THE PENNSYLVANIA RAILROAD

CENTRAL REGION

PITTSBURGH DIVISION

Time-Table No. 1

In effect 12.01 A.M., Sunday, September 30, 1951

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

A. M. SEIVARD,
Sup't Passenger Transportation.

M. S. SMITH,
General Sup't Transportation.

H. L. CLAPPER,
Sup't Freight Transportation.

J. D. MORRIS,
Superintendent.

Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net
http://PRR.Railfan.net
2021

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

PITTSBURGH DIVISION

Time-Table No. 1

In effect 12.01 A.M., Sunday, September 30, 1951

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

A. M. SEIVARD,
Sup't Passenger Transportation.

M. S. SMITH,
General Sup't Transportation.

H. L. CLAPPER,
Sup't Freight Transportation.

J. D. MORRIS,
Superintendent.

INDEX

	Pages
List of Stations, Interlockings, Distances, Sidings, etc....	3–19
Schedule Pages:	
Main Line	20–45
Monongahela Branch	44–45
Turtle Creek Branch	44–45
Opening and Closing Hours of Ticket Offices	46–47
Extra Stops by Passenger Trains	47
U. S. Mail Work	48
Arranged Freight Train Service	49–56

SPECIAL INSTRUCTIONS

Automatic Block System	142–144
Automatic Highway Crossing Signals	71–77
Cab Signals	139
Close Overhead and Side Clearance	131–134
Engine and Other Equipment Restrictions	118–130
Engine Whistle Signals	61–63
First-Aid Boxes and Stretchers	59
General Orders, Bulletin Boards, Employes' Registers, Standard Clocks	66–68
Hand Operated Switches Equipped With Electric Locks.	78
Handling of Freight Trains on Grades	88–92
Hospitals	59
Interlocking	144
Letters and Characters	60
Manual Block System	140–141
Medical Examiners and Company Surgeons	57–58
Minimum Running Time	99–100
Movement by Train Orders	135
Movement of Trains	67
Passenger Train Operation	86–88
Freight Train Operation	88–94
Passenger and Freight Train Operation	94–98
Normal Position of Switches	77–78
Non-Interlocked Railroad Crossing at Grade	71
Personal Injuries	57
Protection of Public Highway Crossings at Grade	74–77
Qualified for Service	145–146
Secondary Tracks of Assigned Direction	82–83
Secondary Tracks of No Assigned Direction	84–86
Signal Rules	136–138
Signalman in Charge Main Track Hand-Operated Switches	78
Slide Protection Fence	65
Speeds and Speed Restrictions	99–117
Spring Switches	79
Standard Time	60
Superiority of Trains	65
Track Assignments	80–81
Trainphone	135
Train Signals	63
Use of Signals	63–65
Use of Telephones	135
Yard Limits	69–70

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				ALTOONA	236.3			
X	X	X-O		SLOPE (Mid. Div.)	237.2			
				DIVISION POST (Mid. Div.)	237.3			
X	X	X-O		MG	243.4			
X				BENNY	246.4			
X				SF	247.4			
				GALLITZIN	248.2			
X				UN	248.4			
X	X	X-O		AR	248.4			
X	X	X-O		MO	250.5			
				CRESSON	251.0			
				LILLY	254.0			
X				BC	256.7			
				PORTAGE	258.4			
X	X	X-O		NY	259.1			
X				W	264.1			
				SOUTH FORK	265.7			
X	X	X-O		SO	266.1			
X				AO	271.2			
				CONEMAUGH	272.6			
X	X	X-O		C	273.2			
X				JW	274.5			
				JOHNSTOWN	275.1			
X	X	X-O		SG	277.3			
X				SQ	280.3			
				SEWARD	284.4			
				NEW FLORENCE	288.7			
X	X	X-O		JD	290.6			
				BOLIVAR	294.7			
				TORRANCE	299.9			
X	X	X-O		BH	300.2			
X				MILLWOOD	305.6			
				DERRY	307.3			
X	X	X-O		DR	307.8			
				LATROBE	312.3			
X	X	X-O		KR	312.7			
				DONOHOE	317.6			
X	X	X-O		SW	321.4			
				GREENSBURG	322.1			
				RADEBAUGH	323.9			
X	X	X-O		RG	325.0			
				GRAPEVILLE	325.8			
				JEANNETTE	326.3			
				PENN	327.8			
				MANOR	329.3			
				SHAFTON	330.7			
				IRWIN	331.6			
X	X	X-O		CP	332.7			
				LARIMER	332.9			
				ARDARA	334.2			
				TRAFFORD	336.3			
X	X	X-O		SZ	336.5			
X				UJ	337.5			
				PITCAIRN	337.9			
				SPRING HILL	338.1			
				WILMERDING	339.3			
X	X	X-O		WG	339.7			
				TURTLE CREEK	340.3			
X				PERRY	340.5			
				EAST PITTSBURGH	340.8			
X	X	X-O		R	341.6			
				BESSEMER	342.2			
				BRADDOCK	342.9			
				COPELAND	343.5			
				HAWKINS	344.1			
				SWISSVALE	345.0			
X				WK	345.5			
				EDGEWOOD	345.8			
				WILKINSBURG	346.5			
				HOMEWOOD	347.4			
X	X	X-O		CM	347.8			
				EAST LIBERTY	348.6			
				ROUP	349.4			
				SHADYSIDE	349.9			
X	X	X-O		DV	350.3			
X	X	X		BU	352.4			
X	X			UF	352.8			
				PITTSBURGH	353.1			
X	X	X		PH	353.2			
X	X	X		US	353.2			

NOTE—**X** indicates in service continuously.
O indicates trainphone in service.
BENNY and **UN** are emergency block stations, and will be in service only when opened by train order.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Benny	AR
SF	AR
UN	AR
BC	NY
W	SO
AO	C
JW	C
SQ	SG
Millwood	DR
UJ	SZ
Perry	WG
WK	CM

NEW PORTAGE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wye	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O	.....	WYE (Mid. Div.)	.....	.....	.....	.....
.....	.....	.....	.....	DIVISION POST (Mid. Div.)	.4	.....	.....	.....
.....	.....	.....	.....	DU	3.7	.....	.....	.....
.....	.....	.....	.....	MS	7.2	.....	.....	.....
.....	.....	.....	.....	AH	11.3	.....	.....	.....
.....	.....	.....	.....	PS	13.5	.....	.....	.....
X	.....	X	.....	SF	15.3	.....	.....	.....

NOTE—**X** indicates in service continuously.
O indicates trainphone in service.
DU, MS, AH and **PS** are emergency block stations, and will be in service only when opened by train order.

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
SF	AR

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
SF	AR

The direction from SF to Wye is eastward.

IRVONA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
.....	.....	.....	.....	CRESSON	.....	.....	.....	.....
.....	.....	.....	.....	PENNA. NO. 16	8.0	.....	.....	45
.....	.....	.....	.....	CONDRON	13.2	.....	.....	65
.....	.....	.....	.....	SANDY RUN	18.0	.....	.....	60
.....	.....	.....	.....	VAN ORMER	18.9	.....	.....	.....
.....	.....	.....	.....	IRVONA JUNCTION	26.6	.....	.....	.....
.....	.....	.....	.....	IRVONA	26.9	.....	.....	.....
.....	.....	.....	.....	COALPORT (R. R. St.)	29.2	.....	.....	.....
.....	.....	.....	.....	HEVERLY	31.5	.....	.....	.....
.....	.....	.....	.....	BLANDBURG (Stroud Jct.)	39.4	.....	.....	.....

The direction from Cresson to Blandburg is northward.

SOUTH FORK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Station Signals	Distance from W	Sidings Assigned direction. Car Capacity 50 ft. cars		
							North	South	Both
X		X		W					
				SOUTH FORK	FK	1.5			
			X	JK		2.1			
				ST. MICHAEL		4.2			
				LOVETT		5.7			
			X	LV		5.8			
			X	HC		13.8			

NOTE—**X** indicates in service continuously.

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
W	**SO**

The direction from W to HC is southward.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
JK	**FK**
LV	**FK**
HC	**SO** when **FK** is not in service.

NOTE—Train order offices other than Block Stations in service part-time as follows:

Station	Hours in Service
FK	7:00 A. M. Monday to 7:00 A. M. Saturday.

PAINT CREEK AND SHADE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	HC (South Fork Branch)				
				PAINT CREEK BR. JCT.	1.1			
				SHADE CREEK BR. JCT.	1.8			
				HUSKIN SIDING	13.3			45
				CAIRNBROOK	16.9			
				CENTRAL CITY	18.2			

The direction from Paint Creek Br. Jct. to Central City is southward.

ALEXANDRIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Donohoe	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				DONOHOE				
				JAMISON NO. 2 JCT.	3.7			

The direction from Donohoe to Jamison No. 2 Jct. is northward.

TURTLE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SZ	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	.....	SZ	.....	.....	.....	.....
.....	.....	.....	.....	TRAFFORD	0.1	.....	.....	.....
.....	.....	.....	.....	NORTH TRAFFORD	0.5	.....	.....	.....
.....	.....	.....	X	BY	0.9	.....	.....	.....
.....	.....	.....	.....	MURRAYSVILLE	6.0	.....	.....	.....
.....	.....	.....	.....	EXPORT	10.1	.....	.....	.....
.....	.....	.....	X	JG	10.3	.....	.....	.....
.....	.....	.....	X	ER	18.9	.....	.....	.....

NOTE—**X** indicates in service continuously.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
BY JG ER	SZ

PORT PERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perry	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	.....	.....	.....	PERRY	.....	.....	.....	.....
X	.....	.....	.....	U. JCT	1.1	.....	.....	.....
X	X	X	.....	PG	2.1	.....	.....	.....

NOTE—**X** indicates in service continuously.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Perry	WG
U Jct.	R

The direction from PG to Perry is eastward.

BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CM	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	.....	CM	.....	.....	.....	.....
.....	.....	.....	.....	DIV. POST (Conemaugh Div.)	1.9	.....	.....	.....
.....	.....	.....	.....	UY (Conemaugh Div.)	2.3	.....	.....	.....

NOTE—**X** indicates in service continuously.

MONONGAHELA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				PITTSBURGH				
X	X	X		MONON (P. H. Div.)				
				DIV. POST (P. H. Div.)	0.2			
X	X	X		OB	2.7			
				HAYS	4.8			
				HOMESTEAD	6.4			
X				KENNY	9.3			
*X	*X	*X		PG	10.1			
				DUQUESNE	10.8			
				SOUTH DUQUESNE	11.6			
X	X	X		CR	18.7			
				DRAVOSBURG	14.4			
				WILSON	17.4			
				PETERS CREEK JCT	17.7			
				CLAIRTON	19.0			
				WEST ELIZABETH	20.8			
				FLOREFFE	22.1			
				ELRAMA	22.8			
				SHIRE OAKS	23.7			
X	X	X		H	25.0			
				MONONGAHELA	29.8			
X	X	X		MC	29.9			
				DONORA	34.2			
				WEST COLUMBIA	35.0			
				WEST MONESSEN	38.4		72	
				CHARLEROI	39.5			
				BELLE VERNON	40.9			
				DUNLEVY SIDING	42.5	131		
				ALLENPORT	43.5			
				ROSCOE	45.6			
				CALIFORNIA	48.9			
				WEST BROWNSVILLE JCT.	51.8			
				WEST BROWNSVILLE	53.0			
				DENBO	55.4			
				VESTA SIDING	56.0			75
				MILLSBORO SIDING	61.0			61
				TEN MILE RUN JCT	61.9			

*Applies on No. 1 and No. 2 tracks.

NOTE—X indicates in service continuously.

The distance from Pittsburgh to Monon is 1.0 mile.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Kenny	PG

PETERS CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Peters Creek Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				PENNMONT	7.4			
				GOULD	8.0			

The direction from Pennmont to Gould is southward.

ELLSWORTH BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from MC	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X			MC				
				FRYE SIDING	0.8			72
				HAZEL KIRK STORAGE	2.9			
				PIGEON CREEK STORAGE	6.5			
				JONES SIDING	7.2			46
				BENTLEYVILLE	9.7			
				ELLSWORTH SIDING	11.0			67
				COKEBURG JCT	11.9			

NOTE—**X** indicates in service continuously.

The direction from **MC** to Cokeburg Jct. is southward.

BROWNSVILLE JUNCTION WYE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West Brownsville Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		**BF**	0.6			
				BROWNSVILLE JCT	0.7			

NOTE—**X** indicates in service continuously.

The direction on both legs of wye from connection with Redstone Branch to connection with Monongahela Railway is southward.

YUKON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yukon Branch Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				YUKON BRANCH JCT.				
				WHYEL JCT.	4.0			
				HUNTER RUN JCT.	6.4			
				COWANSBURG	11.7			

The direction from Yukon Branch Jct. to Cowansburg is southward.

REDSTONE BRANCH
REDSTONE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Monon	Sidings Assigned direction Car Capacity 50 ft. cars		
							North	South	Both
				WEST BROWNSVILLE JCT.		51.8			
X	X	X		BF		52.4			
				BROWNSVILLE (Mon. Ry.)		53.5			
X	X	X		BF	Redstone Secondary Track	52.4			
				LINN		53.7			
				GRINDSTONE JCT.		56.3			
			X	FH		59.5			82
				WALTERSBURG		61.8			
				KEISTER JCT.		62.2			
				VANCE MILL JCT.		65.0			55
		B	B	RS		68.4			

NOTE—**X** indicates in service continuously.
B indicates in service part-time, as follows:

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time, as follows:

Station	Hours in Service
RS (Block Station)	2:00 P. M. to 10:00 P. M. Daily, except Sunday.
RS (Block-Limit Station)	10:00 P. M. to 2:00 P. M. Daily 2:00 P. M. to 10:00 P. M. Sunday.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
FH	**BF**
RS	**County**

HEMPFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hempfield Branch Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				HEMPFIELD BRANCH JCT.				
				SINCLAIR	1.0			
				ADAMSBURG JCT.	4.8			
				ANDREWS RUN JCT.	8.1			
				HERMINIE	8.6			
				COWANSBURG	11.6			

The direction from Hempfield Branch Jct. to Cowansburg is southward.

YOUGHIOGHENY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cowansburg	Sidings Assigned direction Car Capacity 50 ft. Cars		
						North	South	Both
				COWANSBURG				
				LOWBER	0.7			
				GRATZTOWN	2.6			

The direction from Cowansburg to Gratztown is southward.

SOUTHWEST SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SW	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		SW				
				SOUTH GREENSBURG	1.9			
X	X	X		COUNTY	2.4			
				YOUNGWOOD	5.3			
			X	YU	5.5			
				YUKON BRANCH JCT	8.8			
			X	HN	8.9			
				TARR	12.1			
				SCOTTDALE JCT	16.7			
				SCOTTDALE	17.3			68
				BROADFORD JCT	17.5			
			X	SY	17.6			
				CONNELLSVILLE	24.5			
				OPOSSUM RUN JCT	24.9			
			X	NJ	25.0			
				DUNBAR	28.2			
				GIST SIDING	30.9			66
		B	B	RS	36.3			
			X	VA	37.1			
				FAIRCHANCE JCT	42.6			
				FAIRCHANCE	44.1			
				END OF TRACK	44.8			

NOTE—**X** indicates in service continuously.
B indicates in service part-time.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time, as follows:

Station	Hours in Service
RS (Block Station)	2:00 P. M. to 10:00 P. M. Daily, except Sunday.
RS (Block-Limit Station)	10:00 P. M. to 2:00 P. M. Daily. 2:00 P. M. to 10:00 P. M. Sunday.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
YU **HN** **SY** **NJ** **RS**	**County**
VA	**RS** **County** when **RS** is not in service.

RADEBAUGH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from RG	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		RG				
				RADEBAUGH SIDING	1.1			124
				HEMPFIELD BR. JCT	2.2			
X	X	X		COUNTY	3.9			

NOTE—**X** indicates in service continuously.
The direction from RG to **COUNTY** is southward.

COAL LICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from VA	Sidings Assigned direction Car Capacity 50 ft. Cars		
						North	South	Both
			X	VA	0.1			
				UNIONTOWN	0.5			
				RAINEY JCT.	1.4			
			X	SL ◈	2.0			

NOTE—**X** indicates in service.

◈indicates Block-Limit Station for Northward Trains Only.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
VA	**RS** **COUNTY** when **RS** is not in service.
SL	**RS** **COUNTY** when **RS** is not in service.

CRESSON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				CRESSON				
		X		EP	1.3			
				MUNSTER	3.6			128
				NOEL	5.0			
				EBENSBURG JCT	6.0			143
			X	KY	6.1			
				LORETTO ROAD	6.9			
				BRADLEY JUNCTION	11.3			75
			X	DF	11.3			
				ECKENRODE MILL	15.3			
				PATTON	18.2			37
			X	PU	18.4			
				THOMAS MILL	20.6			
				HASTINGS JCT	25.7			80
			X	RE	26.2			
				WESTOVER	28.0			
				FIVE POINTS	31.5			
				LA JOSE	34.7			
			X	LJ	34.8			
				OSTEND	37.9			
				MAHAFFEY JCT	38.6			
				McGEES JUNCTION	40.6			
			X	HM	40.8			
				McGEES	40.9			
				SIDNEY	43.5			
			X	K	46.4			
				HILLMAN	46.6			
				BOWERSVILLE	47.3			
				ELBEL	50.4			
				CLOE	53.0			
				ELK RUN JCT	54.8			
				PUNXSUTAWNEY	55.3			
			X	RU	55.3			
				LINDSEY	57.1			
				HORATIO	59.6			
				MUNDORF	61.1			
				FORDHAM	63.3			

NOTE—X indicates in service continuously.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
KY DF PU RE LJ HM K RU	EP

SUSQUEHANNA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
.....	.....	.....	.....	CRESSON (Main Line)	.....	.....	.....	.....
.....	.....	.....	.....	BRADLEY JUNCTION	11.3	.....	.....	.....
.....	.....	.....	X	DF	11.3	.....	.....	.....
.....	.....	.....	.....	DISHART	14.7	.....	.....	43
.....	.....	.....	X	IR	15.8	.....	.....	.....
.....	.....	.....	.....	CARROLLTOWN	17.0	.....	.....	.....
.....	.....	.....	.....	BAKERTON	18.7	.....	.....	.....
.....	.....	.....	.....	STERLING JCT.	20.4	.....	.....	.....
.....	.....	.....	X	BN	21.4	.....	.....	65
.....	.....	.....	.....	SPANGLER	21.9	.....	.....	.....
.....	.....	.....	X	WC	23.3	.....	.....	.....
.....	.....	.....	.....	BARNESBORO	23.4	.....	.....	.....
.....	.....	.....	X	JA	25.3	.....	.....	.....
.....	.....	.....	.....	MOSS CREEK JCT.	25.4	.....	.....	.....
.....	.....	.....	.....	GARMAN	25.8	.....	.....	.....
.....	.....	.....	.....	EMIGH RUN JCT. N.Y.C.	27.1	.....	.....	.....
.....	.....	.....	.....	CHERRY TREE JCT.	28.5	.....	.....	.....
.....	.....	.....	X	CJ	28.5	.....	.....	.....
.....	.....	.....	.....	CHERRY TREE	28.8	.....	.....	.....
.....	.....	.....	X	DC	28.8	.....	.....	.....

NOTE—**X** indicates in service continuously.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
DF IR BN WC JA CJ DC	EP

MOSS CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Moss Creek Junction	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
.....	.....	.....	.....	MOSS CREEK JCT.	.....	.....	.....	.....
.....	.....	.....	.....	PENNA. NO. 21 DERAIL	2.0	.....	.....	.....
.....	.....	.....	.....	END OF TRACK	2.3	.....	.....	.....

HASTINGS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hastings Junction	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
.....	.....	.....	.....	HASTINGS JCT.	.....	.....	.....	.....
.....	.....	.....	.....	HASTINGS	4.8	.....	.....	.....

BLACK LICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
.....	.....	.....	.....	CRESSON (Main Line)	.....	.....	.....	.....
.....	.....	.....	.....	EBENSBURG JCT.	6.0	.....	.....	.....
.....	.....	.....	X	KY	6.1	.....	.....	.....
.....	.....	.....	.....	WINTERSET	7.9	.....	.....	.....
.....	.....	.....	.....	EBENSBURG	10.9	.....	.....	55
.....	.....	.....	X	FL	10.9	.....	.....	.....
.....	.....	.....	X	NW	18.2	.....	.....	.....
.....	.....	.....	.....	NANTYGLO	18.2	.....	.....	74
.....	.....	.....	.....	TWIN ROCKS	20.0	.....	.....	40
.....	.....	.....	X	SR	22.6	.....	.....	.....
.....	.....	.....	.....	VINTONDALE	23.5	.....	.....	28
.....	.....	.....	X	VF	24.0	.....	.....	.....
.....	.....	.....	.....	REXIS JCT.	24.0	.....	.....	.....
.....	.....	.....	X	CH	35.1	.....	.....	50
.....	.....	.....	X	NI	41.8	.....	.....	.....
.....	.....	.....	.....	JOSEPHINE (B. & O. Jct.)	41.8	.....	.....	.....
.....	.....	.....	X	ZD	42.9	.....	.....	.....
.....	.....	.....	.....	BLACK LICK (Cgh. Div.)	42.9	.....	.....	.....

