

The
**Pittsburgh & Lake Erie
Railroad Co.**

Timetable No. 20

In effect 2.01 A.M., Sunday, October 30, 1966

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

**G. E. MAAS
GENERAL SUPERINTENDENT**

**W. D. CARNAHAN
TRANSPORTATION SUPERINTENDENT**

INDEX TO CONTENTS

Abbreviations.....	29
Arranged Freight Train Service	12
Air Brakes	45
Automatic Interlocking.....	32
Bulletin Boards—Books	24
Company Doctors—Oculists	3
Clearing of Trains.....	16
Car Restrictions P&LE Divn. Yough. & Mon. Branches	4
Clearances (Overhead).....	50
Diesel Equipment	47
Engine Restrictions P&LE Divn. Yough. & Mon. Branches	38
Fatalities	49
General Instructions	44
Grade Crossings	18
Highway Crossing Protection	19
Hospitals	3
Interlockings	32
Lubrication and Care of Journal Boxes	47
Letters and Characters (Passenger Schedules)	7
Locomotive Restrictions	38
Movement of Trains (Block Signal) (Time Table) (Train Order)	28
Main Tracks—Designation and use	25
Manual Block Operation	31
Map	36
Offices Open for Sale of Tickets	8
Passenger Train Schedule	8
Public Crossings at Grade	21
Passenger Cars Enroute with Flat Wheels (Instructions)	48
Railroad Grade Crossings (Signals)	18
Radio Stations	32
Standard Clocks.....	15
Special Instructions	14
Spring Switches	23
Switches (Normal Position) (Electrically Locked) (Non-Electric Locked)	23
Sidings (Passing)	4
Speed Restrictions	33
Speed Tables.....	34
Special use of Tracks	27
Signals (Automatic) (Remote Control) (Stop signs) (Slide Protection)	44
Train Registers	24
Train Order Offices	4
Wreck Train Restrictions	38
Yard Limits	41

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Aliquippa	Geo. B. Rush 1105 Franklin Ave.	Office 375-1101 Res. 375-1041
Beaver Falls	J. W. Smith 1417 Seventh Ave.	Office 846-0620 Res. 846-5836
Connellsville	S. Andolina 601 2nd National Bank Bldg.	Office 628-2660 Res. 628-9141
Coraopolis	F. R. Braden Jr. 1616 State Ave.	Office 264-0670 Res. 264-4273
East Youngstown	E. J. Reilly 247 1/2 Robinson Road.	Office 755-4116 Res. 743-0591
Mckeesport	E. W. Erickson 515 Sinclair St.	Office 673-4477 Res. 673-2251
Monessen	J. C. Griffith 181 Schoonmaker Ave.	Office 684-6722 Res. 684-6722
New Castle	G. H. Weiner 303 A. First Federal Plaza.	Office 652-7702 Res. 654-6115
New Castle	G. R. Cunningham 203 Johnson Bldg. Periodic Examinations Only	Office 652-5380
Pittsburgh	W. L. Anderson 203 Shilo St. Periodic Examinations Only	Office 431-6914
Pittsburgh	J. L. Happel 4101 Brownsville Road	Office 882-6684 Res. 884-1868
Vanderbilt	W. F. Colvin	Office 529-7513 Res. 628-5853
West Newton	A. H. King 125 Second Street	Office 872-5252 Res. 872-5253
Youngstown	E. A. Shorten 420 Oak Hill St.	Office 744-4344 Res. 533-4020
	W. B. Turner Medical Center Cypsey Lane	Office 747-9114 Res. 747-5530
	C. Stefanski 901 Mahoning Bank Bldg. Periodic and Entrance to Service Examinations Only	Office 743-6509 Res. 757-1348
COMPANY OCULISTS		
Pittsburgh	M. F. McCaslin Carlton House	Office 281-4198
	T. H. Evans Carlton House	
	F. D. Hoffman Carlton House	
Youngstown	W. H. Evans Dollar Bank Bldg.	Office 744-2147
HOSPITALS		
Aliquippa	Aliquippa Hospital, 2500 Hospital Drive	375-6691
Beaver Falls	Providence Hospital, 3rd. Ave. & 9th St.	843-6002
Connellsville	State Hospital, East Murphy Ave.	628-1500
Mckeesport	Mckeesport Hospital, 1500 Fifth Ave.,	466-4000
Monongahela	Monongahela Hospital, State Hwy. Route 88	258-4800
New Brighton	Beaver Valley General Hospital, Penn Ave.	843-2400
New Castle	Jameson Memorial Hospital, West Leisure Ave.	658-9001
Pittsburgh	South Side Hospital, 20th St., South Side	481-3300
Rochester	Rochester General Hospital, Pinney Ave.	774-6060
Youngstown	Youngstown City Hospital, Oak Hill & Francis Streets	747-0751
FIRST AID STATIONS		
Pittsburgh	Room 40, Annex Building	261-3201 Line 581
Mckees Rocks	Foot of Bradley Street	261-3201 Line 217
TRAIN DISPATCHERS		
Pittsburgh	P&LE Division Youghiogheny Branch Monongahela Branch	

X	Indicates In service continuously	B	"	Rule 221B in effect
P	" In service part time	C	"	Rule 221C in effect
O	" Automatic Interlocking	M	"	MB for movements against the current of traffic
R	" Remote controlled from	F	"	Manual Block Station
A	" Rule 221A in effect			

MAIN LINE
PITTSBURGH TO NYC JCT. YOUNGSTOWN

INTERLOCKING	TRAIN ORDER OFFICE	MILES FROM PITTSBURGH	STATIONS AND RAILROAD CROSSINGS AT GRADE Railroad crossings at grade not protected by interlocking signals are shown under Rule 297	Sidings, Assigned Direction Car Capacity 50 Ft. cars			
				NOTE	EAST	WEST	EAST & WEST
		00.0	Pittsburgh Division Post P&LE Divn.				
X		00.0	Pittsburgh (DI Train Dispatchers) (DE Telegraph)				
X		00.2	DX (R-BK)				
X		3.5	CH (R-MA)				
		3.5	McKees Rocks				
X		4.2	OB (R-MA)				
	XBM	4.2	MA				
		5.7	Neville Island				
X		5.7	FM (R-MA)				
		8.9	Groveton				
		9.5	Ivanhoe				
X		9.8	MR (R-MA)				
		10.0	Montour Jct.				
		10.5	Coraopolis				
X		11.5	K (R-MA)				
		11.7	Kendall				
		14.7	Glenwillard				
		18.1	West Economy				
X		18.1	WE (R-MA)				
		19.1	Aliquippa				
		20.3	West Aliquippa				
X	XBM	20.3	QA				
		22.5	Blacks Run				
X		22.5	DF (R-QA)				
		23.4	Colona				
		24.5	Monaca				
X		25.5	BR (R-QA)				
		25.8	Beaver				
		26.5	Beaver Valley				
		26.9	Bradys Run				
		27.9	Fallston				
		29.2	Beaver Falls-New Brighton				
X		29.5	PO (R-QA)				
X		31.2	CO (R-QA)				
		31.2	College				
X		32.3	EG (R-QA)				
		36.7	West Ellwood Jct.				
X		40.7	RK (R-RS)				
		40.8	Wampun				
		39.7	Ellwood City				
X		43.4	MO (R-RS)				
X		44.9	SD (R-RS)				
		46.6	New Castle Jct. (B&O Crossing)		186		
X		46.6	J (R-RS)				
		47.3	New Castle				
X		55.1	CA (R-RS)				
		56.4	State Line (Pa.-Ohio)				
		57.2	Lowellville				
X		57.6	V (R-RS)				
X		58.9	VR (R-RS)				
X	XBM	59.8	RS				
		60.3	Struthers				
		61.3	Youngstown (Campbell)				
		62.7	"N" (B&O P.R.R. E.L. Crossings) (R-RS)				
		63.9	Youngstown (Sheehy St. Division Post NYC R.R.)				
		64.2	Youngstown (NYV Jct.)				

The direction from Pittsburgh to Youngstown is Westward

YOUGHIOGHENY BRANCH

INTERLOCKING	TRAIN ORDER OFFICE	MILES FROM PITTSBURGH	STATIONS AND RAILROAD CROSSINGS AT GRADE Railroad crossings at grade not protected by interlocking signals are shown under Rule 297	Sidings Assigned Direction Car Capacity 50 Ft. Cars			
				NOTE	EAST	WEST	EAST & WEST
		58.4	Connellsville (Division Post)				
X		58.4	CV				
		56.6	Crossland				
		56.5	West Yough.				
		55.8	Broadford Jct.				
		52.7	Dickerson Run				
	P	52.7	MC				
		51.3	DR				
		40.0	Jacobs Creek				
		33.1	West Newton				
		16.0	MB				
		15.3	Belle Vernon Jct.				
	X	XBM	BV				
		15.1	McKeesport				
	X		MK				
		13.8	Riverton				
		12.4	Denmler		84	89	
		11.0	Port Perry				
		10.5	Lock No. 2 (R-BV)				
		9.8	Braddock				
		9.1	Rankin				
	X		JB (R-BK)				
		7.9	Homestead				
	X		HM (R-BK)				
		6.7	Lower Howard				
	X		CS (R-BK)				
	X	XBM	BK				
		3.7	Becks Run				
	X		DU (R-BK)				
	X		H (R-BK)				
		0.0	Pittsburgh (Division Post) (P&LE Divn.)				

The direction from Connellsville to Pittsburgh is westward.

MONONGAHELA BRANCH

INTERLOCKING	TRAIN ORDER OFFICE	MILES FROM PITTSBURGH	STATIONS AND RAILROAD CROSSINGS AT GRADE Railroad crossings at grade not protected by interlocking signals are shown under Rule 297	Sidings, Assigned Direction Car Capacity 50 Ft. cars			
				NOTE	EAST	WEST	EAST & WEST
		54.9	Brownsville Division Post				
X		53.7	BO (P.R.R. Crossing)				
		51.5	Newell Interchange				
X		51.5	NI (R-BV)				
X		50.2	NE (R-BV)				
		49.0	Newell				
	PBM	49.0	MH				
X		47.7	RC (R-BV)				
		42.4	Belle Vernon				
X		41.0	EC (R-BV)				
		38.8	Monessen				
		37.4	Shepler				
X		35.9	WR (R-BV)				
		31.2	Monongahela				
		22.4	Elizabeth				
X		22.2	WI (R-BV)				
		21.7	Wylie (Union R.R.)				
		17.6	Glassport				
		15.3	Belle Vernon Jct. (Division Post)				
X	XBM	15.3	BV				

The direction from Brownsville to Pittsburgh is westward.

Block Stations in service part time as follows

Station	Hours in service
MC	7:59 A.M. to 11:59 P.M. Daily
MH	7:00 A.M. to 3:00 P.M. Daily except Sunday 3:00 P.M. to 11:00 P.M. Daily except Saturday and Sunday

The following letters and characters in schedules indicate

- S Regular stop
 - A Stop on signal to receive or discharge passengers
 - B Stop on signal to discharge passengers
 - C Regular stop to receive passengers
 - D Regular stop, Saturdays only
 - E Regular stop, Sundays only
 - G Does not stop on Saturdays, Sundays or Holidays
 - H Does not run on Sundays, Mondays or Holidays
 - I Does not run on Sundays or Holidays
 - J Stops on signal to receive passengers for _____ and beyond
 - K Stops to discharge passengers from _____ and beyond
 - L Will not stop on Sunday, Monday and days following a Holiday, to handle U.S. Mail
 - M Receives mail at _____ from mail crane, daily except Sun., Mon., and Holidays
 - N No Baggage Service
 - O Train may leave 5 minutes in advance of scheduled leaving time if traffic is received
 - P No baggageman between _____ and _____
 - Q Stop at Braddock to discharge passengers from points east of McKeesport and to receive passengers for New Castle and beyond.
 - R Stop at Wampum to discharge passengers from points east of McKeesport destined Ellwood City and to receive passengers from Ellwood City for New Castle and beyond.
 - T Stop at Braddock to discharge passengers from New Castle and beyond and to receive passengers and U.S. Mail for points east of McKeesport.
 - U Stop at Wampum to discharge passengers from New Castle and beyond destined Ellwood City, and to receive passengers from Ellwood City for points east of McKeesport.
- ◆ Will not run Nov. 24-Dec. 26-Jan. 2
 - No. 268 will not carry revenue passengers
 - No. 264 and No. 265 will wait at Wampum for Taxi Cab connections unless otherwise instructed

The time shown conveys no time-table authority.

