6600- 6618, 6693-6699, 6900-6976, 7400- 7499	
Knauf Mill beyond road crossing	Cars with gross weight exceed- ing 190,000 lbs. All engines (ex- cept yard en- gines)	Must not operate on.
Siding to J. H. Dewalt Over Bridge 352-C/2-A	Engines other than 9150-9155, 8301-8302, 8400- 8422	
Ellwood City—Siding to Seidel Coal and Builder's Supply Over Bridge 363½/1	All engines Cars with gross weight exceed- ing 220,000 lbs.	
<i>Butler</i> <i>Subdivision:</i>	1454-1457, 1826- 1840, 3500-3575, 3684-3699, 6600- 6618, 6693-6699, 6900-6976, 7400- 7499	
<i>Butler:</i> Fretz Moon Siding Franklin Glass Co. Sdg.	Cars with gross weight exceed- ing 240,000 lbs.	
Between Eidenau and Butler	Relief cranes X- 45-X-48	15 m.p.h. over bridges.
<i>W&amp;P Subdivision</i> <i>Between Hays and</i> <i>West Homestead</i>	Cranes X-45-X- 48, X-215-X-219	Must not operate on.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Washington—Con.:</i> Siding to C. S. Hunter Co. Over Bridge 156/1		
Hazel Atlas Glass Co. Siding Over Bridge 156/2	Cars with gross weight exceed- ing 220,000 lbs.	Must not operate on.
Hazel Atlas Glass Co. Siding Over Bridge 156/3		
<i>Claysville:</i> V. B. Blaynay Siding Over Bridge 164¼/1		
Valley Camp Coal Co. Mine No. 3 Beyond clearance point of first mine track switch at east end	Engines 1831- 1840, 6425-6437, 6439-6570, 6572- 6618, 9000-9046, 9048-9056, 9058- 9144, 9200-9205, 9210, 9212, 9214, 9215, 9217, 9218, 9220-9223, 9225- 9232, 9234-9273, 9500-9502, 9504- 9507, 9509-9551, 9700-9709, with limiting blocks removed	Engines not listed must not operate on.
<i>Tylerdale Connecting</i> <i>RR:</i> Tylerdale Jet. to end of B&O Track <i>Sugar Creek Branch</i>	Cars with gross weight exceed- ing 251,000 lbs.	Must not operate on.

*Note.*—Movement over all industrial trestles and bridges must not exceed 10 miles per hour.

### 8-1.—USE OF NON-ELECTRIC LOCKED SWITCHES.

Following switches not equipped with electric locks. Trains and engines prohibited from clearing in these tracks:

Fort Hill	Clokey, Showcase Homes and Pacesetter Homes
Ursina	Buhls
Confluence, W. Va. Pulp & Paper Co. Spur	Renfrew Spur
Eidenau, Powerhouse Spur	Franklin Glass, Renfrew Keystone Pipe, Mackin
Wylandville Spur	Kesselman's
Wylandville Lumber Distributors Inc.	Spang & Co. Roto-Blast

## 9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Protection Single Budd Car Unit.*—When single Budd Car Unit is operated where Rules 505 to 519, inc., are in effect, when car is stopped, it shall immediately be moved forward ten (10) feet and second stop made without the use of sand before passengers are permitted to entrain or detrain, except at Pittsburgh station. If emergency stop is made and car cannot be moved ahead immediately Flagman must go back a sufficient distance to stop a train moving at normal speed.

(b).—*Crossing Over or Occupying Main Tracks.—Waiting Time.*—Conductor or Engineer, after securing permission to occupy main track or to cross from one main track to another, after opening switch, will wait *Five Minutes* before fouling main track between the following points:

Viaduct Jct. and Pittsburgh  
Laughlin Jct. and UN Tower  
Glenwood Jct. and Wheeling

*Exception.*—First paragraph, Operating Rule 512 is not in effect at Connellsville and Pittsburgh when switching Passenger and Manifest Freight Trains.

(c).—*Closed Train Order Stations.*—Trains receiving Stop indication at the following stations when such stations are *Not Open* as train order stations will be governed by *Operating Rule 509(A)*:

HK Tower  
Vista  
Bessemer  
FY Tower  
Bakerstown

(d).—*Sand Patch Tunnel.*—Absolute block will govern movement in Sand Patch Tunnel.

When helper engines are used, all engine numbers will be reported. Helpers pushing westward trains will have the right to drop back to east portal of tunnel and if reverse signal is not set for further movement will call Operator for instructions.

Helper engines on head end or in middle of train will go through tunnel and Engineer will report clear.

Engines pushing trains over summit will be considered in tunnel and tunnel will be considered blocked until track circuits are cleared of such engines.

Trains finding signals in stop position at east or west end of tunnel will immediately call Operator.

Sand Patch train order station will keep record of all trains and engines in and out of both ends of tunnel on block sheet.

## 9-1.—ADDITIONAL INSTRUCTIONS MANUAL BLOCK SYSTEM.

(a).—*Manual Block—F. M. & P. Subdivision.*—Block indication to westward trains at Oliver or intermediate points will apply to O. & B. Jct., only.