NOTE—**X** indicates in service continuously.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
KY FL NW SR VF CH NI ZD	EP

PATTON No. 1 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Patton	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
.....	.....	.....	.....	PATTON (Cresson Secondary Track)		.....	.....	.....
.....	.....	.....	.....	PATTON CLAY MFG. CO	0.3	.....	.....	.....
.....	.....	.....	.....	END OF TRACK	1.3	.....	.....	.....

PATTON No. 2 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Patton	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
.....	.....	.....	.....	PATTON (Cresson Secondary Track)		.....	.....	.....
.....	.....	.....	.....	END OF TRACK	2.8	.....	.....	.....

McGEES SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from McGees Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				McGEES JCT. (Cresson Secondary Track)				
				GLEN CAMPBELL	7.4			

ELK RUN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Elk Run Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				ELK RUN JCT. (Cresson Secondary Track)				
				END OF TRACK	5.2			

SOUTH FORK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	HC (South Fork Branch)				
				PAINT CREEK BR. JCT.	1.1			
				SCALP LEVEL	1.7			
				WINDBER	2.7			
				WINDBER JCT.	2.8			
				END OF TRACK	6.6			

NOTE—X indicates in service.

BEAVER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lovett	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				LOVETT (South Fork Branch)				
				RUTHFORD	1.3			
				END OF TRACK	3.2			

LLANFAIR SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lovett	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				LOVETT (South Fork Branch)				
				DUNLO	3.1			
				END OF TRACK	5.1			

WINDBER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Windber Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				WINDBER JCT. (South Fork Secondary Track)				
				EUREKA No. 35	0.5			
				EUREKA No. 36	1.3			
				EUREKA No. 42	4.0			

BRADENVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West End of Derry Yard	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				WEST END OF DERRY YARD				
				ATLANTIC No. 2	3.4			
				END OF TRACK	3.9			

UNITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from KR	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		KR (Main Line)				
				MANITO 21 CROSSING	3.1			
				PALMERS	3.8			
				HOSTETTER	4.6			

NOTE—X indicates in service.

JAMISON No. 2 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jamison No. 2 Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				JAMISON No. 2 JCT. (Alexandria Branch)				
				HANNASTOWN	1.5			
				FORBES ROAD	3.1			

ALEXANDRIA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jamison No. 2 Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				JAMISON No. 2 JCT. (Alexandria Branch)				
				CRABTREE	.4			
				GREENWALD	1.4			
				ALLSWORTH	5.5			

No. O SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CP	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		CP (Main Line)				
				YOUGHIOGHENY JCT.	.9			
				SHAFTON	1.8			

NOTE—X indicates in service.

MANOR SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Manor	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				MANOR (Main Line)				
				HARRISON CITY	2.1			

YOUGHIOGHENY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Irwin	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				IRWIN				
				HAHNTOWN	1.1			
				CEREAL	2.0			

TURTLE CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from ER	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	ER (Turtle Creek Branch)				
				ELRICO	.1			
				TURTLE CREEK JCT.	3.5			
				SALTSBURG (Cgh. Div.)	4.3			

NOTE—X indicates in service.

McKEESPORT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Duquesne	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				SOUTH DUQUESNE				
				McKEESPORT	1.5			

PETERS CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Peters Creek Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				PETERS CREEK JCT.				
				LARGE	2.6			
				PENNMONT	7.4			

ELLSWORTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cokeburg Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				COKEBURG JCT.				
				SCENERY HILL	2.1			
				MARIANNA	7.3			48

COKEBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cokeburg Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				COKEBURG JCT.				
				ONTARIO JCT.	1.6			
				COKEBURG	1.8			

VANCE MILL SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vance Mill Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				VANCE MILL JCT.				
				BUTE	3.0			
				MONARCH	5.2			

SEWICKLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Youngwood	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				YOUNGWOOD				
				WEAVER'S OLD STAND	2.0			
				BOYER RUN JCT.	2.8			
				BRINKER RUN JCT.	4.1			
				SHOUP	5.0			
				MAMMOTH JCT.	5.1			
				UNITED	5.6			
				BESSEMER JCT.	6.3			

SCOTTDALE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Scottdale Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				SCOTTDALE JCT.				
				MT. PLEASANT	4.9			
				END OF TRACK	5.5			

STATIONS	FIRST CLASS ✓	✓	✓	✓
	65 DAILY	◊1 DAILY	◊3 DAILY	71 DAILY
Leave	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.)	Y 12.04	# 12.31	#U 1.33	# 2.05
SLOPE	12.07	12.34	1.36	2.08
MG	12.19	12.46	1.48	2.20
GALLITZIN	12.30	12.57	2.00	2.31
MO	12.33	1.00	2.03	2.34
CRESSON				
LILLY				
PORTAGE				
NY	12.40	1.07	2.10	2.41
SOUTH FORK				
SO	12.47	1.14	2.17	2.48
C	12.57	1.24	2.27	2.58
JOHNSTOWN				K 3.01
SG	1.03	1.30	2.33	3.05
SEWARD				
NEW FLORENCE				
JD	1.16	1.43	2.46	3.18
BOLIVAR				
TORRANCE	1.26	1.53	2.56	3.28
DERRY				
DR	1.33	2.00	3.03	3.35
LATROBE				
KR	1.38	2.05	3.08	3.40
DONOHOE				
SW	1.46	2.13	3.16	3.48
GREENSBURG				
RADEBAUGH				
RG	1.50	2.17	3.20	3.52
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER	1.57	2.25	3.28	3.59
ARDARA				
TRAFFORD	2.00	2.28	3.31	4.02
PITCAIRN				
WILMERDING				
WG	2.04	2.32	3.35	4.06
TURTLE CREEK				
EAST PITTSBURGH				
R	2.07	2.35	3.38	4.09
BESSEMER				
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE	2.13	2.41	3.44	4.15
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	2.17	2.45	3.48	4.19
EAST LIBERTY				
ROUP				
SHADYSIDE				
DV	2.21	2.49	3.52	4.23
BU	2.25	2.53	3.56	4.27
PITTSBURGH	S 2.28	S 2.56	S 4.00	S 4.30
Arrive	A. M.	A. M.	A. M.	A. M.
	65	1	3	71

		FIRST CLASS ✓		✓	✓
		‡◊67 DAILY	◊39 DAILY	‡●631 DAILY EX. SUN.	‡●633 DAILY EX. SAT. & SUN.
		A. M.	A. M.	A. M.	A. M.
		# 2.14	#U 2.43		
		2.17	2.46		
		2.29	2.58		
		2.40	3.09		
		2.43	3.12		
				Will Not	Will Not
				Run	Run
		2.50	3.19	Nov. 22,	Nov. 22,
				Dec. 25,	Dec. 25,
		2.57	3.26	Jan. 1.	Jan. 1.
		3.07	3.36		
		3.13	3.42		
		3.26	3.55		
		3.36	4.05		
				S 5.10	S 5.45
		3.43	4.12	5.15	5.52
				S 5.21	S 5.59
		3.48	4.17	5.22	6.01
				S 5.29	
		3.56	4.25	5.34	6.12
				S 5.39	S 6.15
				S 5.43	F 6.20
		4.00	4.32	5.44	6.22
				S 5.46	F 6.24
		Will Not		S 5.48	S 6.26
		Run		S 5.52	S 6.30
		Dec. 26.		S 5.56	S 6.34
				S 5.59	S 6.37
				S 6.02	S 6.40
		4.08	4.39	S 6.06	S 6.43
				S 6.09	S 6.46
		4.11	4.42	S 6.14	S 6.50
				S 6.19	S 6.53
				S 6.23	S 6.57
		4.15	4.46	6.24	6.58
				S 6.26	S 7.00
				S 6.29	S 7.03
		4.18	4.49	6.31	7.05
				S 6.33	S 7.06
				S 6.36	S 7.09
				S 6.38	S 7.11
				S 6.41	S 7.14
		4.24	4.55	S 6.44	S 7.17
				S 6.47	S 7.19
				S 6.50	S 7.22
				S 6.53	S 7.25
		4.29	4.59	6.55	7.26
				S 6.56	S 7.28
				S 6.59	S 7.30
				S 7.01	S 7.32
		4.33	5.03	7.03	7.33
		4.37	5.07	7.07	7.37
		S 4.40	S 5.12	S 7.10	S 7.40
		A. M.	A. M.	A. M.	A. M.
		67	39	631	633

STATIONS	FIRST CLASS ‡35 DAILY EX, SUN,	‡●635 DAILY EX. SAT. & SUN.	‡●513 DAILY EX. SAT. & SUN.
Leave	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.)	# 4.25		
SLOPE	4.28		
MG	4.40		
GALLITZIN	4.52		
MO	4.55		
CRESSON			
LILLY		Will Not	Will Not
PORTAGE		Run	Run
NY	5.02	Nov. 22,	Nov. 22,
SOUTH FORK		Dec. 25,	Dec. 25,
SO	5.09	Jan. 1.	Jan. 1,
C	5.19		
JOHNSTOWN	S 5.26		
SG	5.30		
SEWARD			
NEW FLORENCE			
JD	5.43		
BOLIVAR			
TORRANCE	S 5.54		
DERRY		S 6.16	
DR	6.04	6.21	
LATROBE		S 6.28	
KR	6.09	6.30	
DONOHOE			
SW	6.19	6.42	
GREENSBURG	S 6.23	S 6.45	
RADEBAUGH			
RG	6.31	6.49	
GRAPEVILLE	Will Not		
JEANNETTE	Run	S 6.52	
PENN	Nov. 23,		
MANOR	Dec. 24,	S 6.58	
SHAFTON	Dec. 25,		
IRWIN	Dec. 31,	S 7.02	
LARIMER	6.39	7.04	
ARDARA	Jan. 1.		
TRAFFORD	6.44	7.08	
PITCAIRN			S 7.23
WILMERDING			S 7.27
WG	6.48	7.12	7.28
TURTLE CREEK			S 7.30
EAST PITTSBURGH		S 7.15	S 7.32
R	6.52	7.17	7.34
BESSEMER			S 7.35
BRADDOCK			S 7.37
COPELAND			S 7.39
HAWKINS			
SWISSVALE	7.02	7.24	S 7.44
EDGEWOOD			S 7.47
WILKINSBURG		S 7.28	S 7.50
HOMEWOOD			S 7.53
CM	7.07	7.31	7.54
EAST LIBERTY	S 7.14	S 7.33	
ROUP			
SHADYSIDE			
DV	7.18	7.38	7.58
BU	7.22	7.42	8.02
PITTSBURGH	S 7.25	S 7.45	S 8.05
Arrive	A. M.	A. M.	A. M.
	35	635	513

FIRST CLASS

		‡●941 DAILY EX.SAT. & SUN.	‡●637 DAILY EX. SUN.	37 DAILY	◊55 DAILY
		A. M.	A. M.	A. M.	A. M.
				# 5.06	# 5.24
				5.09	5.27
				5.21	5.39
				5.32	5.50
				5.35	5.53
		Will Not Run Nov. 22, Dec. 25, Jan. 1.	Will Not Run Nov. 22, Dec. 25, Jan. 1.		
				5.42	6.00
				5.49	6.07
				5.59	6.17
				S 6.03	S 6.20
				6.07	6.24
				6.20	6.37
				J 6.31	6.47
			S 6.22		
			6.26	6.39	6.54
			S 6.32	S 6.45	
			6.34	6.47	6.59
			6.40		
			6.45	6.58	7.07
			S 6.49	S 7.00	
			S 6.54		
			6.56	7.06	7.11
			6.58		
			7.00		
			7.04		
			7.08		
			7.11		
			7.15		
			7.20	7.14	7.18
			7.22		
			7.26	7.17	7.22
			7.29		
			7.33		
			7.34	7.21	7.26
			7.36		
			7.39	B 7.24	
			7.41	7.26	7.30
			7.42		
			7.44		
			7.46		
			7.49		
			7.52	7.33	7.36
			7.54		
			7.57		
			8.00		
		7.56	8.01	7.37	7.42
		S 7.58	S 8.03	S 7.39	
		S 8.00	S 8.05		
		S 8.02	S 8.07		
		8.03	8.08	7.43	7.48
		8.07	8.12	7.47	7.52
		S 8.10	S 8.15	S 7.50	S 7.55
		A. M.	A. M.	A. M.	A. M.
		941	637	37	55

Pgh. Div. G. O. 114, Page 23, Column 3.

STATIONS	FIRST CLASS 913 DAILY EX. SUN.	‡●521 DAILY EX. SAT. & SUN.	◊51 DAILY
Leave	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.)			# 5.32
SLOPE			5.35
MG			5.47
GALLITZIN			5.58
MO			6.01
CRESSON			
LILLY		Will Not	
PORTAGE		Run	
NY		Nov. 22,	6.09
SOUTH FORK		Dec. 25,	
SO		Jan. 1.	6.17
C			6.27
JOHNSTOWN			S 6.32
SG			6.36
SEWARD			
NEW FLORENCE			
JD			6.49
BOLIVAR			
TORRANCE			6.59
DERRY			
DR			7.07
LATROBE			S 7.13
KR			7.15
DONOHOE			
SW			7.26
GREENSBURG			S 7.30
RADEBAUGH			
RG			7.38
GRAPEVILLE			
JEANNETTE			
PENN			
MANOR			
SHAFTON			
IRWIN			
LARIMER			7.48
ARDARA			
TRAFFORD		7.41	7.52
PITCAIRN		S 7.45	
WILMERDING		S 7.49	
WG		7.50	7.56
TURTLE CREEK		S 7.52	
EAST PITTSBURGH		S 7.54	
R		7.56	8.00
BESSEMER			
BRADDOCK		S 7.59	
COPELAND		S 8.01	
HAWKINS		S 8.03	
SWISSVALE		S 8.06	8.08
EDGEWOOD		S 8.09	
WILKINSBURG		S 8.12	
HOMEWOOD		S 8.15	
CM	8.06	8.16	8.12
EAST LIBERTY	S 8.08	S 8.18	S 8.14
ROUP	S 8.10	S 8.20	
SHADYSIDE	S 8.12	S 8.22	
DV	8.13	8.23	8.18
BU	8.17	8.27	8.22
PITTSBURGH	S 8.20	S 8.30	S 8.25
Arrive	A. M.	A. M.	A. M.
	913	521	51

FIRST CLASS ✓ / /

	‡●641 DAILY EX. SAT. & SUN.	●11 DAILY	‡◊61 DAILY EX. SUN.
	A. M.	A. M.	A. M.
		E 6.01	#D 6.11
		6.04	6.14
		6.18	6.28
		6.30	6.40
		6.34	6.43
	Will Not		
	Run		
	Nov. 22,	6.42	6.53
	Dec. 25,		
	Jan. 1.	6.49	7.01
		6.59	7.12
		7.06	7.19
		7.20	7.33
		7.31	7.44
	S 7.22		
	7.27	7.40	7.53
	S 7.33		D 7.59
	7.34	7.45	8.01
	7.45	7.56	8.11
	S 7.48		
	7.53	8.01	8.16
			Will Not
	S 7.56		Run
			Nov. 23,
	S 8.02		Dec. 24,
			Dec. 25,
	S 8.06		Dec. 31,
	8.08	8.12	8.25
			Jan. 1.
	8.12	8.16	8.29
	8.16	8.20	8.33
	8.19	8.23	8.36
	8.24	8.29	8.42
	8.27	8.33	8.46
	S 8.29	E 8.36	D 8.49
	8.33	8.40	8.53
	8.37	8.44	8.57
	S 8.40	E 8.48	S 9.00
	A. M.	A. M.	A. M.
✓	641	11	61

Pgh. Div. G. O. 114, Page 25, Column 3.

STATIONS	FIRST CLASS ✓		
	‡●93 DAILY EX. SUN. & MON.	85 SUN. ONLY	13 DAILY EX.SUN.
Leave	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.)	#E 6.25	S 11.50	S 11.50
SLOPE	6.28	11.53	11.53
MG	6.40	12.05	12.05
GALLITZIN	6.52	S 12.16	E 12.16
MO	6.55	12.19	12.19
CRESSON		S 12.23	S 12.25
LILLY			
PORTAGE			
NY	7.03	12.31	
SOUTH FORK			12.34
SO	7.11	12.38	
C	7.21	12.48	12.42
JOHNSTOWN		S 12.55	12.53
SG	7.28	12.59	S 1.15
SEWARD			1.19
NEW FLORENCE			
JD	7.42	1.12	
BOLIVAR			1.32
TORRANCE	7.53	1.22	
DERRY			ZW1.55
DR	8.02	1.30	
LATROBE		S 1.38	2.05
KR	8.07	1.40	S 2.23
DONOHOE			2.25
SW	8.18	1.50	
GREENSBURG		S 1.55	2.35
RADEBAUGH			S 3.02
RG	8.24	2.03	
GRAPEVILLE	Will Not		3.08
JEANNETTE	Run		
PENN	Nov. 23,		W 3.16
MANOR	Dec. 25,		
SHAFTON	Dec. 26,		
IRWIN	Jan. 1,		
LARIMER	8.32	2.11	R 3.24
ARDARA	Jan. 2,		3.26
TRAFFORD	8.36	2.15	R 3.31
PITCAIRN	Feb. 23.		
WILMERDING			
WG	8.40	2.19	
TURTLE CREEK			3.38
EAST PITTSBURGH			R 3.45
R	8.43	2.22	3.47
BESSEMER			
BRADDOCK			
COPELAND			
HAWKINS			
SWISSVALE	8.50	2.28	3.54
EDGEWOOD			
WILKINSBURG			
HOMEWOOD			
CM	8.54	2.32	3.58
EAST LIBERTY		S 2.34	S 4.02
ROUP			
SHADYSIDE			
DV	9.00	2.38	4.07
BU	9.05	2.42	4.11
PITTSBURGH	E 9.10	S 2.45	S 4.15
Arrive	A. M.	P. M.	P. M.
	93	85	13

Pgh. Div. G. O. No. 106, Page 26, Column 3.

FIRST CLASS

		‡●519 DAILY EX. SAT. & SUN.	‡●95 DAILY EX. SUN. & MON.	‡●527 DAILY EX. SAT. & SUN.	◊75 DAILY
		P. M.	P. M.	P. M.	P. M.
			#E 1.20		# 2.20
			1.23		2.23
			1.37		2.35
			1.50		2.46
			1.55		2.49
		Will Not		Will Not	
		Run		Run	
		Nov. 22,	2.04	Nov. 22,	2.56
		Dec. 25,		Dec. 25,	
		Jan. 1.	2.13	Jan. 1.	3.03
			2.23		3.14
			#E 2.40		S 3.18
			2.48		3.22
			3.02		3.35
			3.13		3.45
			3.22		3.52
			3.28		3.57
			3.40		4.06
					S 4.09
			3.45		4.14
			Will Not Run Nov. 23, Dec. 25,		
			Dec. 26, Jan. 1, 2,		
			3.55		4.21
			Feb. 23.		
			3.59	4.20	4.24
		S 3.50		S 4.23	
		S 3.54		S 4.26	
		3.55	4.03	4.27	4.28
		S 3.57		S 4.28	
		S 4.00		S 4.31	
		4.02	4.07	4.33	4.31
		S 4.03		S 4.37	
		S 4.05		S 4.39	
		S 4.07		S 4.41	
		S 4.09		S 4.43	
		S 4.12	4.14	S 4.45	4.37
		S 4.14		S 4.48	
		S 4.17		S 4.51	
		S 4.20		S 4.54	
		4.21	4.18	4.56	4.41
		S 4.23		S 4.58	S 4.44
		S 4.25		S 5.00	
		S 4.27		S 5.02	
		4.28	4.22	5.03	4.48
		4.32	4.26	5.07	4.52
		S 4.35	E 4.30	S 5.10	S 4.55
		P. M.	P. M.	P. M.	P. M.
		519	95	527	75

Pgh. Div. G. O. No. 102, Page 27, Column 6.
Pgh. Div. G. O. No. 104, Page 27, Column 6.

STATIONS	FIRST CLASS ✓	✓	✓
	‡●529 DAILY EX. SAT. & SUN.	‡933 DAILY EX.SAT. & SUN.	‡923 DAILY EX.SAT. & SUN.
Leave	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.)			
SLOPE			
MG			
GALLITZIN			
MO			
CRESSON			
LILLY	Will Not	Will Not	Will Not
PORTAGE	Run	Run	Run
NY	Nov. 22,	Nov.22,	Nov.22,
SOUTH FORK	Dec. 25,	Dec.25,	Dec.25,
SO	Jan. 1.	Jan. 1.	Jan. 1.
C			
JOHNSTOWN			
SG			
SEWARD			
NEW FLORENCE			
JD			
BOLIVAR			
TORRANCE			
DERRY			
DR			
LATROBE			
KR			
DONOHOE			
SW			
GREENSBURG			
RADEBAUGH			
RG			
GRAPEVILLE			
JEANNETTE			
PENN			
MANOR			
SHAFTON			
IRWIN			
LARIMER			
ARDARA			
TRAFFORD	4.53		
PITCAIRN	S 4.57		
WILMERDING	S 5.01		
WG	5.02		
TURTLE CREEK	S 5.04		
EAST PITTSBURGH	S 5.12		
R	5.13		
BESSEMER	S 5.15		
BRADDOCK	S 5.17		
COPELAND	S 5.19		
HAWKINS			
SWISSVALE	S 5.22		
EDGEWOOD	S 5.25		
WILKINSBURG	S 5.27		
HOMEWOOD	S 5.30		
CM	5.31	5.49	5.56
EAST LIBERTY	S 5.33	S 5.51	S 5.58
ROUP	S 5.35		
SHADYSIDE	S 5.37	S 5.54	
DV	5.38	5.55	6.01
BU	5.42	5.59	6.05
PITTSBURGH	S 5.45	S 6.03	S 6.08
Arrive	P. M.	P. M.	P. M.
	529	933	923

Pgh. Div. G. O. 114, Page 28, Column 2.