READ DOWN

READ UP

103 105 191 PC-1	103 105 191 BF-9	103 105 191 PS-10				190 CDB-4 WM-6	190 WM-4 WM-6	174 GP-1	178 GP-3
				Ar	Lv	1.00 P (W)	1.00 P (W)		
3.30 P (M)				Lv Dickerson Run	Ar	9.30 A (W)	9.30 A (W)		
				Ar	Lv				
		5.00 P (M)		Lv Newell	Ar				1.30 P (W)
				Ar	Lv				
		6.00 P (M)		Lv Monessen	Ar				1.00 P (W)
				Ar	Lv	5.20 A (W)	5.20 A (W)		
		7.30 P (M)		Lv McKeesport	Ar				11.30 A (W)
				Ar	Lv	4.45 A (W)	4.45 A (W)		
5.45 P (M)		8.30 P (M)		Lv Becks Run	Ar			6.30 A (W)	11.00 A (W)
				Ar	Lv				
				Lv Pittsburgh	Ar			6.00 A (W)	
				Ar	Lv	4.30 A (W)	4.30 A (W)		10.30 A (W)
6.30 P (M)	7.00 P (M)	9.45 P (M)		Lv McKees Rocks	Ar				
				Ar	Lv	2.50 A (W)	2.50 A (W)	3.45 A (W)	9.00 A (W)
7.30 P (M)	8.00 P (M)	10.15 P (M)		Lv Aliquippa	Ar				
				Ar	Lv	2.00 A (W)	2.00 A (W)		8.00 A (W)

				Lv New Castle Jct.	Ar				
9.30 P (M)	10.00 P (M)	11.45 P (M)		Ar	Lv	1.15 A (W)	1.15 A (W)	1.30 A (W)	7.00 A (W)
5.00 A (T)	10.00 A (T)	9.00 A (T)		Lv Youngstown	Ar	7.00 P (T)	7.00 A (T)	6.30 P (T)	
10.15 A (T)	3.00 P (T)			Ar	Lv		2.00 A (T)		
10.45 A (T)				Lv Collinwood	Ar				
6.00 P (T)				Ar	Lv	7.30 P (M)			
				Lv Elkhart	Ar				
1.00 P (W)				Ar	Lv				
				Lv St. Louis	Ar				
6.00 A (W)				Ar	Lv				
	6.00 P (W)			Lv Detroit	Ar				
				Ar	Lv				
	2.00 A (W)			Lv Cincinnati	Ar				
				Ar	Lv				
		7.20 P (T)		Lv Columbus	Ar				
				Ar	Lv			10.00 A (T)	
		4.00 P (W)		Lv Buffalo	Ar				
				Ar	Lv				
				Lv Rochester	Ar				
7.30 P (T)				Ar	Lv				
				Lv Syracuse	Ar				
8.30 P (W)				Ar	Lv				
				Lv Boston	Ar				
9.00 A (W)				Ar	Lv				
				Lv New York	Ar				

(M)—Monday (T)—Tuesday (W)—Wednesday

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

A. Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964, and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

Revised Rules: B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281d, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938, 939.

Modified Rules: Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342.

New Rules: L-2, 0, 11c, 296, 296a, 296b, 750, 751, 752, 753, 754, 755, 756, 921. Train Order Form Z. Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Board.

Rules Deleted: 33a, 100, 940, 942.

A1. The title Transportation Superintendent will be used instead of Superintendent.

OTHER RAILROADS "FERRONA BRANCH"

Erie Lackawanna Rules will apply between Gardner Ave. New Castle and east end of Ferrona yard at Boyce.

B2. LAWS AND REGULATIONS

Cars shall not be stored within a distance of 300 feet of any grade crossing in Pennsylvania. These instructions do not apply to cars spotted on industrial or public delivery tracks for loading or unloading.

It shall be unlawful for any employe of the railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a running track, within yard limits, unless flagman or red light is on end of car during the period from thirty minutes before sunset to thirty minutes after sunrise.

Within the State of Ohio, when a pusher or helper engine is used to assist in assembling train and the pusher or helper engine is located behind the caboose, employes are prohibited from riding on the caboose while train is being assisted and during this time caboose must be locked.

Application of Rule 99 within the State of Pennsylvania.

On November 22, 1965, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 16 requiring: "That flag protection be provided against following trains occupying the same track, by a properly qualified flagman or trainman using standard flagging equipment, for trains moving on main or secondary tracks, under circumstances in which such trains may be overtaken by following trains and for trains stopped under circumstances in which they may be overtaken by following trains, in manual block signal, automatic block signal, centralized traffic control or locomotive cab signal territories, except within the limits of interlocking plants, at stations where passenger trains are making normal station stops, within the limits of a classification or storage yard and manual block territory protected by an absolute block.

NOTE: When trains are operating under automatic block signal system rules (locomotive cab signal or centralized traffic control signal rule), the requirements of flagging, insofar as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed."

For the application of these instructions, these Regulations further provide that Main Tracks on which authorized speed of freight trains is 25 MPH or less shall be considered as yard tracks.

Except as modified by these instructions, all Rules and Special Instructions regarding flag protection remain in effect.

K-1. DISCHARGE OF DUTY

The use of television or radios other than those furnished for Railroad Operations is prohibited.

1. STANDARD TIME

Eastern Standard Time is in use.

3. STANDARD CLOCKS

Standard clocks are located in the operators offices listed in the chart under Rule No. 109 (Location of Bulletin Boards and Books, Train Registers and Standard Clocks.)

12. HAND, FLAG AND LAMP SIGNALS.

MK—McKEESPORT

Trains and engines moving from the Baltimore and Ohio main track to The Pittsburgh & Lake Erie main tracks at MK will use the west crossover. They must approach MK prepared to stop and must not proceed over the crossover to The Pittsburgh & Lake Erie main track until a proceed hand signal is received from the switch tender given by a WHITE flag by day and a WHITE light by night, then only as the way is seen or known to be clear.

Eastward trains and engines moving to The Baltimore and Ohio will approach stop board, displaying RED light at night, located on the right side of eastward main track 1600 feet west of MK, prepared to stop, and not proceed until a proceed hand signal is received from the switch tender given by a WHITE flag by day and a WHITE light by night, then only as the way is seen or known to be clear. Movement may then be made at restricted speed past Automatic Block Signal No. 142-K without stopping when "Stop; then Proceed at Restricted Speed" indication is displayed.

Pittsburgh and Lake Erie trains and engines moving eastward must approach this point prepared to stop and must not proceed until a proceed hand signal is received from the switch tender given by a YELLOW flag by day and a YELLOW light by night, then only as the way is seen or known to be clear.

Trains and engines moving westward must approach stop board displaying RED light by night, located on the right side of westward main track 200 feet west of MK, prepared to stop, and must not proceed until a proceed hand signal is received from the switch tender given by a GREEN flag by day and a GREEN light by night, then only as the way is seen or known to be clear.

Baltimore and Ohio Railroad eastward trains must not make pickup or set off at MK before pulling their trains to clear the P&LE Railroad Company tracks.

Trains and engines, while making crossover movements between stop boards at MK, under hand signals, will be relieved from complying with Rules 152 and 513.

Location

N

Eastward trains and engines will stop at the stop boards at N on all main and yard tracks. The crew of all eastward trains and engines, with the exception of first-class trains, will immediately and before proceeding contact the Operator at RS and identify their train, the arrival time, and on which track their train is located.

Eastward trains and engines moving over the P&LE Railroad tracks will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.

Eastward trains and engines moving from the E-L Railroad tracks will proceed only on hand signal from the Train Director at N, given with a white flag by day and a white light by night, and then only as the way is seen or known to be clear.

Westward trains and engines will stop at stop boards at N on all main and yard tracks, and all westward trains and engines, except those using the main track, will immediately and before proceeding contact the Operator at RS and identify their train, the arrival time, and on which track their train is located.

All westward trains and engines will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.

If necessary to use any of the hand operated switches between the stop boards, permission must be secured from the operator at RS in addition to a signal from the Train Director, and must be reported to the operator at RS when the switches are returned to normal position and locked. A reverse movement within the limits of stop boards or a forward movement after making a reverse movement, must not be made without the permission of the operator at RS and Train Director.

13. EMERGENCY SIGNALS AT INTERLOCKINGS.

Emergency whistles are in use at BK.

18. YARD ENGINES.

Yard engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

19. MARKERS.

Marker lamps on trains of foreign railroads operating over the Pittsburgh and Lake Erie may indicate GREEN instead of YELLOW.

Electric flashing markers, not lighted by day, may be used. Reflectorized markers may be used in lieu of marker lamps on New York Central Railroad trains between RS and Sheehy Street, Youngstown.

Engines operating without cars on main track within yard limits will display a dimmed headlight to the rear at all times instead of a red light or red flag.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.

31. UNNECESSARY USE OF WHISTLE (OR HORN).

No whistle shall be blown within the limits of the City of McKeesport except in cases of Emergency.

72. SUPERIORITY OF TRAINS.

On single track Westward trains are superior to Eastward trains of the same class, except when otherwise provided.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Youngstown (Campbell): Passenger trains, verbally by operator at RS.

College: Passenger trains, verbally by operator at QA.

Pittsburgh: Passenger trains, verbally by train dispatcher by telephone.

MK: Westward trains by hand signal from switch tender.

93 Yard Limits indicated by yard limit boards as follows:		
LOCATION	BETWEEN	AND
East Youngstown	M.P. 63.9 P.	M.P. 48.9 P.
New Castle	M.P. 48.9 P.	M.P. 42.7 P.
Beaver Falls	M.P. 42.7 P.	M.P. 25.2 P.
Aliquippa	M.P. 25.2 P.	M.P. 16.2 P.
Pittsburgh	M.P. 16.2 P.	M.P. 7.3 Y.
McKeesport	M.P. 7.3 Y.	M.P. 19.1 Y. M.P. 26.8 M.
Jacobs Creek	M.P. 23.9 Y.	M.P. 44.5 Y.
Dickerson Run	M.P. 44.5 Y.	Connellsville
Monessen	M.P. 26.8 M.	Brownsville Jct.

(P) Indicates P&LE Division

(Y) Indicates Youghiogheny Branch

(M) Indicates Monongahela Branch

S93-D93. PROTECTION OF TRAINS WITHIN YARD LIMITS.

The main tracks may be used protecting against all trains and engines as prescribed by the rules.

D-93a MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements may be made without train order when authorized by train dispatcher between

Track	Between	and	By permission of
4	NYC Jct.	"N"	Operator "RS"

98. RAILROAD CROSSINGS AT GRADE

Lake Erie & Eastern Track

INTERLOCKING	Miles From Graham		NOTES			
	1.4	Lansingville (P.R.R.)	1			
	4.9	Manning Avenue (E L)	2			
x		Graham Y.S.&T.-P.R.R.				

Notes :::

Note 1 *Target and Interlocking Signals
Diagonal - L.E. & E. Proceed
Normal Diagonal

Note 2 *Target and Interlocking Signals
Vertical - L.E. & E. Proceed
Normal Vertical

*Trains or engines stopped by Interlocking Signals in the "Stop" position, with the target indicating "Proceed" will stop and examine the electric lock to see that it is properly padlocked. If padlock is in place, trains or engines may then proceed at restricted speed to next automatic signal in advance.

103. PUBLIC CROSSINGS AT GRADE.

Where automatic highway crossing protection is in service and it is known to be functioning properly for the movement, protection by a member of the crew is not required.

AUTOMATIC FLASHING LIGHT SIGNALS
WITH OR WITHOUT GATES

At all crossings where signs or yellow painted track joints are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign or yellow painted track joints located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where signs or yellow painted track joints are provided on main tracks to indicate "End of Circuit," trains and engines stopping on main tracks must stop back of sign or yellow painted track joints. When starting, if gates are raised (or flashing light not operating), must proceed past sign or yellow painted track joints prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

FLASHING LIGHT SIGNALS, WARNING
BELLS AND AUTOMATIC GATES

When trains or engines are delayed after passing the annunciating point for the automatic gate crossing protection, resulting in timing intervals elapsing and automatic gates raising, movement over the crossing must not be made until it is known gates are in a horizontal position unless proper protection by a member of train crew is provided at crossings listed below.

At points where automatic gate protection is provided at highway grade crossings in advance of interlocking signals, trains must stop back of "end of circuit" signs or yellow painted track joints to prevent blocking of crossing unless there is sufficient room for the train between the interlocking signal and the "end of circuit" signs or yellow painted track joints on the signal side of the crossing.

Lowellville—

First Street.

Second Street.

Third Street.

Ellwood City—

Sixth Street.

Monaca—14th Street.

Kendall—City Service Co.

Coraopolis—

Thorn Street.

Watt Street.

Main Street.

Mill Street.

Mulberry Street.

Broadway Street.

McKees Rocks—

River Avenue.

Lucas—American Oil.

Homestead—Amity Street.

Braddock—

6th Street.

7th Street.

8th Street.

McKeesport—

Walnut Street.

Market Street.

Port Vue—River Avenue.

West Newton—Route 136.

McKeesport—

Ann Street.

Perry Street.

Monongahela—

Agway Inc. Farmer's Exchange.

Shepler—

Page Steel & Wire.

Belle Vernon—

Duquesne Slag Products Co.

Crossing gates at Lowellville, Ohio and Braddock, Pa., are equipped so that they may be raised by a member of a crew which might be stopped and occupying the approach to the crossings back of the "End of Circuit" signs or yellow painted track joints.

Gates may be raised by inserting switch key in proper keyhole on box mounted on side of relay case and turning key in direction marked "Raise."

Boxes are located at First Street, Second Street and Third Street, Lowellville.

Boxes are located at Sixth Street, Seventh Street and Eighth Street, Braddock.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in the control box.