## 9-1.—Concluded.

Engineers will be required to see the block signals at Smithfield and Oliver change from stop to a more favorable indication before passing same, unless cleared of such signals by Train Order or Clearance Card Form A.

(b).—*Work Extra Block.*—In manual block territory on the F. M. & P. Sub-Division where block is partly within working limits of a Work Extra, a train not carrying passengers upon receipt of Clearance Card Form A, Part 3, at entrance to the block indicating block occupied by Work Extra only, may proceed through that portion of the block outside of the specified working limits the same as if clear block had been received for that portion.

Clearance Card Form A, Part 3, should be filled out:

“Block is occupied to . . .” and written directly under this, “by Work Extra between . . . and . . .”

In preparing such Clearance Card Form A the same limits as those on the Work Order of the Work Extra will be used. Such Clearance Card Form A will apply to District Run Engines, Yard Engines and Work Trains or any train cleared as a Work Extra. Operating Rules 317 and 330 modified.

(c).—*Meeting Trains.*—Unless otherwise instructed, trains taking siding to meet or be passed by other trains on F. M. & P. Subdivision, will not report clear of main track or obtain permission to re-enter the main track after complying with train order but will proceed on their train order superiority and the provisions of Clearance Card Form “A”, Line 3, received at entrance to the block except eastward trains using Smithfield Running track will report clear of the main track. Trains using Smithfield Running track will not enter the main track without Clearance Card Form “A”. Operating Rules 321 and 323 modified.

(d).—*Mt. Braddock.*—Trains having proper orders at Mt. Braddock for movement from Mt. Braddock to Oliver will not use the telephone at Mt. Braddock to obtain Form “A”, Part 3, but will be governed by the Form “A” and block indication accompanying the orders. Having proper orders this block indication will also govern the movement from Oliver to Smithfield when Oliver Train Order station is closed. Operating Rules 309, 317 and 321 modified.

## 10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—*Reflectorized Targets.*—Rules 272 and 296 are modified to permit the use of reflectorized targets instead of lamps on switches and derails.

(b).—*Dragging Equipment Detector.*—Dragging Equipment Detector located 4700 feet west of Mt. Savage Jct. on No. 2 Track. Indicator light displaying illuminated letter “E” (Operating Rule 278) located on mast of Signal 180-33, first signal East of Mt. Savage Jct., indicates that Detector has been actuated. When the letter “E” is so displayed, train must stop as soon as safe handling will permit. Train Crew must examine the entire train and advise Operator at Viaduct Jct. when this has been done.

## 10-1.—HAND SIGNALS—FLAGGING.

(a).—Operating Rule 99 is modified as follows:

“99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

“*When moving:* Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

“*When standing:* A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

“When necessary, head end must be protected in the same manner.

“Stop signals must be answered promptly. Flaggng signals will be repeated until answered.

*Exception.*—Except in the States of Pennsylvania and West Virginia, when operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track Equipment or where Special Instructions require otherwise.)

Note.—The foregoing EXCEPTION shall not apply in Maryland where the visibility for following movements on the same track in automatic block signal territory is restricted by terrain or weather conditions.

(b).—*Flagging Equipment.*—Rule 11-A is modified to eliminate red and white lanterns on engines.

(c).—*Fusees.*—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted. Red fusees must not be used for any other purpose than to give stop signals.

(d).—*Connellsville.*—While work is being performed on rear end of Passenger Train at Connellsville Station by a yard crew, rear of Passenger Train will be protected by member of yard crew.

## 10-2.—HAND-OPERATED SWITCHES.

(a).—Operators when on duty will handle main track switches at the following locations:

Rockwood, except S. & C. Subdivision main track switch and crossover switches west of Rockwood on Main Line Subdivision.

HK Tower	Vista	FY Tower
Broad Ford	Bakerstown	Bessemer
		WS Tower

## 10-2.—Concluded.

(b).—Switchtenders will handle main track switches at MK Tower, including Huey Street Crossover. Trains will approach this point at restricted speed and will not proceed without hand signal from the switchtender.

(c).—*PW&S Jct.*—Eastward CPL signal located 1000 feet West of PW and S Jct. governing movement over switch from the S&C Sub-Division to the Boswell Sub-Division. Indications are restricting and stop. When restricting indication is displayed the switch is lined normal for eastward movement on the S&C Sub-Division and trains may proceed. When stop indication is displayed movement must be stopped at the switch and not pass until it has been examined to insure it is lined normal and facing properly.

## 11.—MARKERS.

(a).—Last paragraph of Rule 28, is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains.*—In accordance with Rule 28 the use of reflectorized markers is permitted on Freight Trains only except in the State of Pennsylvania.

(c).—*Light Engines.*—Red classification lights (when so equipped) may be used as markers on light engines.

## 11-1.—CLASSIFICATION SIGNALS.

Operating Rule 22 *not in effect* on the following Subdivisions:

Salisbury	Coleman
Berlin	I. C. V.
S. & C.	S. & M.
Boswell	Mt. Pleasant

## 12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured. Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—*Passing Sidings.*—The following Passing Sidings blocked with cars:

Triadelphia
Vista, East of Scott Haven Crossover.