Pgh. Div. G. O. 114, Page 28, Column 3.

FIRST CLASS

25	19	33	23
DAILY	DAILY EX. SUN.	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.
# 5.40	S 6.00	# 6.44	# 9.00
5.43	6.03	6.47	9.03
5.55	6.15	6.59	9.15
6.06	S 6.26	7.10	9.27
6.09	6.29	7.13	9.30
	S 6.38		
	F 6.44		
	S 6.54		
6.16	6.55	7.20	9.37
	S 7.05		
6.23	7.06	7.27	9.44
6.33	7.16	7.37	9.54
S 6.36	S 7.46		S 9.59
6.40	7.50	7.43	10.03
	S 7.59		
	S 8.06		
6.53	8.09	7.56	10.16
	S 8.14		
7.03	S 8.25	8.06	10.26
	S 8.35		
7.10	8.37	8.13	10.33
S 7.15	S 8.50		S 10.40
7.17	8.52	8.18	10.42
7.26	9.02	8.26	10.52
S 7.29	S 9.30		S 10.55
7.34	9.37	8.30	11.00
	S 9.42		
	S 9.48		
	S 9.54		
7.42	9.56	8.38	11.08
7.45	10.00	8.41	11.12
	S 10.04		
	S 10.08		
7.49	10.09	8.45	11.16
7.52	10.13	8.48	11.19
	S 10.16		
7.58	S 10.22	8.54	11.25
	S 10.26		
8.02	10.29	8.59	11.29
S 8.04	S 10.32		S 11.32
8.08	10.37	9.03	11.36
8.12	10.41	9.07	11.40
S 8.15	S 10.45	S 9.10	S 11.43
P. M.	P. M.	P. M.	P. M.
25	19	33	23

Pgh. Div. G. O. No. 115, Page 29, Column 2.

STATIONS	FIRST CLASS ✓	◊49 DAILY	◊59 ✓ DAILY	
Leave		P. M.	P. M.	
ALTOONA (Mid. Div.)		# 10.29	# 10.52	
SLOPE		10.32	10.55	
MG		10.44	11.07	
GALLITZIN		10.55	11.18	
MO		10.58	11.21	
CRESSON				
LILLY				
PORTAGE				
NY		11.05	11.28	
SOUTH FORK				
SO		11.12	11.35	
C		11.22	11.45	
JOHNSTOWN				
SG		11.28	11.51	
SEWARD				
NEW FLORENCE				
JD		11.41	12.04	
BOLIVAR				
TORRANCE		11.51	12.14	
DERRY				
DR		11.58	12.21	
LATROBE				
KR		12.03	12.26	
DONOHOE				
SW		12.11	12.34	
GREENSBURG				
RADEBAUGH				
RG		12.15	12.38	
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER		12.23	12.46	
ARDARA				
TRAFFORD		12.26	12.49	
PITCAIRN				
WILMERDING				
WG		12.30	12.53	
TURTLE CREEK				
EAST PITTSBURGH				
R		12.33	12.56	
BESSEMER				
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE		12.39	1.02	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM		12.43	1.06	
EAST LIBERTY				
ROUP				
SHADYSIDE				
DV		12.47	1.10	
BU		12.51	1.14	
PITTSBURGH		S● 12.54	S 1.17	
Arrive		A. M.	A. M.	
		49	59	

FIRST CLASS

		◊69 DAILY	◊41 DAILY	●29 DAILY	‡●31 DAILY
		P. M.	P. M.	P. M.	P. M.
		# 11.00	#U 11.15	#U 11.27	# 11.54
		11.03	11.18	11.30	11.57
		11.15	11.30	11.42	12.09
		11.26	11.41	11.53	12.20
		11.29	11.44	11.56	12.23
		11.36	11.51	12.03	12.30
		11.43	11.59	12.10	12.37
		11.53	12.09	12.20	12.47
		S 11.57			
		12.01	12.15	12.26	12.53
		12.14	12.28	12.39	1.06
		12.24	12.38	12.49	1.16
		12.31	12.46	12.56	1.23
		12.36	12.51	1.01	1.28
		12.44	12.59	1.09	1.36
		12.48	1.03	1.13	1.40
					Will Not Run Nov. 22, Dec. 24, Dec. 30, Dec. 31.
		12.56	1.11	1.21	1.48
		12.59	1.14	1.24	1.51
		1.03	1.18	1.28	1.55
		1.06	1.21	1.31	1.58
		1.13	1.28	1.37	2.04
		1.17	1.32	1.41	2.08
		1.22	1.36	1.45	2.12
		1.26	1.40	1.49	2.16
		S 1.30	S 1.43	S 1.52	S 2.19
		A. M.	A. M.	A. M.	A. M.
		69	41	29	31

STATIONS	FIRST CLASS			
	68		48	
Arrive	A. M.		A. M.	
ALTOONA (Mid. Div.)	S 2.38		Y 2.48	
SLOPE	2.35		2.45	
MG	2.23		2.33	
GALLITZIN	2.12		2.22	
MO	2.08		2.18	
CRESSON				
LILLY				
PORTAGE				
NY	1.56		2.07	
SOUTH FORK				
SO	1.48		1.59	
C	1.37		1.49	
JOHNSTOWN				
SG	1.31		1.43	
SEWARD				
NEW FLORENCE				
JD	1.18		1.30	
BOLIVAR				
TORRANCE	1.08		1.20	
DERRY				
DR	1.00		1.13	
LATROBE				
KR	12.55		1.08	
DONOHOE				
SW	12.47		1.00	
GREENSBURG				
RADEBAUGH				
RG	12.43		12.56	
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER	12.35		12.48	
ARDARA				
TRAFFORD	12.31		12.44	
PITCAIRN				
WILMERDING				
WG	12.27		12.40	
TURTLE CREEK				
EAST PITTSBURGH				
R	12.24		12.37	
BESSEMER				
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE	12.20		12.33	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	12.16		12.29	
EAST LIBERTY				
ROUP				
SHADYSIDE				
DV	12.13		12.26	
BU	12.09		12.22	
PITTSBURGH	# 12.06		#● 12.19	
Leave	A. M.		A. M.	
	DAILY		DAILY	
	◊68		◊48	

		FIRST CLASS ✓	✓	✓	✓
		58	30	28	64
		A. M.	A. M.	A. M.	A. M.
		S 3.10	S 3.48	D 3.56	S 4.17
		3.07	3.45	3.53	4.14
		2.55	3.33	3.41	4.02
		2.44	3.22	3.30	3.51
		2.41	3.18	3.26	3.47
		2.31	3.07	3.15	3.36
		2.24	2.59	3.07	3.28
		2.14	2.49	2.57	3.18
		2.08	2.43	2.51	3.12
		1.55	2.30	2.38	2.59
		1.45	2.20	2.28	2.49
		1.38	2.13	2.21	2.42
		1.33	2.08	2.16	2.37
		1.25	2.00	2.08	2.29
		1.21	1.56	2.04	2.25
			Will Not Run Nov. 23, Dec. 25, Dec. 31, Jan. 1.		
		1.14	1.48	1.57	2.18
		1.11	1.44	1.54	2.15
		1.07	1.40	1.50	2.11
		1.04	1.37	1.47	2.08
		1.00	1.33	1.43	2.04
		12.56	1.29	1.39	2.00
		12.53	1.26	1.36	1.57
		12.49	1.22	1.32	1.53
		# 12.46	# 1.19	# 1.29	# 1.50
		A. M.	A. M.	A. M.	A. M.
		DAILY	DAILY	DAILY	DAILY
		◊58	‡●30	●28	◊64

STATIONS	FIRST CLASS ✓	✓	✓	
	70	2	14	
Arrive	A. M.	A. M.	A. M.	
ALTOONA (Mid. Div.)	S 5.58	S 6.05	S 7.40	
SLOPE	5.55	6.02	7.37	
MG	5.43	5.50	7.25	
GALLITZIN	5.32	5.39	7.14	
MO	5.28	5.35	7.10	
CRESSON			S 7.06	
LILLY				
PORTAGE				
NY	5.17	5.23	6.43	
SOUTH FORK				
SO	5.09	5.15	6.35	
C	4.58	5.04	6.24	
JOHNSTOWN	K 4.55		S 6.17	
SG	4.52	4.58	5.59	
SEWARD				
NEW FLORENCE				
JD	4.39	4.45	5.46	
BOLIVAR				
TORRANCE	4.29	4.35	5.36	
DERRY				
DR	4.22	4.28	5.28	
LATROBE			S 5.21	
KR	4.17	4.23	5.11	
DONOHOE				
SW	4.09	4.15	5.02	
GREENSBURG	K 4.08		S 5.00	
RADEBAUGH				
RG	4.05	4.11	4.21	
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER	3.57	4.04	4.13	
ARDARA				
TRAFFORD	3.53	4.00	4.10	
PITCAIRN				
WILMERDING				
WG	3.49	3.56	4.06	
TURTLE CREEK				
EAST PITTSBURGH				
R	3.46	3.53	4.03	
BESSEMER				
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE	3.42	3.49	3.59	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	3.38	3.45	3.55	
EAST LIBERTY				
ROUP				
SHADYSIDE				
DV	3.35	3.42	3.52	
BU	3.31	3.38	3.48	
PITTSBURGH	# 3.28	#● 3.35	S 3.45	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX. SUN.	
	◊70	◊2	14	

FIRST CLASS

		512		922	932	520
		A. M.		A. M.	A. M.	A. M.
		Will Not Run Nov. 22, Dec. 25,		Will Not Run Nov.22, Dec.25,	Will Not Run Nov. 22, Dec. 25,	Will Not Run Nov. 22, Dec. 25,
		Jan. 1.		Jan. 1.	Jan. 1.	Jan. 1.
						7.15
		S 6.35				S 7.11
		S 6.31				S 7.07
		6.30				7.05
		S 6.28				S 7.04
		S 6.25				S 7.02
		6.23				6.59
		S 6.22				S 6.58
		S 6.20				S 6.56
		S 6.18				S 6.53
		S 6.16				S 6.51
		S 6.14				S 6.49
		S 6.11				S 6.46
		S 6.09				S 6.44
		S 6.06				S 6.41
		6.04		6.19	6.35	6.39
		S 6.03	S	S 6.17	6.33	S 6.38
		S 6.00				S 6.35
		S 5.58				S 6.33
		5.57		6.12	6.27	6.32
		5.53		6.08	6.23	6.28
		S 5.50	S	S 6.05	6.20	S 6.25
		A. M.		A. M.	A. M.	A. M.
		DAILY EX. SAT. & SUN. ‡●512		DAILY EX.SAT. & SUN. ‡922	DAILY X. SAT. & SUN. ‡932	DAILY EX. SAT. & SUN. ‡●520

Pgh. Div. G. O. 114, Page 35, Column 4.

STATIONS	FIRST CLASS			
	522	32	72	
Arrive	A. M.	A. M.	A. M.	
ALTOONA (Mid. Div.)		S 10.37	S 11.10	
SLOPE		10.34	11.07	
MG		10.22	10.55	
GALLITZIN		10.11	10.44	
MO		10.07	10.40	
CRESSON				
LILLY				
PORTAGE				
NY		9.54	10.29	
SOUTH FORK				
SO		9.45	10.21	
C		9.34	10.11	
JOHNSTOWN		S 9.30	S 10.07	
SG	Will Not	9.25	10.02	
SEWARD	Run			
NEW FLORENCE	Nov. 22,			
JD	Dec. 25,	9.12	9.49	
BOLIVAR	Jan. 1.			
TORRANCE		9.02	9.39	
DERRY				
DR		8.54	9.31	
LATROBE			S 9.25	
KR		8.49	9.23	
DONOHOE				
SW		8.41	9.15	
GREENSBURG			S 9.13	
RADEBAUGH				
RG		8.37	9.09	
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER		8.29	9.01	
ARDARA				
TRAFFORD	8.01	8.25	8.57	
PITCAIRN	S 7.57			
WILMERDING	S 7.53			
WG	7.52	8.21	8.53	
TURTLE CREEK	S 7.51			
EAST PITTSBURGH	S 7.49			
R	7.47	8.18	8.50	
BESSEMER	S 7.45			
BRADDOCK	S 7.42			
COPELAND	S 7.39			
HAWKINS	S 7.37			
SWISSVALE	S 7.34	8.14	8.46	
EDGEWOOD	S 7.31			
WILKINSBURG	S 7.29			
HOMEWOOD	S 7.26			
CM	7.24	8.10	8.42	
EAST LIBERTY	S 7.23		S 8.41	
ROUP	S 7.20			
SHADYSIDE	S 7.18			
DV	7.17	8.07	8.37	
BU	7.13	8.03	8.33	
PITTSBURGH	S 7.10	S 8.00	S 8.30	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SAT. & SUN. ‡●522	DAILY ◊32	DAILY ●72	

FIRST CLASS

	54	24	96	74
	A. M.	P. M.	P. M.	P. M.
0	S 11.30	S 1.40	E 2.15	S 4.40
7	11.27	1.37	2.12	4.37
5	11.15	1.25	2.00	4.25
4	11.04	G 1.14	1.49	4.14
9	11.00	1.10	1.44	4.09
		S 1.07		
		S 12.49		
3	10.49	12.45	1.31	3.58
		S 12.37		
3	10.41	12.34	1.23	3.50
7	10.31	12.24	1.12	3.40
	S 10.27	S 12.20		S 3.36
	10.23	11.47	1.05	3.32
	10.10	11.34	12.52	3.19
		S 11.30		
	10.00	S 11.20	12.42	3.09
		S 11.00		
	9.53	10.56	12.34	3.02
		S 10.49		S 2.56
	9.48	10.41	12.28	2.54
	9.40	10.32	12.18	2.45
		S 10.30		S 2.44
	9.36	10.10	12.14	2.39
			Will Not	
		S 10.07	Run	
			Nov. 23,	
		S 9.59	Dec. 26,	
			Jan. 2.	
		S 9.56		
	9.29	9.52	12.04	2.31
	9.25	9.48	12.00	2.27
		S 9.44		
	9.21	9.39	11.56	2.23
		S 9.37		
	9.18	9.34	11.52	2.20
		S 9.32		
	9.14	9.26	11.47	2.16
		S 9.23		
	9.10	9.18	11.42	2.12
		S 9.17		S 2.11
	9.07	9.12	11.37	2.07
	9.03	9.08	11.33	2.03
	9.00	S 9.05	# E 11.30	S 2.00
	M.	A. M.	A. M.	P. M.
	LY	DAILY EX. SUN.	DAILY EX. MON.	DAILY
	4	24	‡●96	74

Pgh. Div. G. O. No. 116, Page 37, Column 2.

STATIONS	FIRST CLASS		
	636	638	46
Arrive	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.)			S 6.57
SLOPE			6.54
MG			6.42
GALLITZIN			6.31
MO			6.26
CRESSON			
LILLY			
PORTAGE			
NY			6.12
SOUTH FORK			
SO			6.04
C			5.53
JOHNSTOWN			S 5.49
SG	Will Not Run Nov. 22, Dec. 25,	Will Not Run Nov. 22, Dec. 25,	5.43
SEWARD			
NEW FLORENCE			
JD			5.30
BOLIVAR	Jan. 1.	Jan. 1.	
TORRANCE			S 5.18
DERRY	S 5.25	S 5.38	
DR	5.21	5.36	5.09
LATROBE	S 5.15	S 5.30	S 5.03
KR	5.11	5.28	5.00
DONOHOE	F 5.05	S 5.22	
SW	5.00	5.18	4.50
GREENSBURG	S 4.58	S 5.16	S 4.48
RADEBAUGH	S 4.44	F 5.12	
RG	4.41	5.09	4.42
GRAPEVILLE	S 4.39	F 5.07	
JEANNETTE	S 4.36	S 5.05	
PENN	S 4.28	S 5.01	
MANOR	S 4.24	S 4.57	
SHAFTON	F 4.20	S 4.54	
IRWIN	S 4.18	S 4.52	
LARIMER	S 4.13	S 4.48	4.33
ARDARA	S 4.10	S 4.45	
TRAFFORD	S 4.06	S 4.41	4.29
PITCAIRN	S 4.02	S 4.37	
WILMERDING	S 3.57	S 4.33	
WG	3.54	4.32	4.25
TURTLE CREEK		S 4.30	
EAST PITTSBURGH	S 3.52	S 4.28	
R	3.47	4.24	4.21
BESSEMER	F 3.45	S 4.22	
BRADDOCK	S 3.43	S 4.20	
COPELAND	S 3.40	S 4.18	
HAWKINS	S 3.38	S 4.16	
SWISSVALE	S 3.35	S 4.14	4.16
EDGEWOOD	S 3.32	S 4.11	
WILKINSBURG	S 3.30	S 4.09	
HOMEWOOD	S 3.26	S 4.06	
CM	3.24	4.04	4.12
EAST LIBERTY	S 3.23	S 4.03	C 4.11
ROUP			
SHADYSIDE	S 3.18		
DV	3.17	3.59	4.07
BU	3.13	3.55	4.03
PITTSBURGH	S 3.10	S 3.52	S 4.00
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN. ‡636	DAILY EX. SAT & SUN. ‡●638	DAILY 46

FIRST CLASS

642	18	502
P. M.	P. M.	P. M.
	S 9.17	
	9.14	
	9.02	
	8.51	
	8.45	
	S 8.40	
	8.15	
Will Not Run Nov. 22,	8.07	Will Not Run Nov. 22,
Dec. 25, Jan. 1.	S 7.52	Dec. 25, Jan. 1.
	7.19	
	K 7.07	
	7.04	
	K 7.00	
	S 6.52	
S 6.22		
6.19	6.32	
S 6.13	S 6.25	
6.12	6.17	
6.03	6.07	
S 6.01	S 6.05	
S F 5.57		
5.55	5.53	
F 5.53		
S 5.51		
S 5.47		
S 5.43		
S 5.40		
S 5.37		
S 5.34	5.43	
S 5.31		
S 5.27	5.39	
S 5.24		
S 5.20	K 5.35	
5.18	5.33	
S 5.16		
S 5.14	S 5.31	
5.12	5.27	
S 5.11		
S 5.09		
S 5.07		
S 5.05		
S 5.02	5.22	S 5.36
S 5.00		S 5.31
S 4.58	K 5.20	S 5.28
S 4.55		S 5.25
4.53	5.18	5.23
S 4.52	S 5.17	S 5.22
S 4.50		S 5.20
S 4.48		S 5.18
4.47	5.12	5.17
4.43	5.08	5.13
S 4.40	S 5.05	S 5.10
P. M.	P. M.	P. M.
DAILY EX. SAT. & SUN. ‡●642	DAILY ●18	DAILY EX. SAT. & SUN. ‡●502

Pgh. Div. G. O. 114, Page 39, Column 3.