X sign will be used where Close Clearance prohibits the use of "End of circuit" sign.

GENERAL

When train or engine moves over a protected crossing on a yard track not provided with circuit to cause operation of a crossing protection, the crossing must be protected by member of train crew.

COLUMN TABLE FOR RULE 103—PUBLIC CROSSINGS AT GRADE

X - Indicates method of operation

- Column 1 - Switching movements over the crossing must be protected by a member of train crew.
 Column 2 - Trains or engines moving against the current of traffic must proceed at slow speed over crossing.
 Column 3 - Trainmen must flag trains or engines over crossing.
 Column 4 - Trains or engines must stop before moving over the crossing.
 Column 5 - Trains or engines moving against the current of traffic must stop before moving over the crossing.

103. PUBLIC CROSSINGS AT GRADE P. & L. E. DIVISION									
Location	Crossing	Track	See Column Table						Note
			1	2	3	4	5	6	
Walford	Crossing No. 4 Edenburg Road	All	X	X	X				
	Crossing No. 5 Mt. Jackson Rd.	All	X	X	X				
Coverts	Coverts	Main Tracks				X			
New Castle	South Mill St.	All	X	X	X				
	Moravia Street	All	X	X	X				
	Furnace Street	All	X	X	X				
	Grove Street	All	X	X	X				
	Industrial St.	Track at Bossert Co.	X	X	X				
	Cherry Street	New Castle Track							2
West Pittsburgh	Township Road	Main Tracks					X		
Beaver Falls	First Avenue	All	X	X	X				
	13th Street	All	X	X	X				
	27th Street	All	X	X	X				
	Sixth Avenue	Lead to Union Drawn Steel Co.	X	X	X				
Fallaton	Route 51 Highway	Bradys Run Track	X	X	X				
Beaver Valley	Route 68 Highway	Beaver Valley Track	X						
	Walnut Lane	Beaver Valley Track	X	X	X				
	Route 930 Highway	Beaver Valley Track	X	X	X				
Beaver Borough	All Crossings	Beaver Valley Track P.&L.E. to Buffalo St.	X	X	X				
	Sharon Road	Beaver Valley Track	X	X	X				1
	Market Street	Beaver Valley Track	X	X	X				1
Monaca	Pittsburgh Tube Company Plant	Lead Track to the U.S. Sanitary Manufacturing Company	X	X	X				
	Private Road To Colonial Steel Company	Fill Track	X	X	X				
Kendall	Private Road	No. 1 Main Track					X		
Coraopolis	Pittsburgh Forgings	Nos. 3 & 4 Pittsburgh Forgings Company At Thorn Street	X	X	X				
	Ivanhoe Yard	Middle Ivanhoe Yard All Yard Tracks	X	X	X				
	All	All Tracks							2
Groveton	Road Crossing	All Yard Tracks	X	X	X				
McKees Rocks	Harriet Street	Steel Products Company	X	X	X				
	Nichol Avenue	Industrial Enterprises	X	X	X				

NOTES:

Note 1 - The crossing protection must be in operation 25 seconds before trainmen give signals for movement of train or engine.

Note 2 - Crossings must not be blocked for more than five (5) minutes.

**103. PUBLIC CROSSINGS AT GRADE
YOUGHIOGHENY BRANCH**

Location	Crossing	Track	See Column Table						Note
			1	2	3	4	5	6	
Pittsburgh	4th Street	Main Tracks					X		2
	8th Street						X		
	9th Street						X		
Lucas	American Oil	All	X						
	Haysglen St.	Main Tracks					X		
Homestead	Amity Street	All	X						2
Rankin	Acheson Street	All	X						2
Braddock	Third Street	S.H. Bell Company	X	X	X				
	1st Street	All	X						
	6th Street	All	X						
	7th Street	All	X						
	8th Street	All	X						
	McCune Street	No. 1 & No. 4 Main	X						
	11th Street	Main Tracks					X		
McKeesport	Walnut Street	No. 1 & No. 4 Main	X						
	Market Street	All	X						
Port Vue	River Avenue	Main Tracks					X		

**103. PUBLIC CROSSINGS AT GRADE
MONONGAHELA BRANCH**

Location	Crossing	Track	See Column Table						Note
			1	2	3	4	5	6	
McKeesport	Erie Street	Reynoldton Station Side Track	X		X	X			
	Rebecca Street	(McKeesport Lumber Co)	X		X	X			
	Ann Street	All		X					
	Perry Street	All		X					
Glassport	Harrison St.	Main Tracks					X		2
Shepler	Page Steel & Wire Company	Main Tracks						X	
Newell	Miller Street	All		X					
	Morgan Street	All		X					
	Fourth Street	All		X					

NOTES:

Note 1 - The crossing protection must be in operation 25 seconds before trainmen give signals for movement of train or engine.

Note 2 - Crossings must not be blocked for more than five (5) minutes.

**104a NORMAL POSITION OF SWITCHES AT
SPECIFIED LOCATIONS**

Switch Located At Normal Position Is for

Gateway Yard East and West Ends
of Diesel Facility

No. 14 Lead

N - Center St.

The switch located immediately east of Center Street Bridge is hand operated and must be kept locked after being used

For Movement to No. 5 and No. 14 Lead.

104a. The following switches in TCS territory are not equipped with electric locks. Trains are not permitted to clear the main track at these switches.

P. & L. E. Division

Location	Track
Aliquippa	No. 1 Main, P. M. Moore Side Track
Beaver	No. 1 Main, Beaver Station Side Track
W. Bridgewater	No. 1 Main, Beaver County Times Paper House
West Ellwood Junction	No. 4 Main, Westbound Storage Track
Wampum	No. 1 Main, Mill Track

Monongahela Branch

Elizabeth	Single Main, Freight Station
Elizabeth	Single Main, O'Neil Side Track
Monongahela	Single Main, Agway Inc. Farmer's Exchange Side Track
Monongahela	Single Main, Freight Station
Webster	Single Main, Freight Station
Belle Vernon	Single Main, Duquesne Slag Products Company Track

104e. SPRING SWITCHES

Switches are to remain in normal position except for immediate movement.

Location	Normal Position for
Bentley M.S.L. Track	Derailing
MB Youghiogheny Branch End of Double Track	Westward

Rule 109 Location of Bulletin Boards & Books
 Rule 83 Train Registers
 Rule 3 Standard Clocks

Bulletin Boards & Books	Train Register	Standard Clock	LOCATION	Other Railroads Or Divisions		NOTE
			Youngstown District Y.M.C.A. Train & Engrs. Room	NYC		
X			Hump Crest Bldg. Train & Engrs. Room	EL		
X			Diesel Service Bldg. Train & Engrs. Room	NYC-EL		
X			Retarder Bldg. Inspectors Room	EL		
X			East End Class. yard Yard Office	EL		
X			East End Y.S. & T. Co. Trainmans Room			
X			West End Y.S. & T. Co. Scale Office			
X			Coke Works Y.S. & T. Co. Yard Office			
X			East End Ohio Works U.S.S. Co Yard Office			
X			West End Ohio Works U.S.S. Co. Yard Office			
X			Lansingville Yard Office			
	X		R S Operators Office Hump Crest Bldg.			
X			New Castle Yard Office			
	X		Gardner Ave. New Castle EL Tele- phone Box			1
X			College Yard Office			
X			West Aliquippa Yard Office			
	X		Q A Operators Office Yard Office Bldg.			
X			Ivanhoe Trainmens Bldg.			
X			Mckeess Rocks District Engine Dispatchers Office	EL		
X			General Yard Office	EL		
X			PC&Y Yard Office	PC&Y		
	X		MA Operators Office General Yard Bldg.			
			Pittsburgh			
X			Trainmens Room			
X			Conductors Room	NYC		
X			B&O Trainmens Room	B&O		
	X		DE Telegraph Office Terminal Bldg.			
X			Becks Run Trainmens Bldg.			
	X		B K Tower			
X			Braddock Yard Office			
X			Riverton Yard Office			
	X		B V Tower McKeesport			
X			West Newton Yard Office			
X			Dickerson Run Yard Office			
	X	X	M C Operators Office Yard Office Bldg.			1
		X	C V Operators Office Connellsville Station			
X			Glassport Yard Office & Engine House			
X			Monessen Yard Office			
X			Newell Yard Office & Engine House	Mong. RY		
	X		M H Operators Office Newell Yard Office Bldg.			

(X) Indicates in service
 Note 1 All Trains

DESIGNATION AND USE OF MAIN TRACKS
 P. & L. E. DIVISION
 SINGLE TRACK

Track	Between	And
Main Track	RS	N
Youngstown	RS	Graham
Main Track	DF	BR

D-151

Between	P. & L. E. DIVISION								
	Numbered from South	Numbered from West	Track No.	Eastward	Westward	Eastward & Westward	Northward	Southward	Northward & Southward
DX and CH	X		1 4			X X			
CH and FM	X		1 2 3 4	X X		X			
FM and MR	X		1 3 4	X		X			
MR and K	X		1 3 4			X X X			
K and WE	X		1 3 4	X		X			
WE and DF	X		1 2 3 4	X		X X			
BR and PO	X		1 4			X X			
PO and EG	X		1 3 4	X		X			
EG and MO	X		1 4			X X			
MO and SD	X		1 4	X		X			
SD and 1100 feet east of J	X		1 3 4	X		X X			
1100 feet east of J and CA	X		1 4	X		X			
CA and RS	X		1 4			X X			
N and New York Central Junction	X		1 4			X			
Graham and Brier Hill Crossovers	X		1 4	X		X			

(X) Indicates Designation and Use of Track

**DESIGNATION AND USE OF MAIN TRACKS
YOUGHIOGHENY BRANCH
SINGLE TRACK**

Track	Between	And
Main Track	MB	DR
Main Track	Dickerson Run	CV

D-151

Between	YOUGHIOGHENY BRANCH									
	Numbered from South	Numbered from West	Track No.	Eastward	Westward	Eastward & Westward	Northward	Southward	Northward & Southward	
DX and H	X		1 4	X						
H and CS	X		1 4		X					
CS and HM	X		1 2 3 4	X			X			
HM and JB	X		1 4	X		X				
JB and MB	X		1 4	X		X				

**DESIGNATION AND USE OF MAIN TRACKS
MONONGAHELA BRANCH
SINGLE TRACK**

Track	Between	And
Main Track	WI	WR
Main Track	EC	RC
Main Track	NE	NI
No. 1 Eastward	RC	NE

D-151

Between	MONONGAHELA BRANCH									
	Numbered from South	Numbered from West	Track No.	Eastward	Westward	Eastward & Westward	Northward	Southward	Northward & Southward	
BV and WI	X		1 4	X						
WR and EC	X		1 4	X		X				
East End Newell Interchange Yard and Brownsville Junction	X		1 4	X		X				

(X) Indicates Designation and Use of Track

SPECIAL USE OF TRACKS

P&LE Division:

Youngstown Yard District:

Track between M.P. 60.3 at Struthers and M.P. 60.9 Graham interlocking is under jurisdiction of the yardmaster Gateway yard. Permission to use this track must be obtained from the operator at RS.

Tracks between M.P. 60.9 Graham interlocking and M.P. 69.2 at MY Girard Ohio is under the jurisdiction of the yardmaster at Gateway yard.

Tracks between M.P. 58.3 Lowellville Jct. and M.P. 62.6 at Johnson and M.P. 65.1 Walford are under the jurisdiction of the yardmaster at Gateway yard.

New Castle Yard District:

Tracks between J interlocking, New Castle Jct. and M.P. 49.5 New Castle Track are under the jurisdiction of the yardmaster at New Castle Jct.

Beaver Falls Yard District:

Tracks between M.P. 36.7 West Ellwood Jct. and M.P. 39.7 Ellwood City, M.P. 37.1 Ellwood City Jct. and M.P. 38.6 Koppel, M.P. 26.9 Bridgewater and M.P. 27.9 at the Standard Clay Manufacturing Co. and between M.P. 26.6 Bridgewater and M.P. 28.8 Vanport are all under the jurisdiction of the yardmaster at College.

Aliquippa Yard District:

Tracks between M.P. 22.5 DF interlocking and M.P. 28.4 Kobuta are under the jurisdiction of the yardmaster at West Aliquippa. Permission must be obtained from the operator at QA West Aliquippa for movements between OR and JT.

Pittsburgh Yard District:

Track between M.P. 5.7 FM interlocking and M.P. 6.0 Neville Island is under the jurisdiction of the yardmaster at McKees Rocks.

Monongahela Branch:

Monessen Yard District:

Lead Track extending between M.P. 48.2 at West end Newell yard and M.P. 47.7 at RC interlocking is under the jurisdiction of the yardmaster and movements will be made only on the authority of the yardmaster at Newell yard.

201. MOVEMENT BY TRAIN ORDER.

P. & L. E. R. R. westward trains enroute to Ferrona must procure E L R. R. Train orders at "QA" Telegraph Office and must not proceed by "QA" without such orders.

All Pittsburgh and Lake Erie Railroad trains enroute to Ferrona via E L Railroad (Ferrona Branch) will stop at Gardner Avenue and call E L Train Dispatcher for block to proceed on E L Railroad and will report clear to E L Train Dispatcher from Gardner Avenue when leaving the Ferrona Branch.