(c).—*West Leg and East Leg of Wye Tracks, Rockwood.*—Extending between their respective switches on the Main Line Subdivision and crossover switches located west of the west end of Rockwood Scale Track on the S&C Subdivision. *Will be used on permission of Operator at Rockwood.* Trains and Engines will proceed expecting to find trains or engines moving in opposite direction and will expect to find diamond crossing of Wye Tracks occupied.

(d).—*Rockwood Running Track*.—North of Main Track, extending between crossover switches located west of west end Rockwood Scale Track and Fogle Jct. Will be used only by Train Orders.

(e).—*G&W Running Track*.—North of Rockwood Running Track extending between Rockwood Jct. (WM Rwy.) and G&W Jct. Will be used on authority of Train Dispatcher only. Trains using this track will not exceed 20 M.P.H. and will approach Rockwood Jct. prepared to stop at the eastward signal.

(f).—*Roberts Running Track*.—North of main track extending between Roberts and East Yard. Will be used only by Train Order. Track blocked with cars.

(g).—*Somerset Yard*.—Trains will approach crossover switches east and west of SX Tower expecting to find main track occupied.

(h).—*Smithfield*.—All trains and engines will run at restricted speed between Eastward and Westward block signals, Smithfield.

Trains will approach Smithfield train order station expecting to find main track occupied.

(i).—*Smithfield Running Track*.—South of main track extending between Smithfield and Fairchance will be used only by Train Order. Crews leaving the running track will report clear except that eastward trains will be reported clear by operator when Smithfield Train Order Station is open.

(j).—*Connellsville*.—Trains will approach crossover switches east and west of passenger station expecting to find main track occupied.

Eastward freight trains that have not previously received instructions as to their movement through Connellsville Yard will approach *Broad Ford* not exceeding 20 m.p.h. looking for a message from the Operator.

All Eastward trains on No. 3 track will stop to clear Crossover Switches west of Connellsville Station and call Yardmaster.

Eastward trains moving on No. 4 track receiving Stop indication at signal west of Connellsville Station will call Yardmaster.

Conductor or Engineer of trains or engines entering or leaving west end of Connellsville Yard will know that all Crossover switches are closed.

(m).—*Glenwood Jct. and MK Tower*.—Nos. 3 and 4 Yard Running Tracks.—Located south of No. 2 Main Track extending between Glenwood Jct. and MK Tower. Movements will be governed by Operating Rule 94 and will be used on authority of Yardmaster as indicated below between the following points:

MK Tower and Denniston Crossover—Yardmaster, Demmler.

Denniston Crossover and Glenwood Jct.—Yardmaster, Glenwood.

(n).—*Hazelwood*.—Westward trains or engines delayed between Glenwood Station and Tecumseh Street, Hazelwood, will approach Tecumseh Street at restricted speed.

(o).—*Allegheny Nos. 1 and 2 Yard Running Tracks*.—Extending between Willow Grove Crossover and Point Bridge. Will be used on authority of Yardmasters at Willow Grove and Allegheny and movements will be governed by Operating Rule 94.

(p).—*Pittsburgh Passenger Station*.—Normal position of the crossover switch west of spring switch will be lined for crossover movement. No. 547 and No. 548 will use No. 3 Station Track unless otherwise instructed. All other scheduled passenger trains will use No. 3 Station Track except between the arrival of No. 547 and the departure of No. 548 during which time they will use No. 2 Station Track. On Saturdays all scheduled passenger trains will use No. 3 Station Track.

No. 547 will not foul Spring Switch until it is known that No. 562 has cleared this Switch. No. 571 will not foul Spring Switch until it is known that No. 548 has cleared this Switch.

Westward Extra Trains will receive instructions from Operator, Laughlin Jct., governing their movement from end of double track to Pittsburgh Passenger Station. Eastward Extra Trains will receive instructions from Operator, Pittsburgh Passenger Station, governing their movement to spring switch.

*Exception*.—When Switchtender is on duty, movements East and West between end of double track and Pittsburgh Passenger Station will be governed by instructions and hand signals from the Switchtender.

Freight Trains and Yard Engines will enter and leave Pittsburgh Yard at 2nd Avenue and will not occupy Main Tracks or Nos. 1, 2, 3, or 4 Station Tracks without permission from the Operator.

(q).—*Mackin Siding*.—Will be used on permission of the operator. Unless previously instructed to take siding at Mackin, Southward trains receiving Stop Indication at Mackin Signal will stop clear of siding switch and call Operator at Eidenau.

Trains taking siding at Mackin will report clear of the Main Track and will not re-enter main track until permission is received.

Trains that are in siding to be met or passed by other trains will not open switch or derail at either end of siding until it has been determined that the train to be met or passed has passed Mackin Signal. Rules 512 and 513 modified.