STATIONS	FIRST CLASS		
	644	528	914
Arrive	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.)			
SLOPE			
MG			
GALLITZIN			
MO			
CRESSON			
LILLY			
PORTAGE			
NY			
SOUTH FORK	Will Not Run Nov. 22,	Will Not Run Nov. 22,	
SO			
C			
JOHNSTOWN	Dec. 25, Jan. 1.	Dec. 25, Jan. 1.	
SG			
SEWARD			
NEW FLORENCE			
JD			
BOLIVAR			
TORRANCE			
DERRY	S 6.40		
DR	6.37		
LATROBE	S 6.30		
KR	6.27		
DONOHOE			
SW	6.16		
GREENSBURG	S 6.14		
RADEBAUGH			
RG	6.08		
GRAPEVILLE			
JEANNETTE	S 6.05		
PENN			
MANOR	S 5.59		
SHAFTON			
IRWIN	S 5.55		
LARIMER	S 5.52		
ARDARA			
TRAFFORD	G 5.48	6.14	
PITCAIRN	G 5.46	S 6.10	
WILMERDING	G 5.44	S 6.06	
WG	5.43	6.04	
TURTLE CREEK		S 6.03	
EAST PITTSBURGH		S 6.01	
R	5.40	5.59	
BESSEMER		S 5.57	
BRADDOCK	S 5.38	S 5.55	
COPELAND		S 5.53	
HAWKINS		S 5.51	
SWISSVALE	G 5.35	S 5.48	
EDGEWOOD	G 5.33	S 5.46	
WILKINSBURG	G 5.32	S 5.44	
HOMEWOOD	G 5.30	S 5.41	
CM	5.29	5.39	5.55
EAST LIBERTY	S 5.28	S 5.38	S 5.52
ROUP		S 5.35	S 5.50
SHADYSIDE		S 5.33	S 5.48
DV	5.25	5.32	5.47
BU	5.21	5.28	5.43
PITTSBURGH	S 5.18	S 5.25	S 5.40
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN. ‡●644	DAILY EX. SAT. & SUN. ‡●528	DAILY EX. SUN. 914

FIRST CLASS

		924 P. M.	646 P. M.	66 A. M.	16 A. M.
				S 12.32	S 1.00
				12.29	12.57
				12.17	12.45
				12.06	12.34
				12.02	12.30
				11.50	12.18
		Will Not Run Nov. 22,	Will Not Run Nov. 22,	11.42	12.10
				11.31	11.59
		Dec. 25, Jan. 1.	Dec. 25, Jan. 1.		S11.55
				11.25	11.49
				11.12	11.36
				11.02	11.26
			S 7.55		
			7.50	10.55	11.18
			S 7.40		S11.10
			7.37	10.50	11.08
			7.27	10.41	10.58
			S 7.25		S10.56
			F 7.10		
			7.08	10.37	10.50
			S 7.06		Will Not Run Nov. 22, Dec. 23,
			S 7.03	Will Not Run Dec. 25.	
			S 6.56		Dec. 24,
			S 6.52		Dec. 30,
			F 6.49		
			S 6.47		
			S 6.43	10.29	10.42
			S 6.40		Dec 31.
			S 6.36	10.25	10.38
			S 6.33		
			S 6.29		
			6.27	10.21	10.34
			S 6.26		
			S 6.24		
			6.22	10.18	10.31
			S 6.20		
			S 6.18		
			S 6.16		
			S 6.13	10.14	10.27
			S 6.10		
			S 6.07		
			S 6.04		
		5.59	6.02	10.10	10.23
		S 5.57	S 6.01		C10.21
		S 5.55			
		S 5.53			
		5.52	5.57	10.07	10.17
		5.48	5.53	10.03	10.13
		S 5.45	S 5.50 #	# 10.00	S10.10
		P. M.	P. M.	P. M.	P. M.
		DAILY EX. SAT. & SUN. ‡●924	DAILY EX. SAT. & SUN. ‡646	DAILY ‡66	DAILY EX. SAT. ‡16

Pgh. Div. G. O. No. 112, Page 41, Column 5.

Pgh. Div. G. O. No. 112, Page 41, Column 6.

FIRST CLASS

STATIONS	22	4	60	
Arrive	A. M.	A. M.	A. M.	
ALTOONA (Mid. Div.)	S 12.39	D 1.26	S 1.40	
SLOPE	12.36	1.23	1.37	
MG	12.24	1.11	1.25	
GALLITZIN	12.13	1.00	1.14	
MO	12.09	12.56	1.10	
CRESSON				
LILLY				
PORTAGE				
NY	11.56	12.43	12.57	
SOUTH FORK				
SO	11.48	12.35	12.49	
C	11.37	12.24	12.38	
JOHNSTOWN				
SG	11.30	12.17	12.32	
SEWARD				
NEW FLORENCE				
JD	11.17	12.04	12.19	
BOLIVAR				
TORRANCE	11.07	11.54	12.09	
DERRY				
DR	10.59	11.46	12.01	
LATROBE			11.55	
KR	10.54	11.41	11.53	
DONOHOE				
SW	10.46	11.32	11.45	
GREENSBURG				
RADEBAUGH				
RG	10.42	11.28	11.41	
GRAPEVILLE			Will Not	
JEANNETTE			Run	
PENN			Nov. 22,	
MANOR			Dec. 23,	
SHAFTON			Dec. 24,	
IRWIN			Dec. 30,	
LARIMER	10.34	11.19	11.33	
ARDARA			Dec. 31.	
TRAFFORD	10.30	11.15	11.29	
PITCAIRN				
WILMERDING				
WG	10.26	11.11	11.25	
TURTLE CREEK				
EAST PITTSBURGH				
R	10.23	11.08	11.22	
BESSEMER				
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE	10.19	11.04	11.17	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	10.15	11.00	11.13	
EAST LIBERTY			11.11	
ROUP				
SHADYSIDE				
DV	10.12	10.57	11.07	
BU	10.08	10.53	11.03	
PITTSBURGH	S 10.05	#D 10.50	11.00	
Leave	P.M.	P.M.	. M.	
	DAILY	DAILY	AILY	
	◊22	◊4	. SAT. ◊60	

Pgh. Div. G. O. No. 112, Page 42, Column 1.

Pgh. Div. G. O. No. 112, Page 42, Column 2.

FIRST CLASS

	50	86	36	38	40
	A. M.	A. M.	A. M.	A. M.	A. M.
	S 1.50	S 2.05	S 2.05	S 2.12	S 2.28
	1.47	2.02	2.02	2.09	2.25
	1.35	1.50	1.50	1.57	2.13
	1.24	1.39	1.39	1.46	2.02
	1.20	1.35	1.35	1.42	1.58
	1.08	1.23	1.24	1.30	1.47
	1.01	1.15	1.16	1.22	1.39
	12.50	1.04	1.05	1.11	1.28
	S 12.46	S 1.00	S 1.01		
	12.42	12.50	12.53	1.05	1.22
	12.29	12.37	12.40	12.52	1.09
	12.19	12.27	12.30	12.42	12.59
	12.11	12.19	12.23	12.34	12.52
	S 12.04	S 12.12			
	12.02	12.10	12.18	12.29	12.47
	11.52	12.00	12.09	12.21	12.39
	S 11.50	S 11.58	S 12.07		
	11.45	11.54	12.03	12.17	12.35
		Will Run	Will Not		
		Nov. 22,	Run		
		Dec. 23,	Nov. 22,		
		Dec. 24,	Dec. 23,		
		Dec. 30,	Dec. 24,		
		Dec. 31.	Dec. 30,		
	11.37	11.45	11.55	12.09	12.28
			Dec. 31.		
	11.33	11.42	11.52	12.05	12.24
	11.29	11.38	11.48	12.01	12.20
	11.26	11.35	11.45	11.58	12.17
	11.22	11.31	11.41	11.54	12.13
	11.17	11.27	11.37	11.50	12.09
	C 11.16	C 11.26	C 11.36		
	11.12	11.22	11.32	11.47	12.06
	11.08	11.18	11.28	11.43	12.02
	S 11.05	S 11.15	S 11.25	S 11.40	# 11.59
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY	DAILY EX. SAT.	DAILY	DAILY
	◊50	‡86	‡◊36	◊38	◊40

STATIONS		FIRST CLASS 810 DAILY EX. SUN.
Leave		P. M.
PITTSBURGH (Pgh. Div.)	S	5.33
FOURTH AVE.(P.H.Div.)	S	5.36
MONON		5.38
OB		5.43
HOMESTEAD	S	5.51
KENNY		5.55
DUQUESNE	S	5.58
SOUTH DUQUESNE	S	6.01
CR		6.05
DRAVOSBURG	S	6.07
WILSON	F	6.13
CLAIRTON	S	6.18
WEST ELIZABETH	S	6.22
FLOREFFE		
ELRAMA	S	6.26
H		6.31
MONONGAHELA	S	6.42
MC		6.43
DONORA	S	6.52
WEST COLUMBIA		
WEST MONESSEN		6.58
CHARLEROI	S	7.04
BELLE VERNON		
ALLENPORT		
ROSCOE	F	7.13
CALIFORNIA	S	7.20
W. BROWNSVILLE JCT.	S	7.26
BF		7.28
BROWNSVILLE (Mon.Ry.)	S	7.35
Arrive		P. M.
		810

TURTLE CREEK BRANCH

EASTWARD

STATIONS		FIRST CLASS 520		522		528
Arrive		A. M.		A. M.		P. M.
BY		7.18		8.04		
NORTH TRAFFORD	S	7.17	S	8.03	S	6.17
TRAFFORD	S	7.15	S	8.01	S	6.14
Leave		A. M. DAILY EX. SAT. & SUN. ‡●520		A. M. DAILY EX. SAT. & SUN. ‡●522		P. M. DAILY EX. SAT. & SUN. ‡●528

NOTE ‡—Will not run Nov. 22, Dec. 25, Jan. 1.

STATIONS		FIRST CLASS 807
Arrive		A. M.
PITTSBURGH (Pgh. Div.)	S	8.05
FOURTH AVE.(P.H.Div.)	D	8.03
MONON		8.00
OB		7.53
HOMESTEAD	S	7.47
KENNY		7.41
DUQUESNE	S	7.38
SOUTH DUQUESNE	S	7.35
CR		7.31
DRAVOSBURG	S	7.29
WILSON	S	7.23
CLAIRTON	S	7.20
WEST ELIZABETH	S	7.16
FLOREFFE	F	7.13
ELRAMA	S	7.11
H		7.05
MONONGAHELA	S	6.57
MC		6.55
DONORA	S	6.49
WEST COLUMBIA	S	6.45
WEST MONESSEN	S	6.40
CHARLEROI	S	6.37
BELLE VERNON	S	6.33
ALLENPORT	F	6.27
ROSCOE	S	6.23
CALIFORNIA	S	6.17
W. BROWNSVILLE JCT.	S	6.12
BF		6.10
BROWNSVILLE (Mon.Ry.)	S	6.05
Leave		A. M.
		DAILY EX. SUN. 807

TURTLE CREEK BRANCH

WESTWARD

STATIONS		FIRST CLASS ‡●521 DAILY EX. SAT. & SUN.	‡●527 DAILY EX. SAT. & SUN.	‡●529 DAILY EX. SAT. & SUN.
Leave		A. M.	P. M.	P. M.
BY		7.37		
NORTH TRAFFORD	S	7.38	S 4.18	S 4.50
TRAFFORD	S	7.41	S 4.20	S 4.53
Arrive		A. M.	P. M.	P. M.
		521	527	529

NOTE ‡—Will not run Nov. 22, Dec. 25, Jan. 1.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Cresson	6.00 AM to 9.00 PM	6.00 AM to 9.00 PM	11.00 AM to 9.00 PM
Portage*	12.00 noon to 2.00 PM	Closed	Closed
South Fork*	7.30 AM to 4.30 PM	Closed	Closed
Johnstown	5.15 AM to 1.15 AM	5.15 AM to 1.15 AM	5.15 AM to 1.15 AM
Bolivar*	8.00 AM to 5.00 PM	Closed	Closed
Torrance	8.30 AM to 5.30 PM	Closed	Closed
Derry*	7.00 AM to 5.00 PM	Closed	Closed
Latrobe	6.15 AM to 12.30 AM	5.00 AM to 11.00 PM	5.00 AM to 11.00 PM
Greensburg	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM
Jeannette*	5.30 AM to 7.20 PM	Closed	Closed
Manor*	6.00 AM to 6.00 PM	Closed	Closed
Irwin*	6.00 AM to 7.00 PM	Closed	Closed
Trafford*	6.30 AM to 6.00 PM	Closed	Closed
Pitcairn*	6.45 AM to 3.45 PM	Closed	Closed
Wilmerding*	6.00 AM to 5.15 PM	Closed	Closed
East Pittsburgh*	8.00 AM to 5.00 PM	Closed	Closed
Braddock*	6.15 AM to 6.15 PM	Closed	Closed
Copeland*	7.00 AM to 9.00 AM	Closed	Closed
Swissvale*	6.00 AM to 6.00 PM	Closed	Closed
Edgewood*	6.15 AM to 11.00 AM 12.01 PM to 3.15 PM	Closed	Closed
Wilkinsburg*	6.00 AM to 8.30 PM	5.00 AM to 7.30 PM	Closed
Homewood*	6.00 AM to 8.00 AM	Closed	Closed
East Liberty	5.45 AM to 11.59 PM	5.45 AM to 11.59 PM	5.45 AM to 11.59 PM
Pittsburgh	Continuously	Continuously	Continuously
Homestead*	7.00 AM to 7.30 PM	Closed	Closed
Duquesne*	7.00 AM to 6.00 PM	Closed	Closed
Dravosburg*	8.00 AM to 5.00 PM	Closed	Closed
Clairton*	7.00 AM to 6.50 PM	Closed	Closed
Monongahela*	7.00 AM to 7.00 PM	Closed	Closed
Donora*	6.45 AM to 7.30 PM	Closed	Closed
Charleroi*	6.30 AM to 7.15 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Allenport	8.00 AM to 6.00 PM	10.00 AM to 6.00 PM	Closed
California*	8.00 AM to 5.30 PM	Closed	Closed
Brownsville	5.45 AM to 8.00 PM	5.45 AM to 8.00 PM	Closed

*Closed Nov. 22, Dec. 25, Jan. 1.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
14	Derry	Employes
810	Shire Oaks	Employes
807	Shire Oaks	Employes

LIGONIER VALLEY RAILROAD

Arrive Latrobe	Leave Latrobe
WEEK DAYS	
7.23 A.M.	7.37 A.M
8.40 A.M.	9.27 A.M.
1.25 P.M.	3.00 P.M
4.40 P.M.	5.05 P.M.
6.15 P.M.	6.32 P.M

U. S. MAIL WORK

STATIONS	Westward							Eastward			
	11	13	39	~~25~~ 75				24			
Gallitzin	3 D			3 CD				CD			
Cresson	3 M										
South Fork											
Johnstown	M										
Seward											
New Florence											
Bolivar											
Torrance											
Greensburg			*D								
Grapeville								CD			
Larimer Crane just east of CP								CD			
Trafford								W			
Pitcairn								W			
Wilmerding											
East Pittsburgh											

STATIONS	Southward	Northward
	810	807
Coal Valley P. O. (0.65 Mile North of Wilson)	CD	CD
Floreffe	CD	CD

C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops, mail received or delivered, or both.
H—Pass station at reduced speed to exchange mail.
J—Stop on signal to receive or deliver bulky or fragile parcel post matter.
M—Reduce speed to 25 miles per hour.
W—Stop on request R. P. O. Clerk to discharge U. S. Mail.
*Reduce speed to 20 miles per hour, daily except Sunday and Monday.
1—Mondays and days after Holidays.
2—Daily except Sunday, Monday and days after Holidays.
3—Daily except Sunday.
4—Saturday only.

Conductor will ascertain from mail clerk at the initial terminal the amount of mail to be discharged at each station specified on this page where train is not scheduled to stop, and instruct engineman as to the speed at such stations or stop to be made if the amount of mail is such that it cannot be discharged with safety.

U. S. letter boxes are located on westward platforms at Wilmerding, Jeannette, Greensburg, Latrobe and Johnstown and on eastward platforms at Greensburg, Latrobe and Johnstown. Trainmen will not start the train until the postal clerk has made letter box collection.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	NL-5 (1)	HP-1 (1)	CE-1 (1)	PG-33 (1)	JC-7 (7)	PG-7 (1)	JC-5 (1)	WP-15 (1)	YA-5 (1)	VC-1 (1)	PG-31 (2)	PG-1 (1)	LCL-1 (3)	CIN-1 (1)	VL-7 (1)	JC-3 (1)	NY-1 (1)	LCL-7 (3)	NL-1 (1)	PG-5 (1)	VL-9 (1)			
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.			
SLOPE	12.30	1.00	2.30	Cresson 6.00	6.30	7.00	7.30	10.00	11.30	1.30	So.Fork 2.00	2.15	7.30	6.30	3.30	5.00	3.15	6.45	5.15	9.30	1.30			
C	2.30	3.30	4.30	7.00	8.30	10.00	9.30	12.30	1.30	3.00	4.15	4.30	9.00	8.15	5.00	7.30	5.15	8.15	7.15	11.30	3.15			
JD	3.30	5.30	5.00		9.30		10.30	2.00	2.00	3.45		5.00	9.30	8.45	5.30	8.00	6.15	8.45	8.15	12.01	3.45			
DR		6.30	6.00		10.30				3.00			5.35		9.15	6.00									
SW									4.30		7.15													
RG									Y'gwood 5.00															
SZ		8.30	8.30	1.00	12.30		12.30				10.00	7.00		10.30	7.30						5.30			
WG					1.30		2.00							3.00	8.30						6.30			
Esplen					2.30		3.00							3.45	9.15						7.15			
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.			

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	TRS-7 (1)	YR-1 (2)	ED-3 (1)	LCL-3 (3)	SW-1 (1)	WP-17 (1)	SK-1 (1)	PF-1 (1)
Leave	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.
SLOPE	7.15		10.00	9.05	12.30	6.00	9.00	9.00
C	10.00		11.40	10.35	2.15	9.00		11.00
JD	11.00		12.15	11.05	2.50	10.00		12.01
DR				11.35	3.15			
SW								
RG		9.30						
SZ		10.00		12.35	4.30			
WG				2.40	5.30		3.30	
Esplen				3.20	6.15		Shire Oaks 5.30	
Arrive	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	YC-1 (1)	PT-21 (3)	PH-27 (1)	PH-11 (1)	1st PW-23 (1)	WP-20 (2)	ZB-1 (1)	2nd PW-23 (1)	2nd PH-7 (1)	PH-25 (1)	PH-17 (2)	ED-51 (1)	ED-15 (1)	PT-13 (1)	PB-1 (1)	PW-17 (5)	PF-3 (1)	PB-3 (1)	PH-7 (1)	TV-2 (3)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.
WG	1.15	1.30	4.00	3.00	7.15	8.45	6.00	10.00	9.00	6.00	4.30	7.00	8.00	7.00	9.30	10.00	10.00	8.00	5.30	7.30
CM						9.45				7.30	5.30	8.15	9.00	8.00	10.45		11.59	10.30	6.30	9.30
Esplen	3.15	4.30	5.15	5.00	8.15		7.00	1.00	9.45							10.45				
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

Stations	CB-7 (2)	PT-61 (1)	PD-1 (1)	ED-43 (1)
Leave	P.M.	P.M.	P.M.	P.M.
WG	11.45	3.00	11.59	8.00
CM		5.00		10.00
Esplen	12.30		1.00	
Arrive	A.M.	P.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	PG-34 (1)	WS-8 (1)	YR-2 (2)	VL-2 (1)	NW-86 (1)	GRE-2 (1)	XPG-30 (1)	PG-2 (1)	ED-2 (1)	WP-16 (1)	SW-30 (1)	CSB-8 (1)	NW-82 (1)	YA-4 (1)	CA-10 (1)	FW-8 (1)	CIN-2 (1)	PG-14 (3)	PG-8 (1)	LCL-2 (3)			
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.			
Esplen				3.10	6.45						7.00		2.30				10.55			1.00			
CM																							
WG				3.50	7.30						7.40		3.30				11.30			1.40			
SZ	12.30		1.00	4.50	8.30		4.15				8.40	11.30	4.30				12.30	11.30		4.20			
RG			2.00																				
SW												12.05		Y'gwood 8.45			1.00						
DR				5.25	9.30		11.15				9.35	12.25	5.30				1.25			4.55			
JD		12.40		5.50	9.55	4.15		4.30	5.45	9.15	10.05	12.50	6.20	11.45	10.05	10.15	1.55			5.30			
C	3.30	1.10		6.15	10.20	4.45		5.00	6.15	9.50	10.35	1.25	6.50	1.25	10.45	11.00	2.20		12.30	5.55			
SO		1.55		7.05	10.55	5.30		6.00	7.10	10.40	11.25	2.00	7.30		11.30	11.45	2.50			6.45			
SLOPE	Creason 5.15	3.25		8.35	12 15	7.15		7.30	8.45	12.15	1.00	3.30	9.30	4.45	1.05	1.15	4.15	7.30	3.00	8.05			
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	YE-6 (1)	SW-8 (1)	ED-4 (1)	CE-2 (1)	PG-32 (3)	CS-8 (1)	CG-8 (1)	NS-2 (1)	NW-88 (1)	AK-8 (1)	PR-6 (1)	PG-6 (1)	PG-10 (1)	CG-2 (1)											
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.											
Esplen		12.35					2.25		5.50					3.25											
CM																									
WG		1.15					3.00		6.30					4.05											
SZ		2.15			2.00		4.00		7.30		10.00	11.00	12.01	5.05											
RG	Y'gwood 12.30																								
SW	1.45						4.25					12.01		5.30											
DR		3.15					4.40	2.45	8.20		11.00		1.00	5.45											
JD		4.05	1.15	1.15		2.15	5.05	3.05	8.45	6.00	11.40	12.25	1.35	6.10											
C		4.35	1.45	1.45		2.50	5.30	3.50	9.10	7.00	12.20	12.50	2.05	6.35											
SO		5.10	2.30	2.45	So. Fork 7.00	3.30	6.10	4.35	9.50	8.45	1.30	1.45	2.45	7.15											
SLOPE	8.30	6.30	4.00	4.15		5.10	7.30	6.05	11.30	11.00	3.30	3.30	4.30	8.35											
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.											

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required. (8) Daily except Monday and Tuesday. (9) Saturday and Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	PH-10 (1)	PT-14 (1)	PH-24 (1)	ED-52 (1)	PH-26 (1)	PD-2 (1)	ED-14 (1)	PW-16 (2)	CB-8 (2)	CE-4 (1)	LM-4 (1)	PT-2 (3)	ED-48 (1)	ZB-2 (2)	WP-21 (3)	EP-2 (1)	PH-16 (2)	1st PW-22 (1)	2nd PW-22 (1)	PB-2 (1)	TV-1 (2)		
Leave	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
Esplen		12.30		10.30	3.15			4.45	5.00		7.45	9.00		2.30							5.30		
CM	10.25		1.30			3.55	4.30			7.05			5.00		12.01	1.10	2.45	4.00	3.00	1.00			
WG	11 00	1.30	3.30	4.15	6.45	5.00	6.00	6.15	7.00	8.30	9.30	12.01	6.30	4.00	1.00	2.00	3.45	5.30	7.00	2.00	7.30		
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		

Stations	WP-8 (4)	VL-6 (1)	PT-60 (1)	LCL-4 (3)	YC-2 (1)	PB-4 (1)																	
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.																	
Esplen				1.25	8.45	1.00																	
CM	8.45	9.35	10.00																				
WG	9.30	10.10	11.00	2.00	9.45	2.00																	
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.																	