221. TRAIN ORDER SIGNALS.

Rules 221 (A), 221 (B), and 221 (C) will apply at offices as listed under "Stations."

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track No. P&E DIVISION	Between	Assigned Direction	X-Indicates Operating Rules in effect			
			251-254	505-515	550-562	300-373
1	DX and CH	None			X	
4	DX and CH	None			X	
2	CH and FM	Eastward	X	X		
1	CH and MR	Eastward	X	X		
3	CH and WE	None			X	
4	CH and MR	Westward	X	X		
1	MR and K	None			X	
4	MR and K	None			X	
1	K and WE	Eastward	X	X		
4	K and DF	Westward	X	X		
1	WE and DF	None			X	
3	WE and DF	Westward	X	X		
2	WE and DF	Eastward	X	X		
Single (Ohio River Track)	OR and JT	None			X	
Single	BR and DF	None			X	
1	BR and PO	None			X	
4	BR and PO	None			X	
1	PO and EG	Eastward	X	X		
3	PO and EG	None			X	
4	PO and EG	Westward	X	X		
1	EG and MO	None			X	
4	EG and MO	None			X	
1	MO and CA	Eastward	X	X		
4	MO and CA	Westward	X	X		
3	SD and 1100 ft. east of "J"	Westward	X	X		
1	CA and RS	None			X	
4	CA and RS	None			X	
Single	RS and N.	None			X	
1	N and N.Y.C. Junction	None			X	
4	N and N.Y.C. Junction	Westward	X	X		
L. E. & E. Track	RS and Graham	None			X	
Single	Graham and Brier Hill crossover	Eastward	X	X		
4	Graham and Brier Hill crossover	Westward	X	X		
YOUGHIOGHENY BRANCH	DX and H	Eastward	X	X		
4	DX and H	Westward	X	X		
1	H and CS	None			X	
4	H and CS	None			X	
1	CS and MB	Eastward	X	X		
2	CS and HM	Eastward	X	X		
3	CS and HM	Westward	X	X		
4	CS and MB	Westward	X	X		
Single	MB and DR	None				X
Single	Dickerson Run and CV	None			X	
MONONGAHELA BRANCH	BV and WI	Eastward	X	X		
4	BV and WI	Westward	X	X		
Single	WI and WR	None			X	
1	WR and EC	Eastward	X	X		
4	WR and EC	Westward	X	X		
Single	EC and RC	None			X	
1	RC and NE	Eastward	X	X		
Single	NE and NI	None			X	
1	East end Newell Inter- change Yard and Brownsville Junction	Eastward	X	X		
4	East end Newell Inter- change Yard and Brownsville Junction	Westward	X	X		

MOVEMENT OF TRAINS BY TIME TABLE AND
TRAIN ORDER ONLY.

NOTE: Movement of passenger trains will be made under Manual Block Signal System Rules and passenger trains will be required to receive Clearance Form A at open Train Order Offices which will be considered as Manual Block Stations for movement of such trains.

YOUGHIOGHENY BRANCH

Track	Between	Assigned Direction	Operation	
			Time Table	Train Order
Single	MB and DR	None	X	X

223. ABBREVIATIONS.

The usual abbreviations for the names of the months and stations may be used.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications
and Signal Rules are in effect:



Fig. 66



Fig. 67

INDICATION—Proceed. NAME—Approach-Clear.

Rule 281E

NOTE: Does not convey condition of track between Approach Signal and Interlocking Signal.

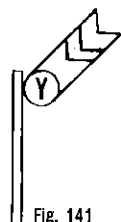


Fig. 141



Fig. 141A

INDICATION—Proceed, prepared to stop at next signal.
Trains exceeding medium speed must at once reduce to that speed.

Name: Approach-restricting.

Rule 285A

NOTE: Does not convey condition of track between Approach Signal and Interlocking Signal.

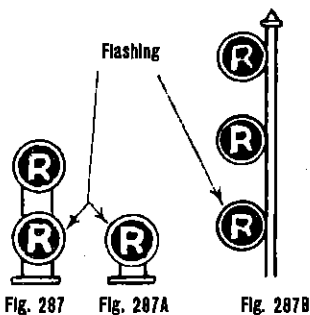


Fig. 287

Fig. 287A

Fig. 287B

Rule 292A

Stop or Proceed as Prescribed by Time Table. (See Instruction 606)

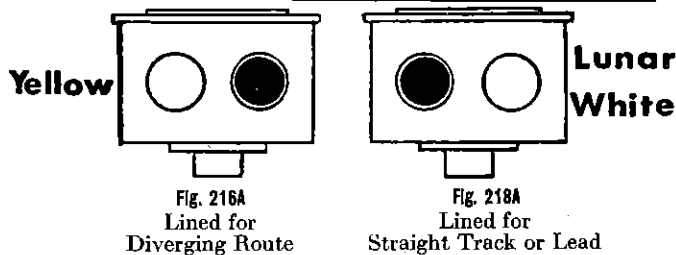


Fig. 216A

Lined for

Diverging Route

Fig. 218A

Lined for

Straight Track or Lead

Rule 294

SIDING AND YARD SWITCH TARGETS

297. RAILROAD GRADE CROSSING SIGNALS

Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Republic Iron & Steel Co. Lensingville, L. E. & E. R.R.	None	None	Stop, then Proceed by Flag Protection	
"N" Youngstown B. & O., E-L, P.R.R.	Stop Boards	Proceed on Hand or Lantern Signal	Move on Signal from B. & O. Train Director	2
New Castle Junction B. & O. R.R.	Target	Proceed Diagonal	(Controlled by B. & O. Operator)	
Gardner Avenue E-L R.R.	Target	Proceed Diagonal Ferrona Br.	Return to Normal Normal—Diagonal	1
		Proceed Horizontal Big Run Branch		
Moravia Street P.R.R.	Target	Stop, then Proceed Diagonal	Lock in Normal Position Normal—Vertical	1
West Aliquippa A. & S.	Target	Proceed Horizontal	Return to Normal Normal—Vertical	1
McKeesport B. & O. R.R.	None		Approach B. & O. crossing McKeesport under control and do not cross until way is seen or known to be clear.	2

NOTE (1) If necessary to change position of target, crew must observe that there are no other trains or engines approaching the crossing. Target must be placed in proper position for move over the crossing. After move over crossing is completed, target must be placed in normal position.

NOTE (2) See Rule 12 under Hand, Flag and Lamp Signals

STOP SIGNS.

At signs reading 'STOP' trains and engines, unless otherwise provided, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

300. MANUAL BLOCK SIGNAL SYSTEM.

When instructed by dispatcher, conductor of eastward trains will report from west end Dickerson Run Yard to the Operator at MC when clear of single track and Operator at MC will register accordingly.

Conductor of westward trains that are stopped between MB and BV will report to the Operator at BV when clear of single track.

Information of manual block signals will convey to extra trains information as to the condition of that portion of the block that is not between the following designated locations:

Mile Post 33 and Mile Post 35.

513. ENTERING OR CROSSING MAIN TRACK.

Permission from signalman or train dispatcher will not be required when train or engines enter the main track or cross over from one main track to another between east end Newell Interchange Yard and Brownsville Junction and on the Lake Erie & Eastern Track.

Trains and engines entering or crossing the main tracks at Lock No. 2 will be relieved from complying with Rule D-152.

560. CLEARING OF MAIN TRACK.

Crews of trains and engines using the single track between Dickerson Run and CV must report clear of same to the Operator at BV, except when clearing via CV.

606. INTERLOCKING SIGNALS.

"FLASHING RED" aspect for Rule 292-A is used only in territory where Rules 550 to 562 are in effect. This aspect will authorize the movement at "Restricted Speed" of an engine with or without cars to return to rear portion of train standing on main track and for no other movement.

663. INTERLOCKING.

Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the operator at restricted speed, examining the route and operating switches by hand if required.

663A. REMOTE CONTROL SWITCHES OR SIGNALS.

At locations where remote controlled switches may be operated by hand throw lever of dual control switch, or by hand crank, in an emergency, additional instructions are posted in the phone box and emergency tool box at the location.

Location	Control Station	Tracks and Signals
DK and N	RS	No. 1
N, VR, V, CA, MO and RK	RS	All
J	RS	No. 4
SD	RS	Nos. 3-4
EG, CO, PO, BR, OR, JT and DF	QA	ALL
WE, K, MR, FM and CH	MA	All
OB	MA	Nos. 1-2
DX, H, DU, CS, HM and JB	BK	All
Lock 2	BV	All
US	BV	Signal Only
WI, WR, EC, RC, NE and NI	BV	All

663B. AUTOMATIC INTERLOCKING.

After train or engine has passed approach signal permitting it to proceed and is delayed, it must proceed at restricted speed, expecting to find the interlocking signal in stop position.

701.

A lunar white signal aspect, in addition to other normal aspects, is steadily displayed on Automatic Signals 385 and 387 and on eastward interlocking signals at PO and this lunar white aspect when flashing indicates that train must stop and call for instructions.

705. LEAVING CARS ON SIDETRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity where gasoline is loaded or unloaded.

752. RADIO STATIONS AT FIXED LOCATION.

Youngstown District:

Lansingville	Yard Office
Hump Crest Building....	Yard Master's Office. Switch Machine Operator Office. Terminal Train Master's Office. RS Office.
Diesel Facilities.....	Road Foreman of Engines Office.
Retarder Building	Retarder Office.
East end Class. Yard....	Yard Master's Office.
Hillsville	Yard Office.
New Castle	Yard Master's Office.
College	Yard Master's Office.

West Aliquippa	Yard Master's Office. QA Office.
Ivanhoe	Yard Office.
McKees Rocks District ..	Yard Master's Office. MA Office. Road Foreman of Engines Office. Wire Chief Office.
Pittsburgh	Yard Master's Office. BK Office.
Becks Run	Yard Master's Office.
Homestead	Yard Office.
Braddock	Yard Office.
Port Perry	Yard Office.
Riverton	Yard Office.
McKeesport	BV Office.
Glassport	Yard Master's Office. General Yard Master's Office.
Monessen	Yard Master's Office.
Newell	Yard Master's Office. Diesel Facility.
West Newton	Yard Office.
Dickerson Run	Yard Office.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT TRAINS.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail, except steam connector on rear of rear car may be secured by use of chain support without use of wire.

927. ENGINEMAN.

After making inspection, they will record date and time on the MP-341 card in cab and prepare regular WORK REPORT FORM MP-193.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL

(Unless otherwise restricted)

Engines:

Nos. 1000 to 1877

3300 to 3709 operating backward 30 MPH
operating backwards by night over
public crossings 15 MPH

Nos. 8047 to 8048

8092 to 9767 light or with cabooses, limited to
maximum track speed but not to exceed..... 45 MPH

(May be operated at maximum speed of 60 MPH when coupled as a trailing unit or when handled dead in train)

Nos. 1000 to 7608

8056 to 8084

9900 to 9913 light or with cabooses, limited
to maximum track speed but not to exceed 60 MPH

Note: An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control.

Note: Diesel engines operating through water 3 MPH

Note: Diesel engines must not be operated through water more than 2 inches above top of rail.