(r).—*Butler Running Track*.—West of Main Track extending between West Penn Crossing and WS Tower. Will be used on authority of Yardmaster at Butler Jct. and movements will be governed by Rule 94. Southward trains will be given permission to use this track by message at WS Tower. Restricting indication (Rule 290) on Northward Home Signal at West Penn Crossing will be the authority for Northward Trains to use this track as far as Butler Jct., where further instructions will be received from the Yardmaster.

(s).—*Ellwood City*.—Trains having cars for Ellwood City will set off on No. 1 Track Ellwood City Forge, unless otherwise instructed.

(t).—*S. & M. Subdivision*.—Crews will not block north leg of wye, Leckrone, between straight track switch and M. R. R. main track switch nor foul straight track on north leg of wye.

12.—Concluded.

(u).—*S. & M. and Mt. Pleasant S. D.*—Trains will not use *S. & M.* and *Mt. Pleasant* Subdivisions without permission from the Train Dispatcher. Crews leaving these Subdivisions will report clear.

13.—AIR BRAKES.

(a).—Trains designated as the *New York Trailer Jet*, *New Yorker*, *Chicago Trailer Jet* and *Chicagoan* will carry 90 lbs. brake pipe pressure over the entire division.

(b).—*Pittsburgh Station.*—Passenger trains backing into *Pittsburgh* train shed will make final stop when Engineer receives communicating signal from Conductor. This signal will be given at least two car lengths from point where rear of train is to be stopped.

13-1.—*Handling Trains on Grades.*

(a).—Trains descending the following grades will carry 90 lbs. *Brake Pipe as Standard Air Pressure:*

Sand Patch to Hyndman      Mt. Braddock to O. & B. Jct.  
 Adams to Rowena          Mt. Braddock to Evans  
 Morgan Tunnel to Lake Lynn

(b).—Before passing *Rockwood*, engineers on eastward freight trains will increase brake pipe pressure to 90 lbs., which will be carried through to *Cumberland*. The Brake Pipe Pressure on the rear of the train must be 70 lbs. or higher prior to passing over summit at *Sand Patch*.

*Exception.*—Empty Trains descending the above listed grades will carry the Prescribed Standard Pressure of 80 lbs. Brake Pipe. The Brake Pipe Pressure on the rear of Eastward Empty Trains must be 60 lbs. or higher prior to passing over summit at *Sand Patch*.

(c).—*Trains Stopped on Descending Grade.*—When trains stop on descending grade, and flagman is recalled proceed signal will not be given until it is known brake pipe is properly charged.

13-2.—USE OF RETAINERS.

(a).—Except as provided in Item 13-3(a), Retainers will be used by Freight Trains descending the following grades:

GRADE	Minimum percent of retainers to be used
Sand Patch to Hyndman (Coal Trains)	100
Sand Patch to Hyndman (All others)	90
Adams to Rowena (Loaded Tonnage Trains)	50
Mt. Braddock to O. & B. Junction (Loaded Tonnage Trains)	75
Mt. Braddock to Evans (Loaded Tonnage Trains)	75
Morgan Tunnel to Lake Lynn (Loaded Tonnage Trains)	75

When Engineers deem additional retainers necessary, they will notify trainmen who will comply with their request.

13-2.—Concluded.

(b).—Trains will stop to adjust retainers. When retainers are used they must be turned up consecutively from engine rearwards. Turning up retainers on the front and rear portion of a train allowing the middle cars to run loose is prohibited.

(c).—Eastward freight trains on *Main Line Subdivision* requiring retainers will stop at the *East End Eastward Passing Siding GA Tower* or at *Sand Patch* for adjustment of retainers and will stop east of *Hyndman* and place all retainers in release position. If stopped by either absolute signal west of *Hyndman*, retainers may then be placed in release position. Stop will be made at *FO Tower* for train crew to examine train for defective wheels, hot boxes or other defective conditions.

13-3.—FLAT MAINTAINING FEATURE.

(a).—Instructions for the use of retainers will not apply when the controlling unit is equipped with an operative Flat Maintaining Feature and there are a minimum of two units with operative Dynamic Brakes in the locomotive consist. The number of units with operative dynamic brakes is listed on the reverse side of Form 1199-AP on the controlling unit.

(b).—In descending a heavy grade with flat maintaining cut in, the initial reduction must not be lighter than 6 pounds. The endeavor should be to control the speed by the use of flat maintaining and the dynamic brake so that it is uniform. If a train stalls descending a grade due to too heavy a brake application, sufficient number of hand brakes must be applied promptly to secure it if the independent brake on engine will not hold train while brakes are being released and brake system recharged. A sufficient number of hand brakes must also be applied promptly should the train part, to anchor both portions.

(c).—A partial release of the brakes during flat maintaining must never be attempted. If necessary to release on descending grade where retainers are normally required, stop will be made and brake pipe recharged before train proceeds.

14.—SPRING SWITCHES.