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	SO-1 (1)	SC-5 (1)	PT-11 (1)	MA-51 (2)	PT-7 (1)	PT-9 (1)	YR-1 (2)	HS-1 (1)	MA-53 (2)	YC-1 (1)													
Leave	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.													
RS							6.15																
BF									7.30														
SHIRE OAKS	8.00	3.00		3.00				7.00	11.30														
YU							9.00			10.30													
WG			5.00	6.00	1.00	4.00			5.00														
PG																							
OB			9.00		4.00																		
ESPLEN	11.00	7.00				7.00		10.00															
RG							9.30			11.30													
SW																							
Arrive	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.													

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	HS-2 (1)	MA-52 (2)	YR-2 (2)	SO-2 (1)	SC-6 (1)	PT-10 (1)	PT-6 (1)	MA-50 (2)	PT-8 (1)	YC-2 (1)									
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.									
SW																			
RG			2.00							11.00									
ESPLEN	1.00			1.00	11.00														
OB	2.15			1.30		10.00	5.00		8.00										
PG		4.00		1.50		12.01	6.45	8.45	10.00										
WG		3.00				1.00	7.30	8.15	12.01										
YU			3.00							12.05									
SHIRE OAKS	3.30			4.00	3.00			11.00											
BF		8.00																	
RS			6.00																
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.									

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required.

SPECIAL INSTRUCTIONS
GENERAL RULES

Personal Injuries

100R-1. Injuries to persons or employes must be reported immediately to the Superintendent by wire and full report made to the head of the department within twenty-four hours.

100R-2A. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone number
Pittsburgh	**R. D. Saul (Med. Exam.)** Office, 228 Pennsylvania Station Daily except Saturday, Sunday and Holiday—8:30 A. M. to 5:00 P. M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. phone) 835 (Co. phone)
	J. H. **Alexander (Surgeon)** Wm. M. **McNaugher (Surgeon)** James A. **Cowan, Jr. (Surgeon)** Office, Clark Bldg., 717 Liberty Ave.	Fairfax 1-2010 Atlantic 1-4882
	George L. **Wessels (Surgeon)** Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 1-2010 Fairfax 1-1351
	Harry L. Richards (Surgeon) **J. C. Burt (Surgeon)** Office, Allegheny General Hospital	Fairfax 1-2010
	Murray F. McCaslin (Oculist) Office, Union Trust Building	Atlantic 1-4198
	J. P. Kerr (Surgeon) Office, Wabash Bldg.	Hubbard 1-0500 Court 1-1775
	N. H. Bennett (Surgeon) Office, 736 Brownsville Road Res., 301 Parkway Drive	Hubbard 1-0500 Everglade 1-5868 Lehigh 1-8494
East Liberty	R. D. Phillips (Surgeon) Office, 917 Highland Building Res., 6336 Stanton Ave.	Montrose 1-5078 Montrose 1-6320
Wilkinsburg	Wm. M. **McNaugher (Surgeon)** Office, Clark Bldg., 717 Liberty Ave., Pgh. Res., 6850 Reynolds St.	Atlantic 1-4882 Montrose 1-0237
Pitcairn	**F. B. Craig (Asst. Med. Exam.)** Office, Pitcairn Shop Res., 504 Third St. Week-days exc. Sat.—6:30 A.M. to 11:00 A.M. 12:01 P.M. to 3:00 P.M.	477 (Co. phone) 348-R
Greensburg	**D. Ray Murdock (Surgeon)** Office, First National Bank Bldg. Res., 534 East Pittsburgh St.	808 45
	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	4900 4999
Latrobe	**A. B. Blackburn (Surgeon)** Office, 401 East Main St. Res., 419 Depot St.	86 99
	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	850 851
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	1007 350
Derry	**R. D. Saul (Med. Exam.)** Office, East End of Station 2nd Friday in month—9:00 A. M to 11:00 A. M.—12:01 P. M. to 1:0C P. M. 4th Friday in month—9:00 A. M. to 11:00 A. M.—12:01 P. M. to 3:00 P. M.	Gbg. 575 (Co. phone)
	John F. Blair (Surgeon) Office and Res., 206 South Chestnut St.	565

Location	Name and Address	Telephone number
Johnstown	Jos. P. Replogle (Surgeon) Office, U. S. Bank Bldg. Res., 813 Bliss Street	6-8191 35-7661
	R. P. Zimmerman (Surgeon) Office, 808 U. S. Bank Bldg. Res., 221 Station St.	2-8631 33-0221
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	2-9691 35-7261
	A. G. Cerchione (Med. Exam.) Wednesdays 7:00 A. M. to 11:00 A. M.	46-648 Co. Phone
Conemaugh	F. P. Dostal Ofc. and Res.—300 Greeve St.	Johnstown 6-0891
South Fork	E. Pope Dickinson Ofc. and Res., St. Michael, Pa.	South Fork 2895
	A. G. Cerchione (Med. Exam.) Second Tuesday 12:00 Noon to 2:00 P. M.	46-684 Co. Phone
Portage	A. G. Neill (Surgeon) Office, Main St. Res., Sonman, Pa.	2671, 2673 or 3131 Extension 6
Cresson	A. G. Cerchione, Medical Examiner 2nd and 4th Tuesday in month— 9:00 A. M. to 10:00 A. M.	
Windber	W. S. Wheeling (Surgeon) Office, Windber Hospital Res., 500 Somerset Ave., Windber	34 77
Ebensburg	H. J. Bennett (Surgeon) Office and Res., 121 Julian St.	29
Barnesboro	B. F. Bowers (Surgeon) Office, Philadelphia Ave. Res., St. Benedict Ave.	297 417
Hastings	C. L. McCoy (Surgeon) Office, Res.,	4621 5621
Punxsutawney	C. J. Seitz (Surgeon) Office and Res., 404 W. Mahoning Street	1320
Patton	John A. Murray (Surgeon) Office and residence, Kusner Building	Patton 3251
McKeesport	Herbert S. Arthur (Surgeon) Res., 637 Walnut Street	McKeesport 20317
	Ralph N. Daugherty (Surgeon) Office, Peoples Union Bank Building Res., Ridge Road, Elizabeth Township	McKspt. 4-4222 McKspt. 4-4828
Shire Oaks	R. D. Saul (Med. Exam.) Office, Asst. Train Master's Office Hours: Second and fourth Tuesdays, 8:30 A. M. to 11:30 A. M.	PRR, EL 421
Monongahela	Philip F. Vaccaro (Surgeon) Office, 210 Third Street Res., 1215 Lincoln Street	Monongahela 35-J 35-M
North Charleroi (West Monessen)	A. S. Sickman (Surgeon) Res., 502 Lincoln Ave.	Charleroi 36519 or 38392
W. Brownsville Junction	R. D. Saul (Med. Exam.) Office, Yard Master's, First Thursday of each month 9:30 A. M. to 10:30 A. M.	Brownsville 533 PRR, EL 323
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Streets	Youngwood 7271
	R. D. Saul (Med. Exam.) Office, Yard Master's, Fourth Thursdays: 9:30 A. M. to 12:30 P.M.	PRR-via Opr. Greensburg 360
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank and Trust Bldg. Res., Breakneck Road	Connellsville 410 Connellsville 3176
Uniontown	R. D. Saul (Med. Exam.) Office, Passenger Station, First Thursday of each month 12:30 P. M. to 1:30 P. M.	Uniontown 88561 PRR via Opr. Greensburg 470
	S. A. Baltz (Surgeon) Res., 70 South Gallitin Avenue	Uniontown 85691

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh	Allegheny General 320 East North Avenue, N. S.	Fairfax 1-2010
	St. Joseph's 2117 East Carson Street	Hubbard 1-0500
Wilkinsburg	Columbia Penn Avenue	Churchill 1-0870
Greensburg	Westmoreland Pittsburgh Street	2700
Latrobe	Latrobe Second Avenue	400,
Johnstown	Memorial 1086 Franklin Street	4-1231
Windber	Windber Hospital Association	34
Punxsutawney	The Punxsutawney	13-J
Spangler	Miner's	34
McKeesport	McKeesport 1500 5th Avenue	McKeesport 44111
Monongahela	Memorial West Chess Street	Monongahela 620
Brownsville	General Church Street	Brownsville 1000
Connellsville	State Murphy Avenue	Connellsville 2400
Mt. Pleasant	Frick Memorial Main Street	Mt. Pleasant 2337
Uniontown	Uniontown West Berkley Street	Uniontown 3200

Bell Telephone numbers are shown above unless otherwise indicated.

100R-4A. First-Aid Boxes and Stretchers, Location of

First-Aid Boxes, location of:

In baggage and combined cars, at each passenger and freight station, at yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

Stretchers:

One stretcher should be carried on each combined car and baggage car.

One stretcher will be carried in the first toilet of first coach in all local passenger trains when such trains do not carry a baggage or combined car.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

TIME-TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

S —Regular Stop.

F —Stop on signal to receive or discharge passengers.

A —Stop on signal to receive passengers.

B —Stop on signal to discharge passengers.

C —Regular stop to receive passengers.

D —Regular stop to discharge passengers.

E —Regular stop for express, mail or newspapers.

G —Regular stop, Saturday only.

H —Regular stop, Saturday only, to receive passengers.

J —Regular stop, Saturday only, to discharge passengers.

K —Regular stop, Sunday only.

L —Stop on signal, Sunday only, to receive or discharge passengers.

M—Regular stop daily except Saturday and Sunday.

N —Regular stop daily except Sunday.

● —No baggage service.

⊕ —No baggage service Sunday.

✢ —Passenger train—rail motor car.

* —Passenger train—with passenger and freight equipment.

◊ —Passenger train—No train baggageman.

‡—Will not run on specified dates shown on schedule pages.

1004-B1.

R —Regular stop daily except Saturday, Sunday and Holidays for express, mail or newspapers.

U —Regular stop to receive passengers for west of Pittsburgh.

V —Regular stop to receive passengers for Indianapolis and beyond.

W—Regular stop daily except Sunday and Holidays for express, mail or newspapers.

X —Regular stop to discharge passengers and to receive passengers for York, Baltimore and Washington.

Y —Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

#—Train may leave in advance of scheduled leaving time when station work is completed.

ENGINE WHISTLE SIGNALS

1014(db)-A1. Rule 14 (db) will apply:

Track	Between	And
No. 1 (Secondary Track)	WG	3400 ft. East of WG

1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:

Track	Between	And
No. 0	MO	AR
No. 0 (secondary track)	E. E. Pit tracks Conemaugh yard	AO
No. 6	SG	JD
No. 1	JD	SQ
No. 0	Perry	WG
No. 0 (secondary track)	Spring Hill Switches	WG

New Portage Branch

Track	Between	And
No. 1 and No. 2	WYE	SF

South Fork Branch

Track	Between	And
No. 1 and No. 2	W	JK

Brilliant Branch

Track	Between	And
West Penn No. 1 and No. 2	CM	DIV. POST (Conemaugh Div.)

MONONGAHELA BRANCH

Track	Between	And
Scully No. 1 and Scully No. 2	Div. Post (Panhandle Div.)	OB

1014(r)-A1. Rule 14(r) will apply:

When stops are to be made by trains for coal or water. Operator will notify train dispatcher promptly.

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	CP	Jeannette
"	DR	Hillside
"	JD	New Florence
"	SG	Conemaugh
"	SO	NY
"	NY	Lilly
"	MO	AR
Westward	Slope	Water Station 350 feet east of Signal Bridge 2417
"	SO	Conemaugh
"	SG	New Florence
"	JD	Hillside
"	RG	Jeannette
"	SZ	Pitcairn

When stops are to be made by passenger trains for exchange of engines:

Sound engine whistle signal passing first Block Station after it is known that an exchange of engines will be necessary.	**Indication** Stop will be made at
Eastward	Derry
	Conemaugh
	Altoona
Westward	Conemaugh
	Derry

In addition to whistle signal prescribed above, a red light at night, or a red flag by day, will be held up in the gangway of engine by fireman in such a manner that it will not be misinterpreted by crews of other trains.

When it is necessary for an eastward passenger train to change engines at Derry, the exchange will be made from No. 1 track at switch at Derry Scales.

The hostler will take the engine to be attached, from the enginehouse to the switch and return the detached engine to the enginehouse.

When No. 1 track is occupied between DR and JD, the signalman at DR will stop the train at DR, and exchange made at that point.

Signalman will notify train dispatcher promptly.

1014(l)-A1. Rule 14(l) will apply:

For the crossing just east of Pitcairn station only between the hours of 7:00 A.M. and 6:00 P.M.

Engineman will sound engine whistle signal, **Rule 14 (1)** approaching tunnel on Port Perry Branch and prolong or repeat it until entrance to tunnel is reached.

At the following public grade crossings it will not be necessary to prolong or repeat engine whistle signal, **Rule 14 (1):**

Mesta
West Elizabeth
New Eagle (1.4 miles north of **MC**)
Monongahela
Roscoe
Uniontown

1014-A2. Referring to Rule 14:

— — — — o — On Valley No. 1 track, Brilliant Branch.

— — — — — o — On Valley No. 2 track, Brilliant Branch.

— — — — o — Flagman return from west or north for trains on Black Lick secondary track at **KY**; Susquehanna secondary track at **DF.**

— — — — — o — Flagman return from north, Cresson Yard.

1014-A3. When it is necessary for passenger trains to stop at car inspection points, or enginehouses, to look after hot journals, steam heat connectors, etc., on cars, or make minor repairs to engines, the engineman will give four short blasts of engine whistle at the last block station, and in addition, a white lamp by night or day held up in the gangway of engine as a signal to the signalman that such stop is to be made. The signalman in turn will call the enginehouse and car inspection forces to meet the train.

If trouble on cars, stop should be made as follows:

Conemaugh—Stop opposite enginehouse.

Derry—Stop opposite scales.

SW—Stop opposite tool box 700 feet east of SW.

Pitcairn—Stop opposite car inspectors building.

If trouble on engine, stop opposite enginehouse at Conemaugh or Derry.

1014-A4. The engine whistle will not be used for calling flagmen of passenger trains at East Liberty, Greensburg and Johnstown, unless push button is out of order. Conductors will call the flagman with push button located on station platform, operating call bells. Standard Code will be used.

1014-A5. Whistling within the city limits of Pittsburgh must be reduced to a minimum.

TRAIN SIGNALS

1019-A. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
NY to BC	No. 0 Secondary Track	All Switches
Cresson Secondary Track	Secondary Tracks, North of Bradley Jct.	All Switches
Irvona Branch	Main Track	All Switches
Black Lick Secondary Track	Secondary Track Between Shuman Run Wye and Black Lick	All Switches
Susquehanna Secondary Track	Secondary Track Between WC and DC	All Switches
Lilly	Industrial Track	All Switches
Ben's Creek	Industrial Track	All Switches
Martin	Industrial Track	All Switches
South Fork Branch	Main and Secondary Tracks	All Switches
Beaver	Secondary Track	All Switches
Llanfair	Secondary Track	All Switches
Windber	Secondary Track	All Switches
Paint Creek Branch	Main Track	All Switches
Shade Creek Branch	Main Track	All Switches
Bradenville	Secondary Track	All Switches
Unity	Secondary Track	All Switches
Alexandria Branch	Secondary Track, North of Jamison No. 2 Jct.	All Switches
Jamison No. 2	Secondary Track,	All Switches
Manor	Secondary Track	All Switches
Youghiogheny	Secondary Track	All Switches
Turtle Creek Branch	Main and Secondary Tracks	All Switches
East Pittsburgh	Industrial Track	All Switches
Peters Creek	Secondary Track	All Switches
Peters Creek Branch	Main Track	All Switches
Ellsworth Branch	Main Track	All Switches
Ellsworth	Secondary Track	All Switches
Cokeburg	Secondary Track	All Switches

Location	Main, secondary track or siding	Switch
Ontario	Industrial Track	All Switches
Redstone, Linn to **RS**	Secondary Track	All Switches
Grindstone	Industrial Track	All Switches
Keister	Industrial Track	All Switches
Vance Mill	Secondary Track	All Switches
Southwest	Secondary Track	All Switches
Radebaugh	Secondary Track	All Switches
Hempfield Branch	Main Track	All Switches
Andrews Run	Industrial Track	All Switches
Youghiogheny Branch	Main Track	All Switches
Sewickley	Secondary Track	All Switches
Boyer Run	Industrial Track	All Switches
Brinker Run	Industrial Track	All Switches
Mammoth	Industrial Track	All Switches
Bessemer	Industrial Track	All Switches
Marguerite	Industrial Track	All Switches
Yukon Branch	Main Track	All Switches
Hunter Run	Industrial Track	All Switches
Scottdale	Secondary Track	All Switches
Opossum Run	Industrial Track	All Switches
Coal Lick	Secondary Track	All Switches
Fairchance	Industrial Track	All Switches
Oliphant	Industrial Track	All Switches

1035-A. An oil lamp must be used for the red light prescribed by **Rule 35**, Night Signals—to be used by flagman.

Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-B2. Fusees will not be used, by crews of eastward trains on No. 1 and No. 2 tracks between signals on cantilever pole immediately west of Shady Avenue overhead bridge (second overhead bridge west of East Liberty Station) and the signals located at the east end of East Liberty Station platform and between east end of tunnels and **UN** on No. 3 and No. 4 tracks.

1035-B3. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	18	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	4

NOTE—Additional fuses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that these supplies may be replenished at convenient points.

1037-A1. An illuminated sign, bearing numerals "3" and "4", located on a post to the right of No. 2 track, New Portage Branch, at fixed signal 481 (westward distant signal for SF Interlocking), in service.

The sign will indicate to which track at SF, westward trains on No. 2 track, New Portage Branch, are routed. When numeral "3" is illuminated, train is routed to No. 3 track at SF and when numeral "4" is illuminated, train is routed to No. 4 track.

When trains, moving from New Portage Branch to No. 4 track, have two helper engines pushing, the rear helper must use only sufficient power to keep against the engine ahead; the engine next to cabin car will assist in the usual manner.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
SF	Eastward	1	**SF**—Block Station and switch 2600 feet east of signal inclusive.
MC	Northward	1	**MC**—Block Station and switch 6635 feet north of signal inclusive.
COUNTY	Northward	1 Secondary	**COUNTY**—Block Station and switch 1460 feet north of signal inclusive.
COUNTY	Southward	2 Secondary	**COUNTY**—Block Station and switch 7040 feet south of signal inclusive.

NOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Slide Protection Fence

1043-A. The letters SP on a signal mast indicate the signal **is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.**

Employes finding such signals displaying the most restrictive indication, caused by slide, must promptly report to Superintendent.

1043-A1. Slide protection fences in service:

On south side of No. 1 track, between Signal Bridges Nos. 2982 and 2963.

On north side of No. 4 track, between Signal Bridges Nos. 2722 and 2713.

Both sides of main tracks between signal bridges 2547 and 2572.

From a point 1400 feet north to a point 2150 feet south of Mile Post 37, Monongahela Branch.

From a point 905 feet north to a point 3075 feet north of Mile Post 51, Monongahela Branch.

NOTE—On two or more main tracks, except where **Rule 261** is in effect, trains moving against the current of traffic must be governed by signals marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

1072-A1. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Cresson—Crew dispatcher's office	Middle Conemaugh CT&D RR
X	X	X	South Fork—Yard Office	Middle
X	X	X	Conemaugh—Engine house	Conemaugh Eastern Middle
X	X	X	Yard master's office, Woodvale	Middle
X	X	X	Derry—Yard master's office	Conemaugh Middle Eastern Panhandle
X	X	....	Jeannette—Yard master's office	
X	X	X	Pitcairn—Crew dispatcher's office	Northern Conemaugh Eastern Lake Panhandle C.& N. (B.&O.R.R.) Middle
X	X	X	Yard master's office, westward class, yard	
X	X	X	Yard master's office, eastward class. yard	Conemaugh Middle
X	X	....	Asst. yard master's office, eastward hump	
X	X	....	Asst. yard master's office, westward hump	
X	X	X	Wilkinsburg—Yard master's office	Conemaugh
X	X	X	Pittsburgh—Crew dispatcher's office, 115 Penna. Station	Northern Conemaugh Eastern Lake Panhandle Columbus C. & N. (B.&O. R.R.) Akron (B.&O. R.R.) Middle Monongahela Ry.
X	X	X	Engine house, 28th St.	
X	X	X	Crew dispatcher's office, **UF**	Conemaugh Eastern Panhandle
X	X	....	Asst. yard master's office, **BU**	
X	X	....	Asst. yard master's office, Yard **D**	

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	....	X	Cherry Tree—**WS** (N.Y.C. R.R.)	C.T.&D. R.R.
X	X	....	Barnesboro—Yard Office	Middle C.T.&D. R.R.
X	X	X	Thirtieth Street—Yard master's office	Conemaugh Eastern Panhandle Monongahela Ry.
X	X	X	Thomson—Yard master's office	
X	X	X	Wilson—Yard master's office	
X	X	X	Shire Oaks—Crew dispatcher's office	Conemaugh Northern Panhandle Eastern Lake Middle Monongahela Ry. Akron (B.&O. R.R.)
X	X	X	Donora—Agent's office	
X	X	X	West Brownsville Junction— Yard master's office	Middle Panhandle Monongahela Ry.
X	X	X	Youngwood—Yard master's office	Conemaugh Panhandle Eastern Lake Northern Middle
X	X	X	Rainey Junction— Yard master's office	
			South Brownsville (Monongahela Ry.)— Yard master's office	
			Versailles (B.&O. R.R.)—Engine house	
			McKees Rocks (P.&L.E. R.R.)— Engine house)	

NOTE—X indicates in service.