MPH		MPH	
Nos. 1009 to 1877	70	Nos. 5510 to 5511	70
2020	85	5512	85
2021 to 2028	70	5513	70
2029	85	5514	85
2030	70	5515 to 5530	70
2031	85	5600 to 5742	70
2032 to 2037	70	5743 to 5744	85
2038	85	5745 to 5749	70
2039 to 2041	70	5750	85
2042	85	5751 to 5759	70
2043 to 2044	70	5760	85
2100 to 2112	70	5761 to 5827	70
2188 to 2193	70	5900 to 5927	85
2194 to 2197	85	5928 to 5930	70
2369 to 2393	70	5991	70
2394 to 2398	85	7300 to 7422	70
2399	70	7423 to 7424	85
2500 to 5352	70	7425 to 7475	70
5500	70	7500 to 7519	85
5501	85	7600 to 7608	70
5502	70	8047 to 8048	45
5503	85	8056 to 8084	60
5504 to 5507	70	8092 to 9767	45
5508 to 5509	85	9900 to 9913	60

	MPH
All WELL TYPE FLAT cars moving under load are restricted to	40
Snow plows and flangers	35
Circus trains with freight equipped cars	30
Freight trains with pusher engines	30
Trains with snow loader and snow melter units not in service	30
(Loader and melter units to be coupled and moved in train with loader unit trailing.)	
Trains handling Speno ballaster equipment	30
Trains with loaded ore cars less than 25 feet in length	30
P&LE eastward trains handling cars containing iron ore or limestone	35
Work, wreck and revenue trains with cranes moving on own wheels	25
Trains with scale test cars or Jordan Spreader	25
Work and wreck trains with cranes with boom forward moving on own wheels	20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use	15
Trains with ladle of hot metal or empty ladle	15
Switches and crossovers not interlocked, when diverging, unless otherwise authorized	15

LOCAL

(Unless otherwise restricted)

Turn outs at Rankin and Riverton east and west yards	8
Continental Roll and Machine company, Kendall, Track No. 6	4

SPEED RESTRICTIONS P&LE DIVISION AND LAKE ERIE & EASTERN TRACK (Unless Otherwise Restricted)

	P&LE Tracks					LE&E Tracks
	1	2	3	4	Single	
PASSENGER, MAIL, EXPRESS, OR DEAD HEAD EQUIPMENT TRAINS.....	65	65	65	65	65	20
With Freight Equipped Cars.....	50	50	50	50	50	
FREIGHT TRAINS:.....	50	50	50	50	50	20
EXCEPTING AS FOLLOWS:						
CH—Through Interlocking.....	30	30				
			Westward 20			
CH—FM		55	Eastward 15			
Between Broadway and Thorn Streets, Coraopolis	35		35	35		
WE—DF		50	50			
Curves at east and west end Ohio river bridge between M.P. 24.9 and M.P. 25.8	45			45		
Evans Run Curve 1/2 mile east of Beaver Falls—New Brighton ..	55			55		
11th Street Curve, between 11th Street and 1/4 mile west of Mile Post 30	55		55	55		
College curve between M.P. 31.9 and M.P. 32.2	55		55	55		
Wickham curve between M.P. 33.4 and M.P. 33.7	55			55		
First curve east of New Castle station between M.P. 47.2 and M.P. 47.1	45			45		
NN Eastward Freight Trains entering Receiving Yard.....					10	
RS Through Interlocking P&LE Westward Freight Trains Only..	15				15	
Between N and NYC Junction	20			50		
Grade leading to the Coke Plant of YS&T Co. Brier Hill LE&E Track.....						10

YOUGHIOCHENY BRANCH (Unless Otherwise Restricted)

PASSENGER, MAIL, EXPRESS, OR DEAD HEAD EQUIPMENT TRAINS	50
With freight equipped cars	40
FREIGHT TRAINS	40
EXCEPTING AS FOLLOWS:	
CV—Interlocking	20
CV—Dickerson Run	25
DR—MB	40
Cedar Creek Bridge—Mile Post 36.5	30
MB—BV	30
M.P. 15.4 to M.P. 14.4 Youghiocheny River Bridge	12
M.P. 8.0 to M.P. 7.6 Monongahela River Bridge	30
M.P. 7.6 to M.P. 6.7 HM interlocking	35
HM—CS 1 and 4 Tracks.....	30
Pittsburgh—Between DU and H.....	20
Pittsburgh—Between H and DX.....	40

**MONONGAHELA BRANCH
(Unless Otherwise Restricted)**

ALL TRAINS.....	40
EXCEPTING AS FOLLOWS:	
Brownsville Jct.—East end Newell Interchange Yard	15
Eastward Freight Train while passing Newell Yard Office	10
NI—RC.....	15
RC to M.P. 45.2 Fayette City.....	25
M.P. 45.2 to WR.....	35
Elizabeth, through Borough Limits	10
Windsor Street, McKeesport—BV.....	12

OTHER TRACKS

Youngstown Track Between M.P. 60.3 Struthers and M.P. 60.9 Graham	25
Lowellville and Mahoning State Line Track between M.P. 58.3 Lowellville Jct. and M.P. 62.6 at Johnson	12
Walford Track between M.P. 61.8 at Shaw Jct. and M.P. 65.1 at Walford	15
New Castle Track M.P. 46.6 New Castle Jct. and M.P. 49.5 at New Castle.....	15
Big Run Bridge, New Castle Track	10
Crescentdale Track	12
Koppel Track.....	12
Bradys Run Track	12
Beaver Valley Track	10
Ohio River Track.....	15
Ellwood City Track.....	15
West Aliquippa Track.....	12
Neville Island Bridge.....	10
West Yough. Bridge.....	12
South Mill Street and Moravia Street Crossings New Castle.....	4

ENGINE AND CAR RESTRICTIONS

"Flat cars equipped with friction or solid type bearings must not operate in a Flexi-Van train."

Wrecking Cranes must be separated from locomotive and any equipment having a gross weight in excess of 160,000 lbs. by at least one car not exceeding 160,000 lbs. gross weight, with minimum truck centers of thirty (30) feet, when moved over the Youghiogheny River Bridge at McKeesport, Monongahela River Bridge at Homestead, and all other Branch bridges.

No wreck crane is to be placed on the Youghiogheny River Bridge, Monongahela River Bridge or any other branch line bridge for the purpose of handling any load.

Wrecking Cranes are restricted from Tracks 3, 4 and 6 Pittsburgh Train Shed. Boom of crane must be headed west when using No. 1 Train Shed Track.

Pipe, poles and any other loads susceptible to shifting, loaded on flat cars or in open top cars must not be handled in trains next to bi-level or tri-level cars loaded with automobiles.

By reason of close overhead clearance box cars must not pass under tipple on loading tracks at the following locations:

- P. & L. E. DIVISION
- M. S. L. Johnson Track.
- Michigan Chemical Div. of U. S. Steel Corp.
- M. S. L. Switchback.
- Carbon Limestone Co.

YOUGHIOGHENY BRANCH

East of West Newton—Banning No. 4 Mine

Cars with gross weight in excess of 120 tons must not be humped.

A triple or quadruple load with load resting and secured to the end cars and idler car or cars between, must not be humped or move over crest of hump at Gateway Yard, Youngstown.

On the Youngstown Track of the P. & L. E. R. R. and The L. E. & E. Track trains handling a ladle of hot metal must have the ladle separated from the engine by at least one car. When two or more ladles of hot metal are handled, the ladles must be separated from each other by at least one car, and must be separated from engine by at least one car.

At the Falcon Foundry at Lowellville, the following restrictions are in effect on cars placed in the building:—Cars up to 42 feet in length not to exceed 10 feet 8 inches in extreme width, and cars from 42 feet one inch to 50 feet in length not to exceed 10 feet 6 inches in extreme width, and cars from 50 feet one inch to 65 feet in length not to exceed 9 feet 6 inches in extreme width.

Beaver Valley Track—Cars longer than 52 feet must not be placed on the Cook Anderson Co. side tracks and 50 foot or 52 foot cars may be placed on these tracks only if coupled to 40 foot cars and handled with extreme care.

Cars must not be placed on No. 2 track at Homestead Valve Manufacturing Company, Coraopolis.

Account close clearance between bottom of coach steps and station platform on No. 1 track, Pittsburgh Station, passenger trainmen or porters will not open vestibule doors of coaches and pullman cars equipped with folding steps until train has come to a stop and will close doors before train again starts.

Trains handling multi-level automobile loads or High Cube box cars for movement through the J. & L. Tunnel, Pittsburgh, must use No. 1 Main Track through the tunnel.

Account fire hazard, all cabooses are restricted from inside the gates of Oil and Chemical Companies.

Ore Cars under 25 feet in length may be moved in continuous cuts over the Monongahela and Youghiogheny River Bridges 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 these bridges 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.

Cars must not pass cement unloading bin in Duquesne Slag Co. No. 1 Track, Belle Vernon.

Engines and cars must not be operated as shown below:

On industrial sidings with sharp curvature and not shown below, care must be used in operating.

Flexi-Van cars and other cars over 50'-6" in length must not be operated through No. 6 turnout in diverging route when coupled to other cars. Local restrictions shown below which apply to Flexi-Van cars will also apply to any other cars over 50'-6" long.

Engines 2020 to 3049, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout and cannot be operated over tracks as shown at locations indicated by ★.

Cars having gross weight in excess of 263,000 lbs. must not be operated without specific authority.

Cars must not be moved on the following tracks except as shown:

Tracks	Coupled	Single
New Castle track West of Pennsylvania Crossing	No	Yes
Big Run track	No	Yes
Ellwood City Freight Yard	No	Yes
All Shop Tracks at McKees Rocks	No	Yes
M/W Tracks at McKees Rocks	No	No
East Carson St. Yard, Pittsburgh— All tracks	No	Yes
23rd St. Yard, Pittsburgh	No	Yes
Rankin Yard	No	Yes
Riverton West Yard Tracks 8 to 12 Inc.	No	Yes
Curve at west end of West Yough Transfer Bridge	No	Yes
Monongahela Freight House Tracks	No	Yes
Belle Vernon Station Sidings	No	Yes

"Coupled" refers to 85 feet or longer cars coupled to each other, if coupled to cars 50 ft. 6 in. or less in length, movement can be made under restrictions shown for single unit.

CARS 85 FEET OR LONGER

Cars must not move, either single or coupled, on any industrial or private side track except on instructions from Transportation Superintendent.

Diesel Class ERS applies to single unit.

EAST YOUNGSTOWN YARD LIMITS:

Location	Name of Track	Restrictions
Cedar Street (LE&E Track)	Republic Steel Corporation (5 Tracks)	All engines and wrecking cranes.
Lowellville	Falcon Foundry Co. side track	All engines restricted from entering building
MSL Track	Michigan Limestone Corporation tippel tracks 1, 2 & 3 (under washery building and under crusher building)	All engines.
Hillsville Switchback	Carbon Limestone Company screen track end McCullough trestle track	All engines.
" Switchback	Dust Track (Old Fertilizer 1) west of road crossing	All engines.
" Switchback	Empty track (west of point 130' east of No. 3 crusher)	All engines.
" Switchback	Coal trestle track (west of a point 400' from switch in Roasting Track)	All engines.
" Switchback	Amiesite Plant and Fertilizer 2 Track	All engines.
" Switchback	Carbon Limestone Co. trestle track (Tippel)	All engines and wrecking cranes.
Struthers Youngstown	Struthers 2 Freight House side track—Track pit 330' east of switch	All engines.
" Youngstown	Struthers 2 Freight House side track—Track pit 150' east of switch	Wrecking cranes.

NEW CASTLE YARD LIMITS:

Location	Name of Track	Restrictions
New Castle	City Milling Company	All engines except ES.
"	Marshall Brothers	All engines except ES.
"	Cudahy Packing	All engines except ES.
"	Nut Street (Upper Transfer)	All engines except ES.
"	United Engineering	All engines except ES.
"	Johnson Bronze Cages side track	All engines except ES.
"	Johnson Bronze Plow side track	All engines except ES.
"	Standard Steel Spring Company 10 track	All engines except ES.
"	Standard Steel Spring Company 11 track	All engines except ES.
"	Pennsylvania Engineering Works	All engines except ES.
West Pittsburgh	Marcus-Paulson Company Power House trestle, only	All engines.

BEAVER FALLS YARD LIMITS:

Location	Name of Track	Restrictions
College	Armstrong Cork, J. M. Brooks & 26th St. Team Track	All engines except ES.
Beaver Falls	Union Drawn Steel and middle track	All engines except ES.
Fallston	Townsend Company Trestle 150' west of Fallston Sta.	Wrecking Crane.
Beaver	Beaver Valley Track	
	Yard tracks serving Cook-Anderson ..	All engines' except ES.

ALIQUIPPA YARD LIMITS:

Location	Name of Track	Restrictions
Kobuta	Turbine Room, Styrene, Benzol Butadiene, Douthem, Chlorex, Casing Head Gas and River Running Track	All engines.
"	Ohio River Track	
	Koppers United Rubber Plant	All engines except ES and wrecking crane.
Monaca	Pittsburgh Screw & Bolt Company. Sharp curve river end of plant	All engines except ES.
West Aliquippa	Vulcan Crucible Steel Company tracks	All engines except ES.
Colona	North Star Co.	85 feet cars not permitted on Field track or on Colona Dump Track beyond a point 100 feet west of Colonial Steel road crossing.

PITTSBURGH YARD LIMITS:

Location	Name of Track	Restrictions
Glenwillard	Pipe Line Service No. 2 Track	No car over 66 feet long.
Kendall	Blaw Knox Co. Tracks 1 to 6, inclusive	All engines except ES.
McKees Rocks	Storehouse "A" No. 2 Track	All engines.
"	Storehouse "A" No. 1 Track	All engines except ES and ERS.
"	Boiler and tank new scrap	All engines except ES and ERS.
"	Machine and erecting shop—west end ..	All engines except ES.
"	Color Shop Track	All engines except ES.

Location	Name of Track	Restrictions
McKees Rocks	Lockhart Iron & Steel Company all tracks	All engines except ES. and ERS.
"	M. of W. 5 track	All engines except ES.
Pittsburgh	North Pole Ice Company, Gasoline side track	All engines.
"	Lawrence Paint Co.	All engines except ES.
"	Depressed Track	All engines except ES.
"	Pittsburgh Terminal Warehouse Tracks 2, 3, 4, 5, and 6	All engines except ES.
"	Truscon Steel Building	All engines except ES. with one car only.
"	Westinghouse Company	All engines except ES. No car over 48 feet long.
"	A. M. Byers Track 68	All engines except ES. No car over 52 feet long.
"	A. M. Byers Track 66	All engines except ES. with one car only. No car over 52 feet long.
"	A. M. Byers Tracks 64 and 65	All engines except ES. with two cars not over 52 feet long.
"	A. M. Byers Tracks 62 and 63	All engines except ES. No car over 52 feet long.
"	8th Street Team Track 60	All engines except ES. No car over 52 feet long.
"	Rod Mill Yard Tracks 1 and 2	All engines except ES.
"	Equitable Gas Co. Tracks 1 and 2	All engines except ES.
"	Mackintosh Hemphill Tracks 50 and 51	All engines except ES.
"	PESCO Track	All engines except ES.
"	Chatfield-Woods Track 11	All engines except ES.
"	Chatfield-Woods Track 10	All engines except ES. with one car only.
"	J. Eichleay Company	All engines except ES. with one car only.
"	Levinson Steel Company	All engines except ES.
"	PRR Interchange Tracks 1, 3 and 4	All engines except ES.
"	New 23rd Street Yard & General Chemical Company	All engines except ES.
"	23rd Street—Scale track and Houston—Starr track	All engines except ES.
"	34th Street Stub Yard, Tracks Nos. 9 to 17, inclusive	All engines except ES. and ERS.
"	Becks Run east yard Tracks Nos. 2, 3 and 4	No car over 66 feet long.