Spring switches are in service at the following locations:

*Main Line Subdivision*

*Hyndman*.....West End Westward Siding  
*Confluence*.....West End Westward Siding  
*Casparis*.....East End No. 4 Track

*F. M. & P. Subdivision*

*Dunbar* (See Notes 1 and 3)....West and East Ends Siding  
*Oliver* (See Notes 2 and 3)....West and East Ends Siding

*Western Subdivision*

*Lavenia* (See Note 4).....East End Eastward Siding  
*Pittsburgh*.....Yard Office

*P. & W. Subdivision*

*Edgemore*.....West End Double Track

#### 14.—Concluded.

*Note 1.—Dunbar Passing Siding.*—The normal position for the spring switch at O. & B. Jet. is for eastward movements to the siding. The normal position of the spring switch at Dunbar is for westward movements on the main track. Unless otherwise advised eastward trains, except WM Rwy. trains from Bowest, will operate through Dunbar passing siding.

*Note 2.—Oliver Passing Siding.*—The normal position for the spring switch at Evans is for eastward movement to the siding. The normal position for the spring switch at Oliver is for westward movements on the main track. Unless otherwise advised, eastward trains will operate through Oliver passing siding.

*Note 3.—Westward Movements will not be made on Dunbar and Oliver Passing Sidings without authority from Train Dispatcher.*

*Note 4.—After securing permission to leave siding at Lavenia, Conductor or Engineer will operate push button and be governed by the indication displayed by the leaving signal. Trains may occupy the main track immediately after signal indicates proceed. (Operating Rule 105 modified)*

#### 14-1.—DUAL CONTROL SWITCHES.

Rules 106, 106(A), and 605-633, inclusive, in effect at Sand Patch Pull-in switch, Eastward Siding.

#### 15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-631, inclusive, are in effect at the following stations:

<i>Main Line Subdivision:</i>	<i>Western Subdivision:</i>
Viaduct Jct.	NS Tower
Mt. Savage Jct.	Glenwood Jct.
Hyndman	Laughlin Jct.
FO Tower	<i>P. &amp; W. Subdivision:</i>
Sand Patch	Etna
Confluence	Eidenau
Greene Jct.	UN Tower
	<i>Butler Subdivision:</i>
	West Penn Crossing

(b).—*Closed Interlocking Stations.*—During the period that an Interlocking Station is closed, under provisions of Operating Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

#### 15-2.—NON-INTERLOCKED CROSSINGS:

Everson—Pennsylvania Railroad

Trains will stop at crossing of Pennsylvania Railroad at Everson, and will not proceed without sending a flagman ahead and knowing that crossing is clear.

#### 17.—HELPER ENGINES.

(a).—*Hyndman Train Order Station.*—When signs A, B, C, D or E, are displayed in window east side of Hyndman Tower, the following will govern:

“A”—Stop to clear CS sign. Helper will be sent to crossover east of eastward siding.

“B”—Stop to clear CS sign. Helper will be crossed in behind train at tower crossover.

“C”—Helpers will be put into siding behind train.

“D”—Trains stopped at westward home signal will get helpers through crossover east of eastward siding.

“E”—No helper available, arrange to cut crossings.

(b).—Helpers to be detached as shown below:

Sand Patch.—Eastward trains—After pushing trains over summit. Westward passenger trains—West end, helper pocket.

Westward freight trains—East portal of tunnel, when on rear, and at West end of Westward Siding, when on head end.

Schenley Hill.—Eastward loaded trains—East of tunnel. Eastward empty trains—West of tunnel.

(c).—*Pusher Service.*—Within the state of Pennsylvania. When pusher engine behind Caboose exceeds 3500 horsepower, occupants of Caboose must, before movement is started, vacate Caboose and occupy unit of pusher engine. Train must be brought to a stop before pusher engine is detached.

(d).—*F. M. & P. Subdivision.*—Conductors on Westbound trains requiring helper service (including turn-arounds) will be certain that there are at least 15 loads directly ahead of Helper Engine before ascending grades between Cheat River and Greene Jct.

#### 18.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

#### 20.—WHISTLE SIGNALS.

Trains standing in passing siding will use following whistle signals to recall Flagman:

From South or West—One short and four long.

From North or East—One short and five long.

Operating Rules 14(d) and 14(e) modified.

Operating Rules 14(ea) and 14(da) are in effect on:

F. M. & P. Subdivision at O. & B. Jct.

W. & P. Subdivision at Glenwood Jct. and Hays.



21.—HIGHWAY AND STREET CROSSINGS.

(a).—Crews will provide flag protection for all movements over following crossings:

SUBDIVISION OR BRANCH	LOCATION	HIGHWAY OR STREET AND NUMBER	
Berlin	Garrett	Jackson Street No. 2469	
		Cannell Street No. 2496	
S&C Sub-division	Somerset	East Sanner Street No. 2497	
		Messenger Street No. 2539	
	Johnstown	Poplar Street No. 2	
		Strawberry Alley No. 2544	
		Apple Alley No. 2545	
		Coyer Alley No. 2547	
		Coyer Good Alley No. 2549	
		Charles Street No. 2526	
	SM Branch	Hooversville	State Highway No. 53 No. 2527
			Ferrelton Crossing No. 2569
Boswell SD	Ferrelton		
Mt. Pleasant SD	Mt. Pleasant	Main Street No. 2742	
FM&P Sub-division	Point Marion	Liberty Street No. 2741	
		McLain Sand & Gravel Crossing Route 166	
W&P Sub-division	Triadelphia	Valley Camp Coal Co., Tracks 2 and 3 No. 2953	
Tylerdale Branch	Washington	Brockway Glass, Wylie Ave. No. 2972	
Western SD	Bessemer	U. S. Steel Co., Crews using Nos. 4, 5 and 6	
		U. S. Steel Supply Co., Shore Ave. No. 2987.7	
		U. S. Steel Supply Co., Shore Ave. No. 2987.5	
		Duquesne Light Co., Shore Ave. No. 2986.6	
		Miller Printing Co., Shore Ave. No. 2986.5	
		Kaufmann, Shore Ave. No. 2986	
		Allegheny Freight House, River Ave. No. 2984	
		Alling & Cory Co., River Ave. No. 2983.5	
		Ertl Baking Co., River Ave. No. 2982.5	
		B&O Warehouse, River Ave. No. 2981.8	
		Mallet Company, River Ave. No. 2980	
		May Stern & Company, River Ave. No. 2979	
		Simmons Bed Co., River Ave. No. 2978	
		Heinz Co., River Ave. No. 2975.5	
		Heinz Co., River Ave. No. 2975	
		Heinz Co., River Ave. No. 2974.6	
		Pittsburgh Wool, River Ave. No. 2974.5	

21(a).—Concluded.

SUBDIVISION OR BRANCH	LOCATION	HIGHWAY OR STREET AND NUMBER	
P&W Sub-division —Con.	Allegheny —Con.	Commonwealth Storage Co., River Ave. No. 2974	
		33rd St. Freight House, 33rd St. No. 2996	
		Denny Track, 32nd Street No. 2996.1	
	Wittmer	Ball Chemical Co., Route 8 No. 3002	
	Glenshaw	E. J. Nicklas, Route 8 No. 3003	
	Elfinwild	Uhl Construction Co., Route 8 No. 3008	
	Allison Park	Pgh. Pipe & Coupling Co., Route 8 No. 3009	
	Ellwood City	6th St. Crossing No. 3052, on tracks not included between automatic crossing gates.	
	Butler Sub-division	Butler	A. Penn Siding No. 3100.1

(b).—Push Buttons installed at flashing light signals and automatic short arm gates at the following grade crossings. Operation governed by Operating Rule 109(A).

SUBDIVISION OR BRANCH	LOCATION	HIGHWAY OR STREET AND NUMBER	
S&C Sub-division	Johnstown	Hickory Street No. 2540	
		Bedford Street No. 2542	
		Main Street No. 2546	
		Locust Street No. 2548	
		Railroad Street No. 2550	
		Clinton Street No. 2551	
		Somerset	East Main Street No. 2502
		West Newton	State Route Main St. No. 2825
		Braddock	Sixth Street No. 2895
		Rankin	Fleet Street No. 2892
Western SD	Etna	Grant Street No. 3000	
		Evans City	State Route 68 No. 3028
P&W SD	Ellwood City	Sixth Street No. 3052	
		W&P SD	Elm Grove

21-B.—Single Unit Light Engines and Budd Cars.—When operating with single unit Diesel without cars or single Budd Car approach Hazelwood Avenue Crossing No. 2895 and Tecumseh St. Crossing No. 2894 prepared to stop unless you can see that automatic crossing protection is operating.

22.—MISCELLANEOUS.

(a).—Employees are prohibited from riding or walking on roofs of any moving cars.

(b).—Employees are prohibited from riding footboards of engines.

(c).—Holidays—New Year's, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas.

22.—Concluded.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—Temporary Speed Signs.—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—In cases of emergency, call Chief Dispatcher, Pittsburgh, Bell Telephone, (Area Code 412) 261-6220, except between the hours of 3:15 A.M. and 4:00 A.M. Call 261-6228.

23.—ACCIDENTS.

(a).—When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

(b).—The supervisor must arrange prompt first-aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

(c).—In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF M of W CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect May 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

Motor Car Rule 4(c) modified as follows:

"In compliance with Motor Car Rules, permission of Yardmaster is not required for *main track* movements through or within yard limits as provided by Rule 4(c), except through Johnstown yard limits.