1075-A2. Bulletin board locations where sixth paragraph, **Rule 75,** will apply:

Point	Location of Bulletin Boards
Pitcairn (For Pitcairn-Altoona Pool Crews only)	Crew Dispatcher's Office.
	Yardmaster's Office Eastward Classification Yard.

1075-A3. Standard clocks at other points:

Open Block Stations

Train dispatchers' office

Train order offices

General Order Zones

1075-A4. General order zones of this division are as follows:

Zone A Pittsburgh and **CP.**

Zone B **CP** and **JD.**

Zone C East of **JD**, except Zone D.

Zone D Irvona Branch and secondary tracks north of Main Line, Cresson.

Zone E P. H. Div. Post to **H** inclusive, Port Perry and Peters Creek Branches including secondary tracks and yards.

Zone F **H**, exclusive, to Ten Mile Run Jct., Ellsworth and Redstone Branches, Redstone secondary track, including other secondary tracks and yards.

Zone G Yukon, Hempfield, Youghiogheny Branches, Southwest, Coal Lick, and Radebaugh secondary tracks, including other secondary tracks and yards.

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

1075-A6. At Josephine, B. & O. crews will report to Operator **EP** for General Order information.

At Mahaffey, N.Y.C. crews will report to Operator EP for General Order information.

At Cherry Tree, (N.Y.C.) WS Block Station, N. Y. C. crews will report to Operator EP for General Order information.

1076-A1. The following fixed signals equipped with **E** signs which when illuminated, indicate that dragging equipment detector connected therewith has been actuated.

Location	Signal	Governing movements on
BH	No. 3004	No. 1 and No. 2 tracks
BH	No. 3001	No. 3 and No. 4 tracks
3.8 miles east of **MG**	No. 2398	Nos. 1, 2 and 3 tracks

Trains stopped at signal displaying **E** sign must communicate with Signalman and be governed by **Rule 76.**

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where **Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.**

Except: At **SZ** a Proceed Signal displayed for eastward trains will indicate that all trains due which are superior have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where **Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.**

Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Cresson Secondary Track	Cresson	0.5 mile north of **EP**
	1.2 miles south of Ebensburg Jct.	0.9 mile north of Ebensburg Jct.
	1.1 miles south of Bradley Jct.	0.2 mile north of Bradley Jct.
	0.8 mile south of Patton	0.4 mile north of Patton
	0.5 mile south of Hastings Jct.	0.5 mile north of Hastings Jct.
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	1.7 miles north of Punxsutawney
Black Lick Secondary Track	Ebensburg Jct.	1.1 miles west of Ebensburg Jct.
	0.7 mile east of Ebensburg	0.8 mile west of Ebensburg
	1.0 mile east of Nantyglo	0.7 mile west of Nantyglo
	1.2 miles east of Vintondale	0.8 mile west of Vintondale
	Josephine	Black Lick
Susquehanna Secondary Track	Bradley Jct.	0.4 mile north of Bradley Jct.
	0.2 mile south of Barnesboro	0.4 mile north of Barnesboro
	0.3 mile south of Cherry Tree	Cherry Tree Jct., N.Y.C.R.R.
Hastings Secondary Track	Hastings Jct.	0.4 mile west of Hastings Jct.
McGees Secondary Track	McGees Jct.	0.4 mile north of McGees Jct.
Irvona Branch	Cresson	0.5 mile north of Cresson
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
Paint Creek and Shade Creek Branches	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Bch.
Turtle Creek Branch	Trafford	0.7 mile east of **BY**
	0.6 mile west of Export	2.7 miles east of Export
	2.3 miles west of **ER**	0.5 mile east of **ER** (Turtle Creek Secondary Track)

Track	Between	And
Southwest Secondary Track	0.2 mile north of County	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	1.4 miles north of Connellsville (Mile Post 23)	0.8 mile south of Dunbar (Mile Post 29)
	0.4 mile north of **RS** (Mile Post 36)	0.7 mile south of **VA**
Radebaugh Secondary Track	0.4 mile north of County	County
Sewickley Secondary Track	Youngwood	1.7 miles south of Youngwood
Yukon Branch	Yukon Branch Jct.	1.5 miles south of Yukon Branch Jct.
Scottdale Secondary Track	Scottdale Jct.	1.3 miles south of Scottdale Jct.
Coal Lick Secondary Track	**VA**	**SL**
Redstone Secondary Track	**RS**	0.2 mile north of **RS**
	0.2 mile south of Linn	**BF**
Monongahela Br.	West Brownsville Jct.	West Brownsville

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	**W**	**JK**
No. 2	**SZ**	**WG**
No. 3 and No. 4	Westward Home Signals 2,050 feet west of **CM**	Penn Ave. overhead bridge (first overhead bridge west of East Liberty Station)
No. 1 and No. 2	Signal Bridge M-48-49, 265 feet north of Hays.	Switch connection in No. 1 track leading to south end of McKeesport Yard, 2600 feet south of South Duquesne.
No. 1 and No. 2	Signal No. 171, 1853 feet north of Wilson	Signal No. 202, 3640 feet north of West Elizabeth
No. 1 and No. 2	Floreffe	**H**

Authority to Proceed as an Extra

1097-A1. Where **Rules 261, 262, 263** and **264** are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Altoona and Pittsburgh, Station Masters are authorized to verbally instruct conductor to operate as a regular train or as a passenger extra. Conductor will instruct engineman.

Non-interlocked Railroad Crossings At Grade

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
6155 feet north of Junction at Blandburg, Harbison and Walker Brick Co. crossing.	None.	None.	It must be known that crossing is clear before using.	1
Johnstown, C. & B. L. R. R.	Interlocking.	More favorable than approach.	Stop, unless signal is received from switchtender in addition to interlocking signal.	
McKeesport Secondary Track: Crossing with P.&L.E.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 0.1 mile south of SY Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	2

NOTE 1. Proceed not exceeding speed of 6 miles per hour. Engineman will observe Rule 14(m) approaching crossing.

NOTE 2. A member of crew must be sent ahead of train.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Pittsburgh Yard	Liberty Avenue	Pittsburgh	Penn-Duquesne Warehouse	1
Pittsburgh Yard	14th Street	Pittsburgh	Penn-Duquesne Warehouse	2–4
Pittsburgh Yard	16th Street	Pittsburgh	Penn-Duquesne Warehouse	3–4
Black Lick Secondary	Chestnut Street	Nanty-Glo	Webster Mine and Interchange Track	
Cresson Secondary	Magee Avenue	Patton	Siding and Two Storage Tracks	5
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	Siding Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	Storage Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	U. S. Casket Company Side Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	U. S. Cast Iron Pipe Company Track	

NOTE 1. Automatic flashing light highway crossing signals and short arm gates protecting Liberty Avenue, in service. Position light fixed signals governing eastward and westward movements over Liberty Avenue located each side of the street crossing, in service.

Limits of eastward and westward operating circuits indicated by a yellow disk painted on the retaining wall south side of track. These operating circuits must be occupied to actuate the highway crossing signals.

A member of the train crew equipped with proper signaling devices must precede each movement over the crossing. After assuring himself that the automatic highway crossing gates have assumed a horizontal position and all highway traffic is stopped, he will then give a proceed hand signal which will be authority for train to pass over crossing provided fixed signal also displays a proceed indication.

A train finding fixed signal out of order may proceed over crossing it governs after determining that automatic highway gates are horizontal and highway traffic has stopped.

NOTE 2. Yard tracks leading to Penn-Duquesne Warehouse extended over 14th Street at grade.

Employes are warned of close overhead clearance and must not go on top of box cars, engines, or other high equipment while movements are being made under trolley wires.

Automatic flashing light highway crossing signals and short arm gates, protecting 14th Street, in service.

Limits of eastward and westward operating circuits indicated by a yellow disc painted on the retaining wall on the side of tracks. These operating circuits must be occupied to actuate the highway crossing signals.

NOTE 3. Automatic flashing light highway crossing signals and short arm gates protecting 16th Street, in service.

Limits of eastward and westward operating circuits indicated by a yellow disk painted on the retaining wall south side of tracks. These operating circuits must be occupied to actuate the highway crossing signals.

NOTE 4. A member of the train crew equipped with proper signaling devices must precede each movement over the crossing. After assuring himself that the automatic highway crossing gates have assumed a horizontal position and all highway traffic is stopped, he will then give a proceed hand signal which will be authority for train to pass over crossing.

NOTE 5. Limits of operating circuits on siding and two storage tracks extend 70 feet each side of crossing.

Trains on these tracks must not exceed a speed of 5 miles per hour over the crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Location of push button to cut out crossing protection manually	Note
Main Line	Burds—1000 feet west of DR	Derry	On flashing sign pole, north side of crossing and on instrument case, south side of crossing	
Black Lick Secondary	Chestnut Street	Nanty-Glo	On flashing signal post, west side of crossing and on Mine Track, north side of crossing	1
Cresson Secondary	Mahoning Street	Punxsutawney	On telephone shelter box north side of crossing	2
Southwest Secondary	Huff Avenue	South Greensburg	On flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track	3
Scottdale Secondary	Ruth's Crossing	Scottdale	In metal box on instrument case, east side of tracks north of crossing and on pipe post west of track	4

NOTE 1. Movements to and from Webster Mine and Interchange operate a short track circuit, the limits of which are marked by yellow discs. Cars will not be left standing between these markers.

In addition a push button with indication light is provided, located on the flashing signal post west side of highway and north side of Webster Mine Track Crossing.

When a movement is being made on the siding over crossing, the trainmen will push this button and keep it pressed until white light indicates that train is actuating flashers. The track circuit limit on the secondary track for westward movement is also marked with yellow disc 1100 ft. east of crossing and westward trains having work to do at Nanty Glo will cut their train with rear end clear of the track circuit so that signals will not flash continually with no movement being made over or approaching the crossing.

NOTE 2. The conductor or engineman of any train moving northward over Mahoning Street Crossing, Punxsutawney, and stopping at the station and then making a reverse movement southward, or any southward train starting from the station must push a signal button located on telephone shelter box north side of crossing a half minute before starting train to proceed over Mahoning Street Crossing and must know that crossing signals are flashing before passing the street crossing, otherwise the movement over the crossing must be protected according to **Rule 103.**

All other reverse movements between the enginehouse switch and switch north of the station and all siding movements over the Mahoning Street crossing must be protected according to **Rule 103.**

NOTE 3. To prevent unnecessary flashing of these signals separate track circuits are provided on No. 1 and No. 2 tracks extending 70 feet each side of the crossing. Cars or engines standing on tracks inside of these circuits can be prevented from flashing the signals by pushing button marked "Stop" located on flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track and, when movement is to be made over crossing, pushing button marked "Start" will restore the flashing of signals.

When engines are shifting or cars are standing outside these circuits (location indicated by yellow marker boards on ties) a member of the crew will push the "Stop" button for the track involved and, before movement is made over crossing, will push "Start" button.

NOTE 4. Operating circuits extend from crossing as follows:

Secondary Track—660 feet north and 660 feet south.

Siding—290 feet north and 305 feet south.

Storage Track—90 feet north and 90 feet south.

U. S. Casket Company Side Track—14 feet north and 50 feet south.

U. S. Cast Iron Pipe Company Track—90 feet south.

Limits of operating circuits on siding, storage track, U. S. Casket Company, and U. S. Cast Iron Pipe Company tracks, indicated by yellow paint on side of rail.

Push buttons equipped with light located in metal box on instrument case, east side of tracks north of crossing and on pipe post west of track, when pushed will cause lights to flash. Before movements are made over crossing on storage tracks, U. S. Cast Iron Pipe Company track, trainmen will observe whether lights are flashing, and, if not, will push button, observe if lamp is lighted (indicating lights are flashing), hold button until movement is completed over crossing. All movements over crossing on U. S. Casket Company side track must be protected by pushing the button.

Similar push buttons, marked "Start" and "Stop", located on instrument case and pipe post, are to be used when cars or engines are left standing outside of track circuits extending 70 feet each side of crossing on the secondary track and siding. To prevent unnecessary flashing of signals on these tracks while shifting movements are being made trainmen will push "Stop" button for track involved. When movement is to be made over crossing pushing button marked "Start" will restore the flashing of signals. Each push button is lettered on cover door designating track involved.

Trains must not exceed a speed of eight miles per hour on siding within the limits of the flashing lighting circuits.

Equipment must not be left standing within 350 feet of this crossing.

Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Ellsworth Branch	Main Street S.H. Route 88	MC	2.45 A. M. and 3.45 A. M. Daily Except Sunday. 2.45 A. M. and 4.45 A. M. Sunday	

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Mine track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Secondary Track	Bridge St., Route 36	Hastings
Shuman Run		Vintondale
McCoy Run	Route 80	Banks Township
Glen Campbell Wye	Route 80	Glen Campbell
Industrial Track west side of Secondary Tracks	Orvis St.	Spangler
Spangler Wye	All Crossings	Spangler
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	Barnesboro
Pine Run	Route 53	Irvona
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Beacon Coal Co. Mine track	Route 53	Van Ormer
All tracks	All crossings	Lilly
Martin	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	Portage
Windber Wye	Route 56	Windber
Mine track F-124, Shade Creek Br		Loyalhanna No. 7
Main Track	Sunshine Ave.	Central City
Mine track F-125, Shade Creek Br.		Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale
Industrial track Slope (North Side), undergrade		Bolivar

Track	Crossing	Location
Sand Rock Industrial track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Station track 410		Greensburg Frt. Sta.
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogheny	All crossings	Irwin to Cereal
Grable Ind. track		Export
East Pittsburgh	All crossings	Pitcairn
Denny Ind. Track	32nd Street	Pittsburgh
Duquesne Wav	All crossings	Pittsburgh
Whitehall	26th, 23rd, 22nd, 21st, Sarah, Carson and Sidney Streets	North of OB
Peters Creek Secondary	State St., State Route No. 837	Peters Creek Jct.
West Penn Power Co.	Hemlock St.	Monongahela
Rider Mine	State Route No. 88 (McKean Ave.)	Charleroi
American No. 1 Mine	Public Road	Linn
Keister Industrial	State Route No. 51	750 ft. south of Keister Junction
Southwest Secondary	U.S. Route No. 40	East Fayette St., (3000 feet South of VA)
Southwest Secondary	Church Street	Fairchance
Hempfield Branch	State Route No. 71	1.8 Miles South of Sinclair
Hempfield Branch	State Route No. 71	1.9 Miles South of Adamsburg Jct.
Scottdale Secondary	State Route No. 31 (Main Street)	Mt. Pleasant
Opossum Run Industrial	7th Street	835 feet South of Opossum Run Jct.

1103-C2. All trains using No. 0 track between **CP** and Shafton must stop and send a flagman ahead before proceeding over Main Street crossing Irwin and crews will so arrange their work that the crossing will be open for passengers enroute to and from trains.

1103-C3. Between 6:00 A.M. and 6:30 P.M., trains will approach road crossing at North Trafford Station prepared to stop until crossing is known to be clear and then not to exceed speed of six miles per hour.

1103-C4. Trains or engines operating on Streets Run Track over Mifflin Road and tracks of Pittsburgh Railways Company on side track leading to Mesta Machine Company must not proceed over the crossings until trainmen remove derails located both sides of the crossings and train movements must not be made into the plant of the Mesta Machine Company until signals indicate proceed. After movement has been completed, the derails must be immediately restored to derailing position. Should either the street traffic lights or railroad signals protecting these crossings be inoperative, train movement may be made by providing protection as prescribed in **Rule 103.**

1103-C5. Movements over East Main Street and Church Street Crossings, 1580 feet and 2015 feet south of **VA,** are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 100 feet north of Main Street and 161 feet south of Church Street marked "P.R.R." The operation of either control switches will set the Traffic Signals to show red when viewed from East Main Street and Church Street and green from the track. A second operation of either control switch will restore the Traffic Signals to their normal operation. Before trains are moved over the crossings, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossings, restore the signals to normal, by operating the nearest control switch.

In case of failure of traffic signal a trainman must be sent ahead to protect street traffic.

1103-C6. When cars are left standing on any part of Hemlock Street crossing, West Penn Power Co. track, Monongahela, conductor must notify representative of West Penn Power Co., who will protect crossing with red flag or light.

1103-C7. When pushing cars in advance of the engine over crossings between **VA** and Dunbar Street, 3500 feet south of **VA,** Southwest Secondary Track, with the exception of East Fayette Street where Special Instruction **1103-C1** applies, and between **VA** and Miller Avenue, 1.0 mile south of **VA,** Coal Lick Secondary Track, a member of the crew must be sent ahead to protect street traffic. The engine bell must be rung continually.

1103-C8. When a train, in two or more parts, is operated over a crossing where there is no watchman, after the head portion passes the crossing a member of the crew must be stationed on the crossing to give warning of the approach of other parts.

1103-C10. Crossing gates located 100 feet south of tipple, Carpentertown Coal and Coke Co. No. 2, Boyer Run Industrial Track. Normal position for gates is to be set across tracks. Engines and cars must not be moved over highway crossing until gates have been operated, by person in charge, to a position across the highway.

1103-C11. Derry. Burds Crossing, 1000 feet west of **DR,** signals flash automatically for movements on main tracks, in both directions, and are arranged for manual operation for movements on yard tracks.

The following instructions are in effect for manual operation of the signals when movements are being made over the crossing on YARD tracks:

Two push buttons at each location (one marked "Start" and the other "Stop") are located at the North and South Ends of the crossing and on the Signalman's desk in DR. The push buttons at the crossing are housed in iron boxes, locked with standard switch locks. The box on the North side is mounted on the post supporting the flasher signal and the one on the South side is mounted on the East side of the instrument case just west of the crossing.

A light indication on the Signalman's desk at DR will inform him whether or not the signals at the crossing are flashing.

When Eastward movements are being made over the crossing from the yard tracks to the main tracks, the Signalman at DR will start the signals flashing by pushing his "Start" button and when train is entirely clear of the crossing he will stop them by pushing his "Stop" button.

When Westward movements are being made over the crossing, from main tracks to yard tracks, the Signalman at DR will start the signals flashing by using the proper push button and when the train is entirely clear of the crossing the trainman will stop the signals flashing by pushing the "Stop" button at the crossing.

When shifting movements are being made over the crossing on either yard track, trainmen will start and stop the signals flashing by pushing the proper buttons at the crossing.

Signals must be operated so as to give ample warning before occupying the crossing and must be turned off soon as crossing is clear.

Enginemen and trainmen must observe the signals and if not properly flashing upon approach of train, must arrange for protection of crossing before passing over it.

1103-C12. Peters Creek Secondary Track Crossing, State Route No. 51

Trains and engines must approach Crossing, State Route No. 51, under control and observe if highway crossing signals are operating properly before passing over crossing. If signals are not flashing trainman will open metal box located on instrument case east of crossing, push button, hold same and observe lights flashing until movement over crossing is completed.

1103-C13. Peters Creek Jct., Crossing State Route No. 837

P. & W. Va. R. R., Clairton Branch, Highway Crossing Signals are manually controlled. Control push buttons are located on poles east and west side of crossing. Trainmen will push button before movement is started over the crossing and hold same until movement over the crossing is completed.

Movements of gas-electric cars or cars of similar type without trailer over highway crossings protected by crossing warnings must be made carefully to avoid possible accident. **Rule 103** will apply.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
East leg of Cresson Wye	No. 5 track	East leg of Wye	To east leg of Wye
South of EP	No. 2 yard track	No. 5 yard track	To No. 5 yard track
South of EP	Secondary track	No. 1 yard track	Secondary track
Ebensburg Jct.	Siding	Black Lick Secondary track	To Black Lick Secondary track
WC	Secondary track	Two secondary tracks	Northward
Cherry Tree Jct.	Susquehanna Secondary track	C.T.&D.R.R. lead track	To C.T.&D. R. R. lead
Cherry Tree Jct.	Susquehanna Secondary track	N. Y. C. R. R.	To N. Y. C. R. R.
South of Llanfair	Llanfair Secondary track	Mine track F-58	To Mine track F-58
HC	South Fork Secondary	Two main tracks	Northward

Switch Located at	Connecting	With	Normal Position is for Movements
Paint Creek Br. Jct.	South Fork Secondary Track	Paint Creek and Shade Creek Branches	To Paint Creek and Shade Creek Branches
Windber	South Fork Secondary track	Windber Secondary track	South Fork Secondary Track
Jamison No. 2	Alexandria Branch	Jamison No. 2	To Jamison No. 2
West Brownsville Jct.	No. 2 Track	Redstone Branch	To Redstone Branch
West Brownsville Jct.	South leg of wye	Monongahela Branch	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Redstone Secondary

1104-C2. Signalmen in Charge of Secondary Track Hand-Operated Switches when Block Station is Open:

Location	Switches
EP	Secondary Track Switch
RS	Switch leading to Southwest secondary track and switch at North end Redstone storage track.