McKEESPORT YARD LIMITS:

Location	Name of Track	Restrictions
Rankin	Bethlehem Steel Co. Tracks	All engines except ES.
"	Joshowitz Co. (Old McCrady-Rogers Co.)	All engines except ES.
"	B. Zeff Co. Siding	All engines except ES.
"	Acheson Manufacturing Company	All engines except ES.
"	J. F. Scott Co. Tracks 1 & 2	All engines except ES.
"	Yard Tracks 21-22-23-24-29	All engines except ES.
"	American Chain Company Tracks	All engines except ES.
Braddock (1st St.)	Dravo side track—(Rutter Bros.)	All engines except ES.
"	Rochez Bros.	All engines except ES.
"	Specialty Steel Products Company 1 Track	All engines except ES.
"	Specialty Steel Products Company 2 Shipping Track	All engines except ES.
"	Wiseman Company Warehouse Track	All engines except ES.
McKeesport	Locust Street Lead to National Tube Co.	All engines except ES. and ERS.
"	Daily News Company track	All engines.
Port Vue	Yough. Mon. A. I. D. Corporation, Track 5	All engines except ES.
Glassport	Coslov Co. Tracks 1 and 2 East of Derails	All engines.
"	Pittsburgh Steel Foundry Co. (portion of plant west of trestles)	All engines except ES.
"	Pittsburgh Steel Foundry Co. (portion of plant east of trestles)	All engines except ES.
"	Pittsburgh Steel Foundry Co. trestles on 3 & 4 trks	Wrecking crane and all engines except ES.
"	Copperweld Steel Co. No. 2 Track	All engines except ES.
"	Southwest Compressed Steel Corporation Tracks 4, 5 and 6 at Compressor Building and side tracks at crane platform beyond east end of platform,	

Location	Name of Track	Restrictions
	Dock Loading Tracks	Wrecking crane and all engines.
Glassport	Copperweld Steel Co. Former Glass Co. Track	All engines except ES.
"	American Barge Lines Track	All engines except ES.
Wylie	Swift Homes	All engines except ES. and ERS.

JACOBS CREEK YARD LIMITS:

Location	Name of Track	Restrictions
West Newton	All loading tracks east of point marked by yellow paint on rails	All engines and cars.

DICKERSON RUN YARD LIMITS:

Location	Name of Track	Restrictions
Crossland	West Yough. Transfer Bridge	Wrecking cranes.
Broadford Jet.	Koppers Company Wood Preserving locomotive crane track	Wrecking crane and all engines.

B. & O. EQUIPMENT RESTRICTIONS

Location	Name of Track or Bridge	Reason	Types Restricted
Crossland	West Yough Transfer Bridge	Weight	Wrecking Cranes X-45 to X-48, and X-50 and Water Tank Car W-106.

MONESSEN YARD LIMITS:

Location	Name of Track	Restrictions
Belle Vernon	Duquesne Slag Co. Track 1 at Cement Bin	All engines.
Newell	General Chemical Co. Ore Dock Track: Inside Building	All engines.

SPECIAL INSTRUCTIONS

GENERAL RULES

SLIDE PROTECTION FENCE

Trains and engines stopped at signals No. 305 or No. 307 at Fallston displaying Rule 291 indication will proceed at restricted speed looking out for rocks and debris on main tracks as well as rocks and other debris against the slide detector fence at the above location, and when found will report same to the operator at QA from point of first communication reached.

YARD SWITCHING SIGNAL LIGHTS

Following day and night signal indications govern on lead tracks approaching Scales or Classification Yard at Newell. (Signal indications given by oscillating flashing light units).

Lunar White:	Proceed toward Scales or Classification yard.
Yellow:	Back away from Scales or Classification yard.
Yellow and Lunar White:	Increase speed toward Scales or Classification yard.
No Lights:	Stop

GATEWAY YARD

Humping Signals

Humping signals will be located at the crest of the hump and will display the following indications for hump engines.

Green	Hump fast.
Yellow	Hump slow.
Red	Stop.
Red over Red	Back up.

These indications will be repeated in the cab of the humping engine.

Trimmer Signals

At the crest of the hump a trimmer signal indicates to engines working in the classification yard that the humping operation has stopped and they may use the lead for trimming purposes.

Yellow	Proceed with trimming.
Red	Stop, unless verbal permission to move is received from retarder operator.

Yard Track Indicators

A yard track indicator is provided at entrance to the east end and west end of Receiving Yard to indicate to trains by illuminated numerals, the track to be entered in the Receiving Yard, and are located as follows:

For Westward Trains—On bracket mast of westward home signals RS Interlocking.

For Eastward Trains—Near Car Checkers Building, east of N.

Westward trains and yard engines moving from points east of BK with work to do or terminating at McKees Rocks, will obtain track order at BK.

RAIL DIESEL CARS, CLASS RDC.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car or cars will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

AIR BRAKES.

The use of Emergency Valve in any caboose or locomotive or angle cock on moving freight trains is prohibited, except to stop trains in case of extreme emergency.

Work, wreck or construction trains must not be pushed when occupied by men other than the train crew, except when the front of the leading car is equipped with a back-up hose in good working order and ready for immediate use.

When giving assistance to a B&O train and before the air is turned in from the engine making the switch, feed valve should be adjusted to 75 lbs. This account of B&O train carrying 80 lbs. brake pipe pressure. After train is re-coupled, 25 lbs. reduction should be made from the 75 lbs. before closing the angle cock on the rear end of train.

In the event airbrake equipment on any car in the train becomes defective in transit, although in proper condition when the train started, the car must be set out at the nearest available point after defect in airbrake equipment becomes apparent.

Yard crews handling cars to and from Y. S. & T. Co. Brier Hill Coke Plant must have the air brakes in condition for use by the engineman, and in addition be prepared to use hand brakes with a standard brake club ascending and descending the grade leading to the Coke Plant.

When cars are being shoved to any track in Pittsburgh train shed, all cars must have air brakes connected for use of air brakes by the Engineman.

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars. Mail, express, and baggage equipment trains must not exceed 40 cars.

When passenger train equipment cars are handled with freight equipment cars in freight trains exceeding 40 cars total, such passenger train equipment cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed; (a) 150 cars when handling one (1) to five (5) passenger equipment cars; or (b) 100 cars when handling more than five (5) passenger equipment cars.

NOTE: Passenger train equipment cars having type AB-1-B brakes may be handled in freight trains without restrictions.

If trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars, all cars must be conditioned for DIRECT RELEASE and the air supply to the water raising system shall be cut out.

Except when using locomotives which are equipped with pressure maintaining equipment, Rules 1565, 1566, 1567 and 1568, of Rules Governing the Operation and Supervision of Air Brake and Train Signal Equipment on Locomotives and Cars must be observed as follows;

The retaining valves shall be turned up from the front to the rear of train and turned down from the rear to front of train. On the three position retaining valves, the retaining valve handle will be placed in the high pressure position or at an angle of forty-five (45) degrees on loaded cars and in the low pressure position or horizontal on empty cars. On two position retaining valves, the retaining valve handle will be placed in the horizontal position.

The release position of all retaining valves is with the handle vertical or straight down.

Brake-pipe leakage must be reduced to a minimum, and in no case exceed five pounds per minute.

On the grades requiring the use of retaining valves the engineman will adjust brake-pipe pressure to ninety (90) pounds. A brake club is part of the equipment for trainmen in grade service.

Hand brakes must not be used on power brake trains unless the engineman calls for same.

Hand brakes must be used to hold trains on grades when stopped or where engine is detached from train.

In addition to the one hundred per cent (100%) air brakes required the following percentage of retaining valves must be used on trains in descending the grades mentioned below.

Conductor must notify engineman when required number of retaining valves on the train have been turned up.

Minimum Number of
Retaining Valves
to be used on
Trains

Walford Track	75 per cent.
Mahoning State Line Track	75 per cent.
Crescentdale Track	75 per cent.
Koppel Track	75 per cent.
Ellwood City Track	60 per cent.

In order to avoid exceeding the maximum permissible speed and to verify that the retaining valves are functioning, the engineman will make a brake application as soon as practicable after starting down grade, followed by additional applications to keep the train speed uniform.

Brake-pipe pressure must not be permitted to fall below seventy (70) pounds without being in position to safely release brakes and recharge auxiliary reservoirs.

DIESEL EQUIPMENT

A. Leaving Diesel Locomotive Unattended (Engines Running).

1. Apply independent brake full on (Unless Otherwise Instructed).
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off." (Leave all other switches and circuit breaker in running position if desired).
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

B. Air Brakes.

Diesel road locomotives must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass." position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

D. Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fusee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

E. In use of diesel road switchers and freight units in multiple operations, the following instructions shall apply:

1. With four units and two engine crews on the head end of the train, when doing work and doubling back to the train or when it is necessary to take the slack, this operation shall be done from the third and fourth units. On units one and two, the throttle shall be in the idle position.
2. When three or more units are used in tandem and you are doubling to the train or it is necessary to take the slack, the first unit shall be isolated with the isolation switch and power used only on the balance of the units.

Air hoses on all diesel engines when not in use must be kept in keeper attached to footboard for this purpose.

LUBRICATION AND CARE OF JOURNAL BOXES

When hot journal is observed in train, the train must immediately be brought to a stop and careful examination made of the heated journal and proper action taken to safeguard the movement of car to the first available point where car must be set off.

A report of cars set off must be made from first available point of communication.

When trains are stopped to call for instructions at Automatic Signals 385 and 387 and the eastward interlocking signals at

PO, and when advised by "QA" Operator concerning car or cars in train showing hot box indication on the detector equipment located at "EG," trainmen must inspect the journals on car or cars so indicated by the operator and in the event no hot box is found on said car or cars, inspection must be made on the three (3) cars in advance and the three (3) cars in the rear of said car for hot journal. When a hot journal is found, careful examination must be made of the heated journal and proper action taken to safeguard the movement of car to the first available point where car must be set off.

Water or snow should not be used for cooling hot journal, except in emergency, and when used the car must be switched out of train at the first available point.

When cars with hot journals are set out at points where Inspectors do not take immediate charge, action must be taken by members of crew to know that fire is extinguished to avoid damage to car.

INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE

1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.
2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed as follows:

Size of Flat Spot	Restriction
Less than 2"	No restriction.
2" to 2½" inclusive	Speed not to exceed 40 MPH.
Over 2½"	Speed not to exceed 20 MPH to nearest point where car can be set out of train.
9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½".
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built-up metal not in excess of ½" depth may continue to destination without restriction. When built-up metal exceeds ½" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.

12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.
13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

FATALITIES

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting it's position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

OVERHEAD CLEARANCES P & L E DIVISION

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Location—Pittsburgh

Miles from Pittsburgh	Description	Track Name or Number
0.00	Drawbridges, Roof-overhand Doors, Girders	Tracks 3 and 4 inclusive in Central Warehouse.
0.04	Roof, Coach Inspection Pit	Inspection Pit Track.
0.76	Doorway	W. W. Lawrence Side Track.
0.86	Doorway, Industry Power Wires and Steam Pipe	North Pole Cold Storage Track.
0.92	Doorway, 4 Monorail Cranes and Crane Girders	McKee Oliver Side Track.
2.34	P&LE Signal Bridge	Main Tracks.