MEDICAL DEPARTMENT

I. Kaplan, M. D., Medical and Surgical Director

COMPANY'S SURGEONS

Braddock, Pa. . . . .	Dr. M. A. Rosenbloom, 832 Braddock Ave.
Butler, Pa. . . . .	Dr. Carl Danielson.
Claysville, Pa. . . . .	Dr. W. A. Prideaux, Jr.
Confluence, Pa. . . . .	Dr. Edwin M. Price
Connellsville, Pa. . . . .	Dr. Domer S. Newill. Dr. Ralph L. Cox Dr. William K. Newill. Dr. Thomas G. McLellan, Oculist.
Cumberland, Md. . . . .	Dr. William F. Williams, Jr. Dr. Thomas F. Lewis. Dr. Donald B. Grove Dr. Leo H. Ley, Jr. Dr. R. J. Williams. Dr. Leslie E. Daugherty, Oculist. Dr. L. Brings. Dr. David H. Miller, Oculist. Dr. A. S. Bauer, Oculist.
Ellwood City, Pa. . . . .	Dr. H. E. Helling.
Elm Grove, W. Va. . . . .	Dr. R. H. Lewellyn.
Evans City, Pa. . . . .	Dr. Richard C. Allsopp.
Finleyville, Pa. . . . .	Dr. Malcolm S. Stevenson.
Fairmont, W. Va. . . . .	Dr. Phillip Johnson. Dr. Joseph S. Maxwell, Oculist.
Glenshaw, Pa. . . . .	Dr. James E. McMillan.
Hooversville, Pa. . . . .	Dr. J. M. James.
Johnstown, Pa. . . . .	Dr. Richard P. Zimmerman. Dr. John J. Huebner.
Meyersdale, Pa. . . . .	Dr. C. C. Glass. Dr. Alexander Solosko (Salisbury, Pa.).
Morgantown, W. Va. . . . .	Dr. E. F. Heiskell, Jr. Dr. G. R. Maxwell. Dr. John H. Trotter, Oculist.
McKeesport, Pa. . . . .	Dr. C. B. Bryce, 515 Sinclair. Dr. Frank R. Bondi, 208 Masonic Bldg. Dr. Elmer W. Erickson.
Ellwood City. . . . .	Dr. Jack Brooks, 26 Pittsburgh Circle
New Castle, Pa. . . . .	Dr. Paul B. Wilson. Dr. R. G. Campbell, Oculist.
Pittsburgh, Pa. . . . .	Dr. F. J. Arch, 616 Chestnut Street. Dr. Paul R. Sieber, Jr., 1501 Locust St. Dr. Harold L. Mitchell, Neurologist, 121 University Place. Dr. Louis W. Statti, Oculist, Jenkins Arcade Bldg. Dr. S. J. Klatman, 3513 Penn Avenue. Dr. Robert F. Rohm, Oculist, Mercy Hospital.

**COMPANY'S SURGEONS—Concluded.**

Smithfield, Pa. . . . . Dr. R. J. Clohecy.  
 Smithton, Pa. . . . . Dr. McClain Post.  
 Somerset, Pa. . . . . Dr. H. E. Musser., Dr. R. V. Jacobs  
 Uniontown, Pa. . . . . Dr. Charles C. Hubbard.  
 Dr. R. A. Rupp, Oculist, 822 Fayette, T & T Bldg.  
 Dr. W. A. McHugh, Jr.  
 Washington, Pa. . . . . Dr. John C. McGinnis, Jr.  
 West Newton, Pa. . . . . Dr. A. H. King.  
 Wheeling, W. Va. . . . . Dr. C. B. Buffington, Wheeling Clinic.  
 Dr. J. Speed Rogers, Wheeling Clinic.  
 Dr. R. Alan Fawcett, Oculist, 75 Twelfth St.  
 Dr. C. J. Holley, Natl. Bank of W. Va. Bldg.  
 Dr. J. S. Meier, Central Union Building.  
 Dr. R. A. Tomassene, Oculist, Wheeling Bank &  
 Trust Building.  
 Dr. Howard G. Weiler, 40 Fourteenth St.  
 Zelenople, Pa. . . . . Dr. Thomas W. Wilson.

**HOSPITALS**

Butler, Pa. . . . . Butler County Memorial Hospital.  
 Confluence, Pa. . . . . Price Hospital.  
 Connellsville, Pa. . . . . Connellsville State Hospital.  
 Cumberland, Md. . . . . Sacred Heart Hospital.  
 Memorial Hospital.  
 Fairmont, W. Va. . . . . Cook's Hospital.  
 Fairmont Emergency Hospital.  
 Johnstown, Pa. . . . . Conemaugh Valley Hospital.  
 McKeesport, Pa. . . . . McKeesport Hospital.  
 Morgantown, W. Va. . . . . Vincent Pillotti Hospital.  
 Monongalia General Hospital.  
 Mt. Pleasant, Pa. . . . . Mt. Pleasant Memorial Hospital.  
 New Castle, Pa. . . . . New Castle Hospital—Jameson Memorial Hosp.  
 Pittsburgh, Pa. . . . . Mercy Hospital.  
 Somerset, Pa. . . . . Somerset Community Hospital.  
 Uniontown, Pa. . . . . Uniontown Hospital.  
 Washington, Pa. . . . . Washington Hospital.  
 Wheeling, W. Va. . . . . Wheeling Hospital—Ohio Valley General Hosp.