Hand-Operated Switches Equipped with Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled by
East of SF	Switch to Bennington Storage Track from No. 4 Track.	AR
Gallitzin	Switch to Public Delivery Track from No. 3 Track.	AR
West of AR	Switch to Shop Car Track from No. 0 Track	AR
West of Cresson	Switch to Lilly North Storage Track from No. 4 Track	MO
West of Lilly	Switch to Lilly Secondary Track from No. 1 Track	NY
Conemaugh	Switch to Pull-In Track from No. 4 Track	C
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG
60 feet west of SZ	Crossover between No. 2 Track and Yard Tracks	SZ
East of WK	Switch to Industrial Track from No. 1 Track	CM

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Paint Creek Branch. Eureka No. 37 switch	For northward and southward movements on Paint Creek Branch	Northward movements from Eureka No. 37 track to Paint Creek Branch	1
Cresson Secondary Track Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	1
Cresson Secondary Track Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from siding to Cresson Secondary Track	1
Cresson Secondary Track Cresson	For northward and southward movements over Cresson Secondary Track	Northward movements from yard running track to Cresson Secondary Track	1
Blacklick Secondary Track Nantyglo	For eastward and westward movements on Black Lick Secondary Track	Eastward movements from siding to Black Lick Secondary Track	1
IR	For northward movement to No. 1 Secondary Track	Southward movements from No. 2 Secondary Track to Secondary Track	2
700 feet north of Floreffe	Northward movements on No. 1 track	Northward movements from pull-out track to No. 1 track	3
1.0 mile north of West Brownsville Jct.	Northward movements on No. 1 track	Northward movements from pull-out track to No. 1 track	3

NOTE 1. Facing movements must approach Spring Switch not exceeding 15 miles per hour prepared to stop, unless a green light is displayed on switch lamp.

NOTE 2. Fixed signal, governing northward movements on Susquehanna Secondary Track, located 2112 feet south of this switch displaying aspects Fig. A, **Rule 281** and Fig. A, **Rule 285A,** in service.

NOTE 3. Southward movements on No. 1 track at these points are governed by position light fixed signal located 100 feet north of switch and switch indicator located on west side of No. 1 track. Trains making southward movements on No. 1 track must approach switch not exceeding 15 miles per hour prepared to stop.

Secondary Tracks and Sidings.

1105-A1. Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:

Secondary Tracks		
Track	Between	And
No. 0	6000 feet east of **C**	**AO**
No. 1	**WG**	Spring Hill
No. 0	**WG**	Spring Hill

1107-A1. In the application of **Rule 107:** Signalman at **OB** will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived, and will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at Kenny.

Signalman at **PG** will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at **CR,** and will notify northward trains on No. 1 track or trains diverted from No. 1 to No. 3 track at Kenny when southward passenger trains have been diverted to No. 2 track at **OB.**

Signalman at **CR** will notify southward trains on No. 2 track when northward superior trains on No. 1 track have not arrived.

Track Assignments

1151-A1. Single Track

Track	Between	And
Irvona Branch	Cresson	Blandburg
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
Alexandria Branch	Donohoe	Jamison No. 2 Jct.
Turtle Creek Branch	**SZ**	**ER**
Monongahela Branch	West Brownsville Jct.	Ten Mile Run Jct.
Peters Creek Branch	Pennmont	Gould
Ellsworth Branch	**MC**	Cokeburg Jct.
Hempfield Branch	Hempfield Br. Jct.	Cowansburg
Yukon Branch	Yukon Branch Jct.	Cowansburg
Youghiogheny Br.	Cowansburg	Gratztown

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track
Slope and **MO**			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.	
AR and **MO**							East'd Frt.
MO and **SG**			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
SG and **JD** Sang Hollow Extension	West'd Frt.	West'd Frt.					
SG and **SQ**				West'd Psgr.	East'd Psgr.	East'd Frt.	
SQ and **JD**			West'd Psgr.	East'd Psgr.	East'd Frt.	East'd Frt.	
JD and **RG**			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
RG and **CP**			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.	
CP and **SZ**			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	
SZ and **WG**			West'd Psgr.	East'd	West'd Frt.		
WG and Perry			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Perry and **R**			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	
R and **DV**			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.	
DV and **BU**					West'd	East'd	

NOTE—Tracks are numbered from south to north.

Brilliant Branch Between:	West Penn No. 2 Track	West Penn No. 1 Track	Valley No. 2 Track	Valley No. 1 Track
Div. Post (Conemaugh Div.) and CM	Westward	Eastward	Southward	Northward

NOTE—West Penn tracks are numbered from south to north. Valley tracks are numbered from east to west.

South Fork Branch Between:	No. 2 Track	No. 1 Track
W and HC	Northward	Southward

NOTE—Tracks are numbered from east to west.

Port Perry Branch Between:	No. 2 Track	No. 1 Track
Perry and PG	Westward	Eastward

New Portage Branch Between:		
SF and WYE	Westward	Eastward

NOTE—Tracks are numbered from south to north on Port Perry and New Portage Branches.

Monongahela Branch Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Division Post (P. H. Div.) and OB	North'd Psgr.	South'd Psgr.	West'd Frt.	East'd Frt.				
OB and CR					North'd Frt.	South'd Frt.	North'd Psgr.	South'd Psgr.
CR and West Brownsville Jct.					North'd	South'd		
Redstone Branch Between: West Brownsville Jct. and BF					North'd	South'd		

NOTE—Monon No. 1 and Monon No. 2 Tracks, tracks between OB and West Brownsville Junction and tracks on Redstone Branch are numbered from east to west and Scully No. 1 and Scully No. 2 Tracks are numbered from south to north.

1151-B2. Movements against current of traffic may be made on verbal authority of the Signalman at **PG** Block and Interlocking Station on No. 2 track between north end of Thomson Yard and Kenny.

1151-B3. Movements against current of traffic on No. 2 track for engines returning to their train or for yard engines removing cars from trains on No. 2 track, may be made at restricted speed from Spring Hill or from switches leading from westward receiving yard to No. 2 track at Pitcairn, on verbal permission of signalman at **SZ** when authorized by the train dispatcher.

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1	IR	WC	Northward	EP	EP	1
No. 2	WC	IR	Southward	EP	EP	1
No. 0	NY	BC	Eastward	NY	NY	
No. 5	W	SO	Westward	SO	SO	
Westward engine	AO	4300 ft. W. of AO	Westward	C	C	
No. 0	6000 ft. E. of C	AO	Eastward	C	C	2
No. 1, No. 2, No. 3 and No. 4 Pit.	C	4300 ft. W. of AO	Eastward	C	C	2
Pull-in Track	JW	C	Eastward	C	C	
No. 0	4517 Ft. W. of DR	DR	Eastward	DR	DR	3
No. 0	CP	Shafton	Eastward	CP	CP	
No. 5	UJ	3264 ft. W. of UJ	Westward	SZ	SZ	4
No. 0	WG	Spring Hill	Eastward	WG	WG	6
No. 1	WG	Spring Hill	Eastward	WG	WG	6
Relay 2	Spring Hill	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 3	Pitcairn No. 10 Yard Office	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 1	Perry	U Jct.	Westward	WG	WG	
Relay 2	Perry	U Jct.	Westward	WG	WG	
Relay 3	Perry	U Jct.	Westward	WG	WG	
Between No. 2 and No. 3	Wilkins-burg	WK	Eastward	Yard Master	CM	7
Between No. 2 and No. 3	East Liberty	2600 ft. East of Homewood	Eastward	CM	CM	8
No. 4	DV	BU	Westward	DV	Asst. Yard-master Yard D	9
No. 3	BU	DV	Eastward	BU	Asst. Yard-master Yard D	9
No. 1	County	SW	Northward	County	County	10
No. 2	SW	County	Southward	County	County	10

NOTE 1. **Rule 105** and **Rules 201** to **223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing. Movements in the reverse direction may be made on verbal permission from Signalman at **EP.**

Tracks are numbered from east to west.

NOTE 2. Conductors of eastward freight trains on No. 1 track and on pit tracks at Conemaugh will report by telephone to signalman at **C** when ready unless permission has already been received from man in charge at main line pits. Trains from Conemaugh Yard starting from **C** that have already reported to signalman are not required to get this permission.

Eastward trains on pit tracks will approach switches at east end of those tracks prepared to stop unless the route they are to use is seen to be clear and the switches properly set.

The crossover leading from No. 4 pit track to the westward engine track must be left in normal position. All other pit track switches at the east end of the main line pits may be left as used.

NOTE 3. Eastward or Westward Movements on No. 0 Track will be made on signal indication. Permission must be obtained from **DR** to use this track at any other point.

NOTE 4. Trains must not foul No. 5 track north of Pitcairn station (secondary track) without permission from signalman at **SZ.**

NOTE 6. Eastward movements made on signal indication at **WG.** Westward movements made on signal from Switchtender at Springhill Overhead Bridge. Switchtender must secure permission from **WG** before permitting any movement to enter No. 0 and No. 1 Secondary tracks. Movements must stop before fouling switches at Springhill Overhead Bridge unless signal to proceed is received from Switchtender.

NOTE 7. Eastward trains must not use eastward secondary track from east end of Wilkinsburg Yard to **WK** without permission from yard master at Wilkinsburg. Reverse movements may be made on that track on receiving proper interlocking signal at **WK.** Signalman at **CM** must arrange with yard master at Wilkinsburg for proper protection.

NOTE 8. Eastward trains using eastward secondary track from **CM** will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

NOTE 9. Trains using eastward and westward secondary tracks, between BU and DV must stop before fouling switches at Modoc Building, unless signal to proceed is received from switch tender and must stop before fouling any other switches between BU and DV, unless the track is seen to be clear and the switches properly set.

Assistant yard master at Yard D will be responsible for authorizing reverse movements on these tracks between BU and DV and arranging for proper protection.

Reverse movements may be made on these tracks on receiving the proper interlocking signal at DV, BU or hand signal from switchtender in charge of switches at Modoc Building, 32nd Street.

Movements will not be made from the enginehouse tracks to the westward secondary track at 33rd Street without permission from Assistant Yard Master at Yard D.

NOTE 10. **Rule 105** and **Rules 201** to **223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

Signal indication or permission of the signalman at **County** will be authority for movement in the assigned direction and for reverse movement on these tracks.

Tracks are numbered from east to west.

1151-D1. Secondary Tracks of No Assigned Direction.

Track		Between	And	Controlled by	Note
Cresson	(N)	MO	EP	EP	2
		EP	RU	EP	1
		RU	Fordham	EP	
Patton 1	(N)	Patton	End of Track	EP	
Patton 2	(W)	Patton	End of Track	EP	
Hastings	(W)	Hastings Jct.	Hastings	EP	
McGees	(N)	McGees Jct.	Glen Campbell	EP	
Elk Run	(N)	Elk Run Jct.	End of Track	EP	
Susquehanna	(N)	DF	IR	EP	1
		WC	DC	EP	1
Moss Creek	(N)	Moss Creek Jct.	End of Track	EP	
Black Lick	(W)	KY	ZD	EP	1
South Fork	(S)	HC	End of Track	FK	3
Beaver	(S)	Lovett	End of Track	FK	3
Llanfair	(S)	Lovett	End of Track	FK	3
Windber	(S)	Windber	Eureka No. 42	FK	3
Bradenville	(N)	4500 ft. W. of DR	End of Track	DR	
Unity	(S)	KR	Hostetter	KR	
No. 0	(E)	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	KR	
Alexandria	(N)	Jamison No. 2 Jct.	Allsworth	KR	
Jamison No. 2	(N)	Jamison No. 2 Jct.	Forbes Road	KR	
Manor	(N)	Manor	Harrison City	CP	
Yough.	(S)	Irwin	Cereal	CP	
Turtle Creek	(E)	ER	Saltsburg	SZ	
No. 0	(N)	29th St. Cgh. Div.	BU	BU	4
No. 0	(S)	OB	Crossover, 3000 feet north of Hays	OB	5
No. 0	(S)	Kenny	PG	PG	6
McKeesport	(S)	South Duquesne	McKeesport	PG	
Peters Creek	(S)	Peters Creek Jct.	Pennmont	CR	
Ellsworth	(S)	Cokeburg Jct.	Marianna	MC	
Cokeburg	(S)	Cokeburg Jct.	Cokeburg	MC	
Vance Mill	(S)	Vance Mill Jct.	Monarch	BF	
Sewickley	(S)	Youngwood	Bessemer Jct.	County	

1151-D1. (Continued).

Track		Between	And	Controlled by	Note
Scottdale	(S)	Scottdale Jct.	End of Track	**County**	
Southwest	(S)	**County**	**VA**	**County**	1
		VA	End of Track	**RS**	7
Coal Lick	(S)	**VA**	**SL**	**RS**	1,7
Radebaugh	(S)	**RG**	**County**	**County**	1
Redstone	(S)	**BF**	**RS**	**RS**	1,7

(N) (S) (E) (W) indicates time-table direction, from point first named.

NOTE 1. **Rule 105** and **Rules 201** to **223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

NOTE 2. Northward movements made on signal indication at **MO.** Southward movements made on signal indication at **EP.** Permission must be secured from **EP** to use this track at any point between **EP** and **MO.** Signalman at **MO** must secure permission from Signalman **EP** before displaying signal or giving permission to any movement on this track.

NOTE 3. **FK** closed 7.00 A. M. Saturday to 7.00 A. M. Monday. Controlled by **SO** 7.00 A. M. Saturday to 7.00 A. M. Monday.

NOTE 4. No. 0 track between **BU** and 29th St. Cgh. Div.

Manually-controlled flasher and traffic signals operated on track circuit indication by Watchman, located in tower at Liberty Avenue, in service.

Low fixed signals governing northward and southward train movements in connection with protection of street traffic, located as follows:

For Northward Movement

79 feet south of Liberty Avenue—34 feet south of Penn Avenue
35 feet south of Smallman Street

For Southward Movement

32 feet north of Smallman Street—28 feet north of Penn Avenue
56 feet north of Liberty Avenue.

A train finding a signal out of order may proceed over crossing it governs after determining that traffic lights are in stop position or proper protection is afforded by a member of the crew in advance of train movement.

Movements to or from Smallman Street Industrial Track must not occupy 28th Street until it is known that traffic signals are displaying red indication.

Telephone on north side of Penn Avenue connected with Crossing Watchman's tower at Liberty Avenue, in service. Trains shifting at Keystone Box Company track must notify Watchman when train has cleared or a move is to be made over Penn Avenue or Smallman Street.

NOTE 5. Southward trains may use No. 0 track between **OB** and crossover, 3000 feet north of Hays, on receiving proper interlocking signal at **OB**, and northward trains by permission from the signalman at **OB**, and must report when clear.

NOTE 6. Northward trains may use No. 0 track between **PG** and Kenny on receiving proper interlocking signal at **PG** and southward trains on receiving proper interlocking signal at Kenny. Trains clearing this track at storage yard will report to and get permission to enter from signalman at **PG**.

NOTE 7. Controlled by **County** when **RS** closed.

1151-E1. Employes in Charge of Sidings of Assigned Direction as follows:

Siding	Employe in Charge	Note
West Monessen—Southward	Signalman **BF**	
Dunlevy— Northward	Signalman **BF**	

1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise indicate:

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
527	5	UT			75
35	3	RG	CP	633	
37	3	RG	CP	637	
55	3	RG	CP	637	
51	3	R	DV	521	
95	3	R	DV	519	
19	4	C	SG		33
46	2	DV	R	638	
46	2	CP	SW	636	
644	2	DV	WK	502	
16	1	SW	DR		22

MOVEMENT OF TRAINS
PASSENGER TRAIN OPERATION

1154-A1. At East Liberty eastward passenger trains on No. 1 and No. 2 tracks which have Pullman equipment will stop with the first working car at the east end of the platform, and all trains consisting of not more than five cars will stop with the engine opposite platform marker No. 9.

At East Pittsburgh trains on No. 1 and No. 2 tracks will stop opposite shelter shed.

At Greensburg, train stop markers in service for No. 3 and No. 4 tracks. Enginemen will stop with engine cab opposite the marker showing the number of cars in train, unless otherwise instructed by the conductor who will advise engineman the position of first working car in train.

At Johnstown, trains on No. 1 track, will stop at east end of island platform so passengers can use steps to and from platform.

Passenger trains on other than the regularly assigned tracks stopping at stations where there is a track fence between the track which they are using and the station, will be governed as follows:

Westward trains will stop at the west end of the fence at all stations.

Eastward trains will stop at east end of fence at all stations except Wilmerding where trains will stop opposite the station.

1154-A2. Trains starting from Pitcairn will leave Pitcairn passenger yard three minutes before due to leave Pitcairn Station, unless otherwise instructed.

Empty train to be used for No. 527 will leave Pitcairn Passenger Yard 3.50 P. M., backing to North Trafford.

Empty train to be used for No. 529 will leave Pitcairn Passenger Yard 4:30 P.M., backing to North Trafford.

No. 522 and No. 528 at North Trafford will back to Pitcairn passenger yard.

No. 502 at **WK** will back train to Pittsburgh.

Nos. 631, 633, 635, 637 and 641, will receive passengers at Derry on yard track next to No. 1 track and use that track Derry to **DR.**

Trains will clear the time of these trains on those tracks.

Nos. 85, 13 and 14 will cut mail-express car off west of Interlocking at **C.**

1154-A3. Scheduled passenger trains detoured via New Portage Branch will run passenger extra, **AR** to Wye; or Wye to **SF.** Eastward trains will not pass crossover switches just west of Wye without permission from signalman at Wye.

1154-A4. Passenger trains from Altoona with helpers ordered to assist to Gallitzin will stop and cut off helper at home signal at **UN,** except when a passenger train with a helper to cut off stops at Gallitzin Station to receive or discharge passengers, the helping engine will cut off at that point and the train will follow but must run expecting to find the helping engine in the block.

Westward passenger trains with 14 or more cars using No. 4 track with helper to cut off from head end at **UN** will pull down to home signal on middle siding located 600 feet east of **UN** or to home signal on No. 4 track opposite **UN** where helper will cut off.

Westward passenger trains on Brilliant Branch with helper ordered to assist to **CM** will stop and cut off helper at home signal on west leg of wye.

1154-A5. On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

WESTWARD:—"Attention please, we are now approaching the famous Horse Shoe Curve. View can be had from the left side of the car."

EASTWARD:—"Attention please, we are now approaching the famous Horse Shoe Curve. View can be had from the right side of the car."

These announcements should be made in all cars occupied by passengers, except private and business cars. On trains having observation cars, add to announcement in Pullman cars, "Observation car on the rear of train."

1154-A6. The following instructions will apply to the enginemen of trains Nos. 32, 54, 72, 24, 74, 46, 85, 13, 25, 75 and 33.

When two passenger trains running in the same direction on separate tracks are approaching the Horse Shoe Curve, the train in the rear will not close in, or pass the train ahead until after passing around the Horse Shoe Curve, in order that the passengers on both trains may have an unobstructed view of the scenery.

When a passenger train overtakes a moving freight train on a parallel track, the passenger train will not pass the freight train until the latter passes around the curve, if the passengers' view will be obscured by the freight train.

A passenger train meeting a moving freight train that will obscure the passengers' view will move slowly until the freight train has passed.

To comply with these instructions, enginemen will not delay their trains to exceed three minutes.

1154-A7. Local passenger trains will be governed by instructions applicable to through trains, except between Shadyside and Greensburg the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform except trains on No. 5 track at Pitcairn will open one door on the north side nearest the crossing.

Toilet room doors of all cars in service will be locked between Pittsburgh and East Liberty.

1154-A8. Eastward passenger trains, not making stops or service brake applications between Pittsburgh and Swissvale will make a running test of air brakes just before passing Swissvale Station. Engineman of eastward passenger trains will also make a running test of the air brakes just before passing over the summit east of **AR.**

Westward passenger trains, not stopping at Gallitzin nor at **UN** to uncouple helping engines, will make a running test of the brakes just before passing **UN.**

Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

1154-A9. Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges, viaducts, etc., as indicated below:

While passing through all tunnels.

While passing over bridges shown below:

BRIDGES	LOCATION
267.18	Viaduct—1.0 mile west of **SO**
270.61	Viaduct—1.5 miles east of Conemaugh
275.34	Johnstown stone arch
289.78	Viaduct 0.5 mile east of **JD**
292.94	Viaduct 2.0 miles west of **JD**
2.98	Becks Run
4.88	Public Road, Hays
10.19	Monongahela River, Port Perry Branch
16.71	0.7 miles north of Wilson
30.09	Pigeon Creek, Monongahela
52.17	Monongahela River, West Brownsville Jct.
24.56	Youghiogheny River, Connellsville

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1 in handling freight trains, will apply:

Trains of less than 50 cars when stopped with the use of the automatic brake valve will stand 2 minutes to insure full release of all brakes; trains of 50 to 100 cars, 3 minutes; trains of more than 100 cars, 5 minutes.