Location—McKees Rocks

3.43	Chartiers Creek Bridge	All Tracks.
3.60	Coal Dump Roof	Lockhart Iron & Steel Company No. 9 Track.
3.60	Overhead Crane Cab	Lockhart Iron & Steel Company No. 4 and No. 9 Tracks.
3.60	Doorways, Roof Truss	Lockhart Iron & Steel Company No. 4, No. 9, Box Factory Track, Crane Spur and Hill Track.
3.72	P&LE Power and Telephone Wires	Color Shop Track.
3.73	P&LE Power Wires	Power House Track.
3.74	Doorways	Paint Shop Tracks 1, 2, and 4.
3.74	Doorway	East Side Machine Shop Track.
3.75	Doorway	Hill Side Machine Shop Track.
3.77	Power Wire	Hill Side Storehouse "A" Track.
3.81	Doorway	Blacksmith Shop Track.
3.83	Doorway	M. of W. and Service Shop Track No. 3.
3.83	P. C. & Y. R. R. Bridge	All Tracks.
3.87	Doorways into New Diesel Shop	All Diesel Repair Tracks
3.96	Doorways into New Diesel Shop	All Diesel Repair Tracks.
3.97	Doorway	Allis Chalmers Co.
4.03	Doorway into Freight Car Shop	Freight Car Shop Tracks No. 2, 3, 4, 5, and 6.
4.03	Transformer Platform	Freight Car Shop Tracks No. 5 and 6.
4.10	Crane and Door Frame Canopy	Roscoe Side Track.
4.11	Crane Cab	Freight Car Shop Tracks No. 3 and 4.
4.14	P&LE Telephone Wires	McKees Rocks Shop Lead West of No. 6.
4.18	McKees Rocks-North Side Highway Bridge	Oklahoma Track.
4.19	P&LE Power Wires	New Wye Yard Tracks No. 1, 2, 3, 6, 10, East Stripping Lead and Material Track.
4.90	Telephone Cross Arm	East Scale Low Grade Track.
4.94	Gantry Crane	Davis Island Reclamation Yard Tracks 2, 3, and 4.
4.94	Roof Overhang	Davis Island Reclamation Yard Track No. 1.
4.98	Doorway	Fort Wayne Corrugated Paper Company Side Track.

Location—Groveton

8.90	Doorway	Equipment Corporation of America Side Track No. 1.
	Doorway	Allegheny Pipe and Supply Co.
9.14	Doorway and Steam Pipe	Lewis Foundry & Machine Co. No. 1, 2, and 4 Tracks.

Location—Montour Jct.

9.73	Telephone Cable	Montour New No. 1 Track.
9.90	Coraopolis Highway Bridge	Montour Extension Track, No. 1, and 3 Main Tracks.

Location—Coraopolis

10.25	Chestnut St. Footbridge	All Main Tracks.
10.86	Steam Pipe and Doorway	Std. Steel Spring No. 1 Plant Side Track.
10.93	Doorway	Std. Steel Spring No. 3 Plant Siding.
10.93	Doorway	Homestead Valve Manfg. Co.
10.98	Roof of Building	Std. Steel Spring No. 3 Plant Siding.
11.10	Shed over Coal Hopper	Pgh. Forgings Co. No. 2 Track.
11.21	Crane and Crane Runway	Pgh. Forgings Co. No. 3 Track.
11.29	Light, Roof Overhang, Power Wires, Telephone Wire	Standard Steel Spring No. 2 Plant Side Track.

Location—Kendall

11.70	Blaw Knox Co. Doorways	No. 2, 3, and 6 Tracks.
	Power Wires	No. 1, 2, 4, and 5 Tracks.
	Crane Girder	No. 5 Track.
	Telephone Wires	No. 4 and 5 Tracks.

Miles from Pittsburgh	Description	Track Name or Number
	Loading Chutes	No. 1 and 4 Tracks.
	Dust Collector	No. 4 Track.
11.83	Door Frame	Russell Burdall and Ward Co. No. 1 and 2 Tracks.
11.86	Crane Cab When Over Track	Russell Burdall and Ward Co. No. 2 Track.
		Location—Glenwillard
14.81	Highway Bridge, Locust St.	All Tracks.
15.16	Pipe Line Service Corp., Highway Bridge	All Tracks.
15.18	Craneway, Doorway	Pipe Line Service Corp. Hill Side Track.
		Location—South Heights
16.40	Power Wires	River Lead, North Star Coal Co. Side Track.
		Location—West Economy
18.90	Highway Bridge	All Tracks.
20.62	Power Wires	River Track.
		Location—West Aliquippa
20.68	Light Wires and Telephone Cable	Aliquippa Spur Track.
20.68	Door Frame	Inside Track, Vulcan Crucible Steel Company.
		Location—Colona
	Colonial Steel Co. Footbridge	All Tracks.
23.40	Footbridge	All Tracks.
23.50	Counterweight for door and Canopy on Building	No. 2 Track.
	Power Wires	No. 4 and 8 Tracks.
	Telephone Wires	No. 2 and 4 Tracks.
	Steam Pipe	No. 4 Track.
	Door Frame	No. 5 and 8 Tracks.
	Crane Cab	No. 7 Track.
	Crane When Over Track	No. 2 Track.
23.70	River Rail Transfer-Colona	Loading Chutes, Tracks No. 1 and 2.
		Location—Monaca
23.96	Door Frames	Pittsburgh Tube Co. Tracks No. 1, 2, 3, and 4.
24.15	Door Frame and Crane Cab	Superior Steel Co. No. 1 Side Track.
24.15	Door Frame	Superior Steel Co. No. 2 Side Track.
24.15	Barco Coal Co. Power Wires	Team Track.
24.25	Power Wires	Monaca Team Track.
		Location—Beaver
25.54	Ohio River Bridge	All Tracks.
		Location—Fallston
27.80	Door Frame and Light Wire	Rod Track, Townsend Co.
27.98	Plant Walk and Light Wire	Treatle Track, Townsend Co.
		Location—Beaver Falls—N. Brighton
28.98	Highway Bridge to P&LE Station	All Tracks.
29.09	Highway Bridge	All Tracks.
29.36	Doorway	Middle Track Republic Steel Co.
29.41	10th. St. Highway Bridge	All Tracks.
29.67	Doorway	General Material Side Track.
30.11	Doorway	New Building Track, Moltrup Steel Co., River Track.
30.20	Footbridge	No. 2 Moltrup Steel Track, Highgrade and Runaround Tracks.
		Location—Wampum
40.67	Penna. R. R. Bridge	All Main Tracks.
40.80	Highway Bridge	All Main Tracks.
		Location—West Pittsburgh
44.26	Light Wires	Shaw Perkins Side Track.
44.37	Overhead Walk & Steampipes	Nut and River Side Track.
44.59	Coal Hopper	No. 3 (Coal) Track and No. 1 (Service) Track, Penn Power Co.
		Location—Lowellville
57.20	Bell Telephone Wires	Lowellville Station Side Track.
		Location—Struthers
60.34	Struthers Highway Bridge	All Tracks.
61.19	Youngstown Sheet and Tube Highway Bridge	Tracks No. 21 and 22.
61.68	Overhead Collector Frame For Power Lines	Center of Turntable.
62.78	Center St. Bridge	All Tracks.
62.89	Power Wires and Pipes	No. 2 Union Lumber Siding.

Miles from Pittsburgh	Description	Track Name or Number
62.89	Doorway	No. 3 Union Lumber Siding.
62.89	Bell Telephone Wires	Union Lumber Co. Lead.
62.93	Doorways	Fitzsimmons Straight Track.
62.93	Doorways	Lumber Shop Track No. 2.
Location—Youngstown Sheet & Tube Co. Campbell Works		
60.75	Car Dumpers YS&T	7 Main, 35, 202, 203, 237, 238, 239.
	Light Wires	7 Main, 28, 29, 238.
	Car Dumper	35
	Power Wires	6 Main, 7 Main, 38, 68, 74, 204, 226.
	Coke Trestle	7 Main, 35, 38.
	Conveyors	7 Main, 220, 236.
	Chutes	2 Main, 28, 29, 37, 45, 46, 49, 75, 88, 100, 140, 142, 144, 146, 167, 221, 222, 223, 227, 236, 237, 238.
	Signal Lights	75.
	Brackets for Wires	75, 79.
	Crane Runways	35, 75, 77, 113, 114, 181.
	Crane Cabs	West Spur, 64, 66, 68, 69, 75, 77, 79, 85, 90, 109, 114, 115, 126, 166, 170, 171, 174, 176, 179, 180, 181, 208.
	Building overhang	28, 75, 77, 78, 83, 200, 227.
	Chain for light switch	75, 78.
	Door Frames	West Spur, East Spur, 24, 25, 26, 40, 41, 43, 60, 61, 67, 71, 77, 78, 82, 85, 90, 91, 102, 103, 104, 105, 106, 108, 109, 112, 116, 118, 126, 129, 133, 147, 148, 164, 166, 174, 176, 180, 208.
	Girders and Beams	West Spur, East Spur, 48, 49, 56, 66, 68, 69, 79, 164.
	Building projection	77, 140, 142, 144, 168.
	Walks	2 Main, 44, 79.
	Pipes	2 Main, 28, 44, 45, 68, 83, 84, 113, 114, 131, 220, 221, 222, 223, 227, 237.
	Canopy	111.
	Stand Pipes	1 Main, W.B., 3 Main, Lead to P.Y.&A. Yd., Lead to B. & O. Yd., 28, 90, 100, 147, 148, 206, 208.
	Cranes	Scale Spur, 43, 112, 131, 132, 164.
	Crane Hooks, Buckets, etc.	24, 25, 44, 59, 70, 71, 108, 137 $\frac{1}{2}$, 183.
	Crane Platform	113.
	Jib Cranes	90, 91.
	Stairway Overhang	91.
	Platforms (When lowered)	43, 60, 114 $\frac{1}{2}$, 178, 200, 213, 229.
	Y. S. & T. Hwy. Br. (North Gate)	118.
	Y. S. & T. Hwy. Br. (South Gate)	1 Main, 2 Main, 6 Main.
	Pipe Bridges	2 Main, 44, 69, 227.
	Coal Hoist	99.
	Sand Spout	99.
	Screening Station	236, 238, 239.
	Coal Mixer Bins	236, 237, 238, 239.
	Lights	39, 46, 202, 203, 204, 226, 237, 238, 239.
	Track Hopper	204.
	Loading Pipes	200.
	Blast Furnace and Casting Spout	139, 140, 141, 142, 143, 144, 145.
	Screen House	220, 221, 222, 223.
	Thaw House	202, 203.
	Coke Hoist	226.
	#37 Track Trestle Overhang	48.
	Platform	49.
	Flue Dust Loader	168.
	Ash Loader	168.
	Charging Machine Track	25.
	Roof Truss	26.
	Pipe Supports	26.
	Open Hearth; Checker Cleaners	28.
28.40	Location—Ohio River Track	
	Power Wires	Benzo Hill Track, Styrene Track, Coal Storage Extension Track, River Side Loop, Casing Head Gas Rack & Butadiene River Track, Butadiene Hill Track & Storehouse Track.
	Pipes	Benzo Hill River Track, Styrene Rack Track, Filtration Plant Track, Coal Storage Extension Track, River Side Loop & Casing Head Gas Rack Track, Butadiene River Track, Butadiene Hill Track.
	Telephone Wires	Coal Storage Extension, River Side Loop & Casing Head Gas Rack Track.
	Pipe Bridge	Filtration Plant Track.
26.50	Location—Beaver Valley Track	
	Bell Telephone Wires	Lead
	Door Frame	Cook-Anderson Lumber Yard Side Track.
	Duquesne Lt. Co. Power Wires	Cook-Anderson Coal Yard Track.
	1 Duquesne Lt. Co. Power Wire	Lead

Miles from Pittsburgh	Description	Track Name or Number
	2 Duquesne Lt. Co. Power Wires	Lead
	Ash chute door frame & crane	Westinghouse Elec. Corp. Side Track.
	Loading pipes (when over trks.)	Sun Oil Company Side Track.
26.90	Location—Bradys Run Track	
	Coal Conveyor	2 Colonial Clay Co.
	Power Wires	1 Colonial Clay Co.
	Doorway & Power Wires	General Materials Co. Sidetrack.
	Power Wires	Bradys Run Track.
36.00	Location—Clydesdale Track	
	Power Wires & Bell Tel. Wires	Clydesdale 1 Track.
	Pipes	Sand Crusher Track.
36.70	Location—Ellwood City Track	
	Doorway and Crane	Mill "A" Track, Mathews Conveyer Co.
	Door Frame and Crane	Mill "E" Track, Mathews Conveyer Co.
38.80	Location—Crescentdale Track	
	Roof of Open Sheds	Stockhouse Tracks 2, 3, 4 & 5.
	Overhead pipe bridge, Hi-Tension Wires	Stockhouse Track 3.
	Stone Chute and Overhead Pipes	Stockhouse Track 4.
46.60	Location—New Castle Track	
	Telephone Wires	Main Track.
	Crusher	Gardner Steel 2 Track.
	Crane Runway	11 Standard Steel Spring Track.
	Doorways	10 & 11 Standard Steel Spring Tracks.
	Doorway	2, 3 and 2 Stub. Penna. Engineering Works.
	Support on Crane Runway	1 Penna. Engineering Works & George St. Side Track.
	Crane Runway	2 Penna. Engineering Works.
	Steam Pipe	2 Spur Penna. Engineering Works & George St. Side Track.
	Building Canopy	2 Penna. Engineering Works.
	Bell Telephone Wires	3 Penna. Engineering Works.
	Crane Runway	Penna. Power Co. House Track.
	Water Line	Plow Side Track—Johnson Bronze Co.
	Penna. Power Co. Wires	2, 3, 4 Freight House Tracks.
48.30	Location—Big Run Track	
	Shenango River R.R. Bridge	Big Run Track.
	Overhead Footbridge	Horn Track (New Castle Refractory Co.)
	Building Canopy Bell Telephone Wires	Loading Track (New Castle Refractory Co.)
	Doorways	Bosart Co. 3, 4, 5 & 6.
	Industry Power Wires	Bosart Co. 1, 12, 13.
	Light Wires	Bosart Co. 5.
58.30	Location—Lowellville Track	
	Penna. R.R. Bridge	Main Track.
58.80	Location—Mahoning State Line Track	
	Concrete Beams, Tipple and Loading Chutes	Roasting Track.
	Conveyor & Loading Chutes	Empty Track.
	Loading Chutes	Dust Track.
	Conveyors	Loading Tracks.
	Bell Telephone Wire	Carbon Hill Track.
	Door Frame & Loading Chute	Brick Yard Track.
	Crusher Plants	Johnson Track, Screening Track, 3 Load, Flux Track, oversize Track, 2 Load.
	Conveyor Braces	Screening Track, 3 Load.
60.30	Location—Youngstown Track	
	Struthers Highway Bridge	Main Track.
	Telephone Wires attached to Struthers Highway Bridge	Main Track.
	Telephone Wires	Main Track.
60.90	Location—LE&E Track	
	Wire on Sheet & Tube Highway Bridge	All Main Tracks.
	Republic Steel Corp. Youngstown Ohio	
	Pipes	30—1, 2, 3 Main.
	High Tension Cables	25.
	Mahoning River Bridge	100—1 Main Track.
	Conveyor	18, 21, 24.
	Center St. Bridge	104—2, 3 Main Tracks.
	Roof Overhang	139.
	Tipple	21, 23, 24.
	Quenching Building	25.
	Door Frames	37, 41, 42, 161, 162.
	Power Wires	30—1, 2 Main Tracks.
	Coal Unloader	14.