**FIRST AID CLINICS**

Cumberland, Md. . . . . Medical Examiner's Office,  
 Glenwood, Pa. . . . . Medical Examiner's Office

**EXAMINING POINTS AND HOURS**

BENWOOD JUNCTION—(Over Gen. Loco. Foreman's Office)  
 2nd Monday—9:00 A.M. to 12 Noon.  
 CONNELLSVILLE—Friday—8:00 A.M. to 11:30 A.M.  
 CUMBERLAND—Daily—9:00 A.M. to 12:00 Noon and 1:00 P.M. to 4:00 P.M.  
 except Saturdays and Sundays.  
 SOMERSET—JOHNSTOWN—MEYERSDALE—By appointment only.  
 FAIRMONT—4th Monday—8:00 A.M. to 12 Noon.  
 GLENWOOD—Monday and Wednesday—8:30 A.M. to 3:00 P.M. except the  
 1st Monday each month, 12 Noon to 6:00 P.M.  
 ELLWOOD CITY—Dr. Jack Brooks, 26 Pittsburgh Circle, by appointment each  
 weekday 1:00 P.M. to 5:00 P.M.  
 NEW CASTLE—Tuesday—10:00 A.M. to 1:00 P.M.  
 BUTLER—Dr. Carl L. Danielson, Room 517, Commonwealth Bank & Trust Building  
 (Main St.), Butler 31-100. 12:30 P.M. to 3:30 P.M., 2nd & 4th Wednesday,  
 by appointment only.

**MEDICAL EXAMINERS' TERRITORIES**

Entire Pittsburgh Division except as indicated below . . . } Dr. Joseph A. Ragione  
 } Cumberland, Md.  
 Fairmont (exclusive) to Morgantown (inclusive) . . . } Dr. R. McCune, Jr.,  
 Benwood to Washington (exclusive) . . . } Grafton, W. Va.

**INSTRUCTIONS COVERING MEDICAL SERVICES**

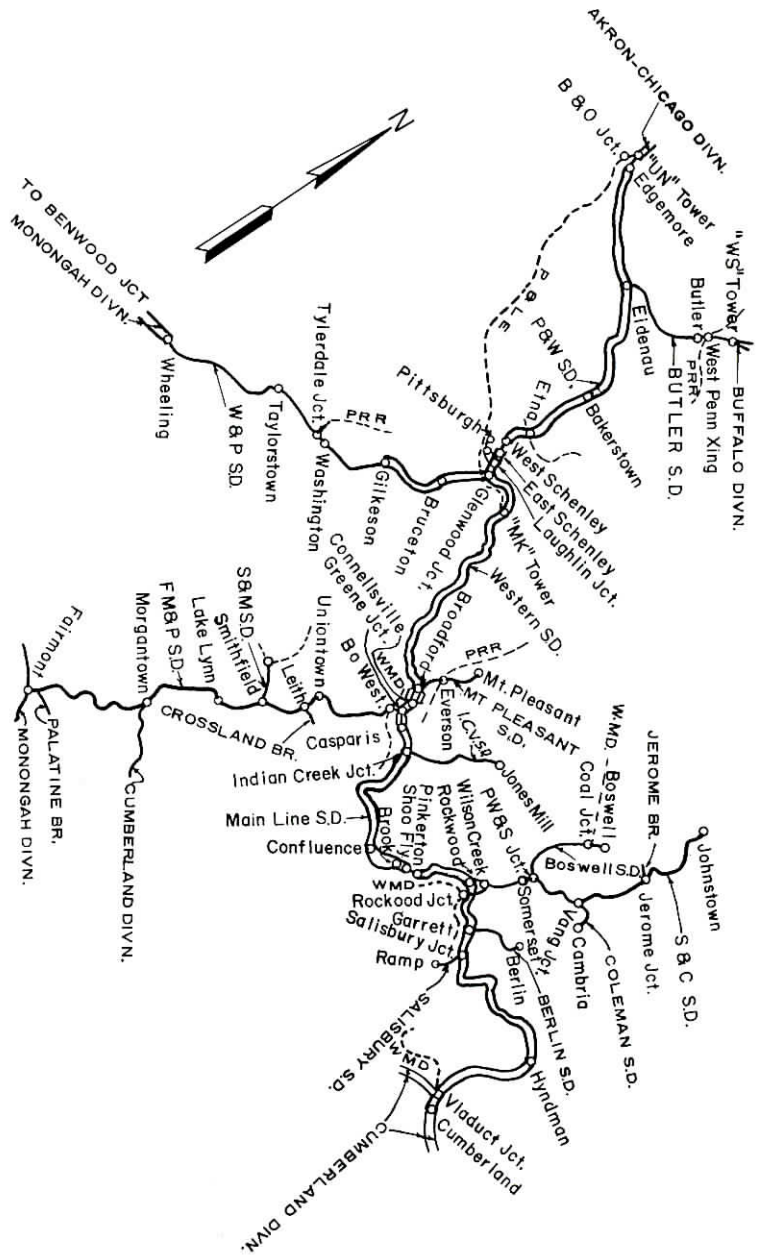
1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.  
 Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

**Notice of disablement or death of a Relief Department member should be reported promptly.**

# PITTSBURGH DIVISION

SPEED TABLE

Time per Mile		Time per Mile		Time per Mile		Time per Mile	
Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour	Min. Sec.	Miles per Hour
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00
1 19	45.55	1 54	31.58	2 29	24.16		





# AVOID DAMAGE

## SWITCH CUSTOMERS CARS CAREFULLY

### JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

### SPEED CARD

#### To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5