Miles from Pittsburgh	Description	Track Name or Number
.....	Communication Line	Over Lead or No. 1 Track to Industry.
.....	South Avenue Bridge	All Main Tracks.
.....	St. Clair Avenue Bridge	All Main Tracks.
.....	Crescent Street Bridge	All Main Tracks.
.....	Platform	Cinderella lead.
.....	U.S. Steel Co. Ohio Works Youngstown Ohio	
.....	Telephone Wires and Cables	Lead to Flue Dust Field, New Low Grade Track, Old Low Grade Track, Shear Tracks 1 and 2. Lead to Shear Tracks, Heavy Lumber Yard Track, Lumber Yard Track.
.....	Power Wires	Lead to Flue Dust Field, Old Low Grade Track, Openhearth Charging Floor Track, Openhearth Gas Producer Main Track, Stock House Trestle Track, New 43' Gas Producer Track, Shear Tracks 1 and 2, Lumber Yard Track.
.....	Door Frames	Cast House Track, Gas Power House Track, Gas Blowing Room Track, Ladle House Track, Lead to Westend Openhearth, Openhearth Mixer Track, Openhearth Charging Floor Track, Openhearth Gas Producer Main Track, Stock House Trestle Track, Scale Track No. 2, 40' Spur Track, 40' Low Grade Track, Openhearth Gas Producer Storage Track, Bar Piler Track.
.....	Crane Cabs	Openhearth Mixer Track, Openhearth Charging Floor Track, 40' Spur Track, 40' Low Grade Track, Stockhouse Low Grade Track, Bar Piler Track, New 4' Track, Bessemer Trestle Track.
.....	Roof Truss	Openhearth Gas Producer Track.
.....	Lights	Boiler House Tracks 8 and 9, Bessemer Trestle Track, Openhearth Gas Producer Main Track.
.....	Pipe Bridges	Boiler House Tracks 8 and 9, Lead to West End Openhearth Gas Producer Track, Hot Metal Track to Openhearth Mixer Track, Old 43' Gas Producer Track.
.....	Conveyor	Openhearth Ash Tracks, Openhearth Gas Producer Main Track.
.....	Cranes	Furnace Trestle Track No. 1, Bessemer Mold Yard Track, Lead to West End Openhearth, Stock House Trestle Bar Piler Track.
.....	Girders	Openhearth Charging Floor, Pollock Track, Openhearth Gas Producer Main Track.
.....	Pipes	Gas Blowing Room Track, Pollock Track, Boiler House Track No. 9, Ladle House Track, Furnace Yard Lead, Openhearth Charging Floor Track, Stock House Trestle Track, Old Low Grade Track.
.....	Underpass	Crossover Furnace Yard Lead to Westend Openhearth Lead.
.....	Hopper House	Openhearth Gas Producer Main.
.....	Chutes	Pig Machine Lead, Pollock Track, Sintering Plant Spur (Hillside).
.....	Car Shaker	Boiler House Track No. 8.
.....	Guy Wire	Openhearth Gas Producer Main Track.
.....	Y. S. & T. Co. Brier Hill Plant	
.....	Crane Girder	1, 2.
.....	Foot Bridge	1.
.....	Light Shade	2.
.....	Chute (in down position)	3.
.....	Roof Overhang	Emergency Quencher Track.
.....	Pushing Machines	8.
.....	Telephone Wire	8, 300, River Track.
.....	Steam Pipe	8.
.....	Power Wires	8, L. E. & E. Connecting Track.
.....	LE-E Track Bridge	River Track.
.....	Sprays	314.
.....	Door Frame	316.
Location Pittsburgh—Youghiogheny Branch		
0.09	Smithfield St. Bridge	All Tracks.
0.37	Mono-Rail Crane	Standard Machine Supply Side Track.
0.42	Cement Hopper Roof	Keystone Sand Co. Side Track.
0.47	Doorway, Monorail Cranes Girder	5 Pittsburgh Terminal Warehouse.
0.47	Doorway, Monorail Cranes Pipe	4 Pittsburgh Terminal Warehouse.
0.49	Doorway, Monorail Cranes	2, 3 Pittsburgh Terminal Warehouse.
0.56	Doorway, Crane Girder and overhead light	Truscon Steel Company.
0.63	Doorway	Westinghouse Track.
0.65	Power Wire	68 A. M. Byers.
0.75	Doorways	64, 65, 66 A. M. Byers.

Miles from Pittsburgh	Description	Track Name or Number
0.76	Overhead Building and Coal Chutes	63 A. M. Byers.
0.76	Overhead Building	62 A. M. Byers.
0.84	Building Overhang	2 Equitable Gas Company.
0.86	Crane Cab	51 Mackintosh Hemphill Co.
0.88	Doorway and Power Wires	50 Mackintosh Hemphill Co.
1.09	Tell Tale Support	Whitehall Lead.
1.24	Doorway, Pipes, Telephone Wires, Overhead Walk and Crane Girder	PESCO Siding.
1.34	Power Wires	10 Chatfield-Woods Co.
1.38	Doorway	1 J. Eichley Co.
1.44	Doorway and Truss	Levinson Steel Co.
1.79	22nd St. Bridge	8 Freight House Track, Houston Starr Side Track, Republic Gas Co. Side Track.
1.94	Mon.-Conn. R. R. Bridge	All Tracks.
2.03	J. & L. Tunnel	All Tracks.
2.37	Mon.-Conn. R. R. Bridge	All Tracks.
Location—Becks Run		
3.72	Telephone Wires	Pocket Track.
Location—West Homestead		
5.25	P. R. R. Bridge	All Tracks.
5.37	Allegheny Co. Hwy. & St. Ry. Bridge	All Tracks.
5.47	Harbison-Walker Refr. Co. Ash Hoist	Door 13 Loading Tracks No. 1 and 2.
Location—Homestead		
7.37	Union Railroad Bridge	All Tracks.
7.75	Mon. River Br. Truss	All Tracks.
Location—Rankin		
9.06	Doorway, Electric Wires, Wire to Fire Box	Acheson Side Track.
9.13	Doorway	1, 2, J. F. Scott Co.
	Crane Cab	2, J. F. Scott Co.
9.15	Doorways	1, American Chain Co.
	Guy Wire	1, 3, American Chain Co.
9.20	Electric Wire	Rutters Side Track.
9.59	I-Beam	3, American Chain Co.
Location—Braddock		
9.70	Steel Cable, Electric Wire, Wood Platform Overhang, & Steel Support	Joshowitz Co. Side Track.
9.77	Doorway	Scrap Track, Shipping Track, Specialty Steel Products.
Location—McKeesport		
15.30	Yough. River Bridge	All Tracks.
15.42	5th Ave. Bridge, Jerome St.	All Tracks.
Location—Port Vue		
16.25	15th St. Hwy. Bridge	All Tracks.
Yough. Mon. I.A.D. Company		
17.17	Chip Hopper	West 1 Track.
	Doorway, Overhead Crane, Tell-Tale	3, 7.
	Overhead Walk	5.
19.07	Highway Bridge	All Tracks.
39.32	Highway Bridge	Main Tracks.
45.32	Highway Bridge	All Tracks.
52.76	Highway Bridge	All Tracks.
54.96	Wire Crossing	1 Track, Wood Preserving Plant.
Location—McKeesport Monongahela Branch		
15.34	Tell Tale	No. 1 and No. 4 Main Track.
15.35	Ramp No. 1	No. 1 and No. 4 Main Track.
15.41	Light Wires	Duquesne Light Side Track.
15.50	Bell Telephone Wires, Duquesne Light Co. Wires and Ind. Power Wires	McKeesport Lumber Side Track.
15.95	Bell Telephone & Duquesne Light Co. Wires	Gulf Oil Side Track.
Location—Glassport		
16.82	Bell Telephone Wires	Eastward & Westward Main, Coslov Side Track.
16.82	Doorway	Coslov Side Track.
17.60	Doorway	1 Defense, 1 & 2 Machine Shop Tracks & 1 Foundry Track.
	Pipes	2 Defense Track.
	Crane	3, 4, 5 & 1 Defense Track.
	Doorway and Crane	4 East End Steel Foundry Track.

Miles from Pittsburgh	Description	Track Name or Number
17.85	Duquesne Light Wires & Duquesne Light Cable	Glassport Lumber Side Track.
17.91	Beams, Crane Cab	American Barge Line Track.
17.91	Beams, Doorway, Corrugated Sheeting and Crane Cabs	Copperweld 1 Track
17.91	Beams, Gas Pipe, Doorway and Power Wires	Shipping Track 1
17.91	Barge Loader Beams with Power Wires attached	Shipping Track 2
18.51	P&LE Communication Wires and Cross-arm	2 Running Track.
Location—Wylie		
21.42	P&LE Communication Wires	Howell Bros. Side Track.
21.66	Bell Telephone Wires	Wylie Station Side Track.
21.67	Bell Telephone Wire	Wylie Station Side Track.
21.80	Bell Telephone Wire	Eastward and Westward Main.
Location—Elizabeth		
21.90	Industry Power and Communication Wires	Swift Homes Side Track.
22.36	Bell Telephone Wires, Bell Telephone Cable and Guy Wire	Main Track.
22.37	Power Wires	2 Station Side Track.
Location—Monongahela		
31.46	Crane Runway and Light Wires	Liggett Shipping Track.
31.67	Doorway & Overhead Girders in Bldg. and Crane	Combustion Engr. Co. Shipping Track.
31.67	Light Wires	Combustion Engr. Co. Hill Track.
32.47	Overhead Doors	Combustion Engr. Co. Shipping Tracks.
35.51	Highway Bridge	All Tracks.
35.55	Power Wires	House Track and Team Track.
Location—Monessen		
Page Steel & Wire Division of American Chain & Cable Co.		
37.84	West Penn Power Wire	Lead Track.
	Tell-tale supports and doors to Warehouse "A"	1 Shipping Track.
	Door	2 Shipping Track.
	Building canopy, pipes, water spout, and crane	Main Track.
	Clam Shell	Ash Spur.
	Crane and Power Wires	Lumber Spur.
	Crane	Billet Yard Track.
38.15	P&LE Communication Wires	Johnson Lumber Side Track.
38.22	P&LE Communication Wires	Johnson Flour Side Track.
38.28	Bell Telephone Wire	Eastward & Westward Main & Sheppler West Yard Ext. Track.
39.19	Ind. Telephone and Power Wires	Pittsburgh Steel Co. Lead and 11th St. Extension Track.
39.44	Pipe Line Bridge	Pittsburgh Steel Co. Lead.
Location—Belle Vernon		
42.31	P&LE Communication Wires	Main Track.
Location—Newell		
48.15	Power Wires	West Outbound Engine Lead, 1 & 2 Shop Track Lead, Lead to Car Shop.
48.33	Doorways	All Engine Tracks.
48.38	Beam	Inbound Engine Lead.
48.38	Ash Chute and Light Wires	Coal Dock Track.
48.70	Light Wires	Caboose Track and Shop Track Lead.
General Chemical Co.		
48.73	Light Wires	3, and Lead in Track.
	Bell Telephone Wires	7.
	Pipes	2, 3, 7 and Lead in Track.
	Acid Spouts	2, 7 and Lead in Track.
	Doorways	6, Hill Trestle Track and River Trestle Track.
48.73	P&LE Communication Wires	Trestle Track Lead.
48.76	Guy Wire	Worktrain Track and West Running Track.
48.76	Footbridge	All Tracks.
49.97	P&LE Communication Wires	All Tracks.

Copperweld
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