When it is necessary to reduce the speed of freight trains of more than 70 cars on descending grades, except when retaining valves are in use, the air brakes must not be released if the speed is less than 20 miles per hour; brakes on empty trains should not be released at any speed if the total brake pipe reduction exceeds 15 pounds.

On all loaded freight trains the main reservoir pressure must be adjusted to 140 pounds and the brake pipe pressure to 95 pounds between all points except where power brake instructions apply.

On loaded trains, all retaining valves will be used on the following grades:

Keebler's Summit to Turtle Creek Branch Junction
Twin Rocks to Shuman Run Junction
Coal Pit Run
IR to Barnesboro Yard
Hillman Summit to McGees
Hillman Summit to Rossiter Junction
Sterling No. 10 to foot of grade west of Hastings Jct.
McCoy Run
Stevens
Hagerty
Brilliant Branch—**CM** to Div. Post (Conemaugh Div.) loaded trains must have 25 pressure retaining valves, empty trains 15 pressure retaining valves in use on head end of train.

Summit of Keister Industrial Track to Keister Jct.

Trains having 40 per cent or more of the cars in train loaded will be considered loaded trains; less than 40 per cent loaded cars will be considered empty trains.

The engineman and conductor will confer and agree on the number of retaining valves to be set up on any other grades where their use may be desired.

When using retaining valves of the three-position type—place handle in high pressure position on cars loaded with mineral freight, and in low pressure position on other cars.

If in the judgment of conductors, weather conditions or character of lading of cars in their trains are such as to prohibit the turning up of retaining valves with safety while trains are in motion, and there is no convenient operating stop where this work can be done, retaining valves will be turned up as specified below:

Eastward Freight Trains—While stopped at Main Line Pit, Conemaugh.

Eastward Freight Trains from South Fork Branch—Before departing from South Fork yard.

Eastward Freight Trains from Track No. O at BC—Before departing from BC.

Eastward Freight Trains from Cresson Secondary Track or from Cresson Yard—Before departing from Cresson.

Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade. If in the judgment of the engineman the train can be moved to the eastward receiving yard at Altoona or Holidaysburg with retaining valves up, stop will not be made at Slope or Wye to turn down retainers.

On all grades where the use of retaining valves is required the conductor must be out on the train. The position of the flagman is out on the rear end of the train. The conductor will be responsible for properly instructing the trainmen and seeing that they are stationed on top of the cars in a position to give and receive signals promptly and know that the handles of retaining valves are turned to the proper position.

Eastward freight trains will not exceed a speed of eight (8) miles per hour while trainmen are turning up retaining valves approaching AR.

Instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-C-1, for controlling freight trains with power brakes on the following descending grades:

Gallitzin to SLOPE or Wye

After the brake pipe pressure is charged to the standard pressure, the engineman will then make a 15-pound brake pipe reduction and note the brake pipe leakage which must not exceed 5-pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (crosswise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25 pound brake pipe reduction and release the brakes. The trainmen must wait 3 minutes after the train brakes have been released before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position type retaining valve passing the prescribed test as one effective grade brake for 75 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 105 tons. Example, multiply the total number of two-position retaining valves that will hold 3 minutes by 75 tons and the total number of three-position retaining valves that will hold 3 minutes by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train, except that it will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by foreman of car inspectors.

An air brake test in accordance with the second paragraph of Instruction 10-B, Brake and Train Air Signal Instructions No. 99-C-1, must be made on all eastward freight trains originating west of Conemaugh as follows:

Trains stopping at Conemaugh Main Line Pit for helping engine must make test before leaving that point. Trains that do not stop at Conemaugh Main Line Pit must make this test before passing Gallitzin Station.

On trains of loaded cars the brake pipe pressure must not be less than 100 pounds before descending grade between Gallitzin and SLOPE or Wye. The brake pipe pressure on engines not equipped with the double pressure feed valves (M3A) to be obtained by placing the automatic brake valve in full release position after passing Lilly in order to obtain 100 pounds brake pipe pressure before reaching AR. On engines equipped with the M3A brake pipe feed valve the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop. By making this adjustment the brake pipe pressure will be 100 pounds. This adjustment must be made when passing Lilly in order to obtain the required brake pipe pressure before reaching AR. When the pushing engine next to the train has passed MO the engineman will observe the brake pipe pressure and if it is not less than 85 pounds he will give the whistle signal to release brakes. If the brake pipe pressure on the pushing engine next to the train registers less than 85 pounds the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of AR, and not proceed until the required pressure has been obtained and a road test of the brakes has been made. In the case of empty trains the brake pipe pressure on pusher engine next to train must register not less than 70 pounds.

If the required pressure is obtained before hauling engine reaches AR, the pushing engine next to train will give the whistle signal to release brakes and the train will proceed.

The flagman must observe the brake pipe pressure shown on the cabin gauge so that he too may know that the required brake pipe pressure was obtained.

On single engine trains, the flagman will observe the brake pipe pressure on cabin gauge, and if it is not less than 85 pounds he will give signal to proceed. If the brake pipe pressure is less than 85 pounds, he will give signal to apply brakes, and train will be stopped before fouling switches just west of AR, and will not proceed until required pressure has been obtained and a road test of the brakes made. In the case of empty trains, the brake pressure on the cabin gauge must register not less than 70 pounds.

Eastward freight trains must not exceed a speed of four (4) miles per hour from the time front end of train passes Car Inspector's Building located west of AR until it reaches west portal of Gallitzin tunnel.

The airbrake hose between pusher engines and cabin on eastward freight trains must not be separated until after the rear of train has passed AR. Enginemen and firemen must know that the required brake pipe pressure is being maintained and must call to each other the brake pipe pressure immediately prior to the flagman separating air brake hose.

Flagmen must observe the brake pipe pressure on the cabin gauge and know that the required brake pipe pressure is being maintained immediately prior to separating air brake hose.

The engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds for loaded trains and 60 pounds for empty trains at all times.

Arranged Service Freight Trains When the Tons Per Effective Brake Do Not Exceed 75

Sufficient retaining valves must be turned up beginning at the head end of the train to provide a retaining valve value equal to or greater than the gross tonnage of the train, but not less than one retaining valve for each 75 gross tons in the train. Retaining valves will be placed in high pressure position.

Arranged Service Freight Trains When the Tons Per Effective Brake Exceed 75, and All Slow Freight Trains

If the retaining valve value of the train exceeds the gross tonnage of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except on the last 10 cars in train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, a number of retaining valves equal to the difference, divided by 100, must be placed in the release position on the rear of the train.

For example: If the retaining valve value exceeds the gross tonnage of the train 900 tons, 9 retaining valves will be left in the release position, 800 tons, 8 retaining valves will be left in release position until finally, if only 100 tons, 1 retaining valve will be left in release position.

In no case must the gross tonnage exceed the retaining valve value.

The conductor and engineman will confer and agree on the number of retaining valves to be left in release position according to these instructions, and will make notation on back of their forms MP 261 showing the number of retaining valves left in release position.

The speed of eastward freight trains must be reduced to twelve (12) miles per hour when approaching the foot of the grades west of SLOPE or Wye, after which, if in the judgment of the engineman he can operate the train safely without the use of retaining valves, he will give the whistle signal to release brakes, which will be the signal to the trainmen to release the retaining valves, commencing at the rear end. Retaining valves on the front portion of the train must not be released until the train is under control or stopped at ALTO or Wye.

In starting eastward freight trains between Gallitzin and SLOPE, or Wye, the following instructions will govern:

Slow Freight Trains of Less than 65 Cars and All Arranged Service Freight Trains

The rule requiring that trains be secured by hand brakes must be strictly conformed to, after which trainmen will begin at the rear of the train and turn down retaining valves, sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start train until signal is received from trainmen that sufficient retaining valves have been released. The retaining valves turned down must again be turned up, as soon as the air-brake on the car is released. When ready to start the engineman will give the proper whistle signal, after which hand brakes will be released. Should it be necessary for the engineman to take the slack, at any time, care must be exercised to do it in such a way as will prevent breaking the train.

Slow Freight Trains of 65 Cars or More

Sufficient hand brakes will be set at points in the train approximately ¼, ½ and ¾ back from the engine to hold the train secure immediately upon stopping.

If stopped between AR-UN and Slope or Wye, when ready to proceed, the engineman must make a full service application and release of the brakes; then signal the trainmen with two sounds of the whistle to release and reset retaining valves. Between AR-UN and westward distant signal for Benny Interlocking they will release and reset retaining valves on all cars except the first 15 and the first 20 back of the middle of the train. If stopped at or between the westward distant signal for Benny Interlocking and Slope or Wye, they will release and reset retaining valves on all cars except the first 5 or more if necessary, and the first 20 back of the middle of the train.

After retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the hand brakes will be released, beginning from the rear of the train. After the hand brakes have been released and flagman has returned, the trainmen will signal the engineman to proceed. The engine should then be moved not more than two feet at a time, allowing ample time after each stop to permit the slack in train to adjust itself until entire train moves. Should it be necessary to take the slack, exceptional care must be exercised.

Eastward freight trains composed of more than 10 cars will not exceed a speed of 12 miles per hour on Nos. 1 and 2 tracks until the entire train has passed out of Gallitzin tunnel. Enginemen of pushing engines will approach the summit, east of AR, with the slack pushed up, but without exerting sufficient force to increase the speed of the hauling engine.

The running time on the Eastern Slope for eastward Arranged Service freight trains with 60 or less tons per operative brake, will be computed as follows:

Divide the number of cars with operative brakes into the gross tonnage of train and the result will equal tons per operative brake. The retaining valve value will remain the same as now prescribed in the standard rule.

South Fork Branch—M. P. 9 to Lovett

The same instructions will apply as between Gallitzin and SLOPE or Wye, except the two-position retaining valve will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons.

Beaver and Llanfair Secondary Tracks

The same instructions will apply as between Gallitzin and SLOPE or Wye, except the two-position retaining valves will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons, and the brake pipe pressure must not be less than 110 pounds.

Enginemen of northward freight trains on the South Fork Branch, Llanfair and Beaver Secondary tracks having trains under control approaching Lovett so that they can operate safely with the air brake without the use of the retaining valves, and not intending to stop at Lovett, will give whistle signal to release brakes, which will be the signal to the trainmen to release the retaining valves commencing at the rear end. Retaining valves on the front portion of trains must not be released until the train is under control or stopped at Lovett.

Summit of Keister Industrial Track to Keister Jct.

When making up train on the Keister Industrial Track, conductor must arrange for the number of hand brakes necessary to be applied to hold the cars and place a trainman on the head end to secure the cars, who will remain with them until the train is made up. The proper air brake tests are to be made before hand brakes are released.

1155-A2. Helping engines coupled to rear of westward freight trains on the Port Perry Branch will cut off at westward limits of U. Jct. Interlocking, and be governed by interlocking signal indication for eastward movements.

1155-A3. Industrial track from No. 1 track, 3,878 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-A5. When ready to cut off pusher engine, Trainman will give Engineman cut-off signal, after Engineman acknowledges this signal, as prescribed by **Rule 14(g),** Trainman will close angle cock on the cabin car, then open knuckle on cabin car leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brake being made on pusher engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

1155-A6. Engineman of rear pusher engine on eastward freight trains having more than one pusher engine will ease off while passing over crossovers or turnouts while making straight or diverting movements at **AR, MO, NY** and **AO,** and east end of Conemaugh Yard. Engineman of rear pusher engine on westward freight trains having more than one pusher engine will ease off while passing over crossovers and turnouts while making straight or diverting movements at **MG,** Benny and **SF.**

1155-A7. Helping engines on freight trains will assist to point ordered, but, if necessary to remain with the train beyond that point the engineman will be governed by orders from the conductor.

1155-A8. Freight trains leaving coal or water stations will move at a speed so as to permit the train crew to make inspection of train and board rear of train with safety.

1155-A9. Engine crews on westward freight trains passing through No. 3 and No. 4 track tunnels at Gallitzin will be governed as follows:

Signs bearing letter **"F"** on top of fan house between No. 3 track and No. 4 track, east end of Gallitzin tunnels, in service. When illuminated, sign on south corner of fan house indicates fans are operating for No. 3 track tunnel and sign on north corner of fan house indicates fans are operating for No. 4 track tunnel.

Engine crews on westward freight trains must stop and report to operator at **AR** for instructions when sign indicates fans are not operating for tunnel through which movement is to be made.

On trains having more than one engine ahead, on entering the tunnel the throttle valve will be closed on all engines except the leading engine, the blower applied lightly, and, will not use steam again until after passing the west portal of tunnel unless signalled by two sounds of the whistle on the leading engine to prevent stalling. When smoke appears in the cab of the leading engine the engineman will signal the enginemen of the other engine or engines by four sounds of the whistle to close throttle valve.

The train must be operated in such a manner that the leading engine will keep behind the smoke which is driven westward by the fans. The pushing engine will assist in the usual manner. When there is more than one pushing engine, the enginemen of all engines, except the one next to the train, will apply the blower lightly and use only sufficient steam to keep against the engine ahead.

1155-A10. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

1155-A11. In all cases of freight trains parting due to couplers passing over each other, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher notified.

1155-A12. Freight trains with helping engines on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

1155-A13. Between 7:00 A.M. and 7:00 P.M. daily except Saturday and Sunday, trains must not use the Westinghouse Interworks Railway tracks without orders from Train Director Trafford, except trains have the right to cross to and from warehouse track Turtle Creek, and Metal Yard Trafford keeping careful lookout for approaching trains.

Saturdays and Sundays and between 7:00 P.M. and 7:00 A.M. other days this track may be used on permission from the Signalman **SZ.**

1155-A14. Westward trains on No. 3 track having work, will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

1155-A15. Freight trains may take water without detaching the engine, at the following stations:

Homewood, westward.
New Florence.
Wildcat.

Care must be exercised in making the stops, to avoid rough handling and damage to equipment.

1155-A16. When necessary to stop at Hillside for water, westward freight trains will stop 200 feet east of crossing.

1155-A17. The number of track to be used by train for Shire Oaks Yard will be displayed in South window at **H** for northward trains and in North window at **CR** for southward trains by indicator. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

1155-A18. Northward trains which have not passed distant signal, located 2475 feet south of **HN,** must approach switch leading to Rhems Coal Co. track, 2600 feet south of Mile Post 6, Southwest Secondary Track, at restricted speed.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Movements on west leg of wye track, Cresson, may be made on permission from Signalman **EP.**

1156-A2. Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at **SO** or on permission from signalman at **SO** through the operator at **FK.** Westward and northward trains may use the track on permission from signalman at **SO** through operator **FK.**

Southward trains must stop at first crossover south of Jump-over bridge, and report to Yard Masters office, South Fork, for instructions.

1156-A3. When backing trains out of Pennsylvania Station, Pittsburgh, to the yard, with road power, engineman will not start until three distinct sounds of the communicating signal are heard and, in addition, a hand signal has been received from the trainman who is to ride the rear of the train. If hand signals cannot be seen, the trainman who is to ride the rear of the train will notify the engineman personally that it is intended to back the train out of the station to the yard. After having been so notified, the engineman will proceed on receiving the proper communicating signal after having given the trainman sufficient time to reach the rear end of train.

When using road power to make up trains in Pittsburgh yard, trainmen must in addition to giving proper communicating signal, give hand signal. The hand signal must not be given until trainmen ascertain if any workmen are about the cars, and if so, notify them. In case hand signal cannot be seen by engineman, trainmen will notify engineman personally of movements to be made.

1156-A4. In Pittsburgh Yard, when a train extends beyond the signal in such position that the indication cannot be seen by the engine crew, the train must not be moved until either the engineman or fireman has observed the signal or until one of the trainmen has notified them that the signal is in the proceed position. If, after the signal has been displayed and it is found necessary to take the signal away, the switches must not be changed nor signal cleared for any conflicting route until proper arrangements have been made with the crew of the train for which signals were displayed.

1156-A5. Class H, G, L and K engines may turn on Ligonier Valley R. R., Wye at Latrobe upon permission and block indication from Signalman at **KR.**

The main track of the Ligonier Valley R. R. on west leg of wye will be used to crossover switches just south of Main Street, Latrobe, thence first siding to the west on east leg of wye and siding adjacent to No. 1 main track. Engines must move prepared to stop short of trains or obstructions, not exceeding 10 miles per hour

1156-A6. Engine crews from the west will use crossover at west end of engine track at Conemaugh and place their engines on inbound engine track. Crossover switches will be left in normal position for crossover movements.

1156-A7. On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, 75 feet west of ash pits and adjacent to pit tracks 1, 2, 3 and 4, marking the end of track circuits on those tracks, in service.

Eastward home signals at **C** governing the use of interlocking routes within home signal limits leading to Pit tracks 1, 2, 3 and 4 will, in addition, govern the use of the Pit tracks to the target locations.

1156-A9. Ebensburg Jct. Siding will be used by Southward trains from Black Lick Secondary track.

1156-A10. In cutting off helping engines from trains at block stations the following instructions will govern:

Helping engines pulling ahead will cut off only at block stations.

Helping engines pushing will be cut off between the distant signal and the home signal, and as close to the home signal as will permit of the helping engine stopping at that signal. The flagman will display his markers on the rear platform of the cabin, but will not put them up in proper position until the rear of the train is passing the block station, which will be information to the signalman that a helping engine has been cut off. Pushing engines cutting off under these conditions will follow the rear of the train carefully to the home signal, and if signal is in stop position, will immediately report by telephone to the signalman.

When necessary to detach a helping or pushing engine from a train at a location other than a block station or between the distant signal and the home signal, the engine will be detached at a point in telephone communication with a block station and the engineman will immediately notify the signalman, giving engine number and location, before proceeding.

Eastward trains from Brilliant Branch:

Helpers pushing will cut off at the home signal on east leg of wye at **CM.**

Eastward trains destined to Youngwood via Radebaugh Branch:

Youngwood helpers will remain coupled to Youngwood.

Pitcairn helpers will cut off at crossing switch at Radebaugh, Radebaugh Branch, and will report to the signalman at **RG.**

Eastward trains destined to Derry or beyond:

Helpers on the rear of trains will cut off at the westward home signal bridge **DR** and be governed by the fixed signal for reverse movement.

Eastward trains destined beyond Gallitzin:

Helpers on the rear will cut off at the summit, east of home signal bridge at Gallitzin and if destined to Gallitzin will be governed by the fixed signal for reverse movements through **AR;** if destined east of Gallitzin will return to a point west of home signal bridge at Gallitzin and be governed by interlocking signals for further movement.

Conductors of eastward freight trains, having a helper on rear destined east of Gallitzin, and stopping at Gallitzin, must notify signalman at AR, giving position of engine in train. Eastward freight trains not stopping with helper on rear destined east of Gallitzin, engineman of helper will notify signalman by giving two short blasts of engine whistle when passing AR.

Westward trains destined beyond Gallitzin:

East Slope helpers on rear will cut off immediately after emerging from the tunnel.

East Slope helpers pulling ahead will remain coupled to MO and will turn on wye at Cresson before proceeding east.

Enginemen of helping engines assisting trains to M. P. 9, on South Fork Branch, cutting off at that point, must promptly report to signalman at FK for instructions.

Westward trains from Derry:

Youngwood helpers assisting trains destined west of RG will cut off at RG.

Pitcairn helpers assisting Youngwood trains will cut off at SW.

Pitcairn helpers pulling ahead of a train destined west of RG will cut off at SZ, unless the train is stopped at RG, or CP, in which case they will cut off and run light to Pitcairn.

Pitcairn helpers pushing a train destined west of RG will cut off at RG.

Westward trains from Pitcairn:

Helpers pulling ahead will cut off at CM.

Helpers pushing will cut off at eastward home signal WK and report to signalman at CM.

1156-A11. Helpers returning from Gallitzin destined to points other than Conemaugh will report destination to signalman at AR.

1156-A12. A small supply of sand has been placed in bags at the following points:

JD.

New Florence Water Station.

SG.

SQ.

Irvona.

DF.

In case supply of sand becomes exhausted on engines enroute, engineman will procure sufficient sand at one of the above points to reach terminal for additional supply.

1156-A13. When engines on all Diesel engine units are shut down on grades, sufficient hand brakes must be applied on the train to secure it until it is ready to proceed.

1156-A14. When engines are passing through tunnels, over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on fire.

1156-A15. Poker or scraper must not be used, grates shaken or coal put on fire when engines are standing or moving on the Altoona and Conemaugh Power tracks at Gallitzin.

1156-A16. Conductors moving trains between SG and JD will show route of trains on their car reports and time return and delay reports either via Sang Hollow Extension or main line.

Enginemen of all westward trains and light engines, freight or passenger, will show on the face of time return and delay reports and mileage stubs the route used west of SG, either via Sang Hollow Extension or main line.

Enginemen must show the name of their home division on each time return and delay report and the name of the home division of the conductor in charge of the train on each mileage stub.

1156-A17. In case of an accident involving tank cars containing explosives or inflammable shipments, great care must be taken to avoid an explosion.

Wrecking crews and trackmen must not use open flame lamps.

Train service employes must be on the alert when passing or stopping at wrecks in order to avert the possibility of ignition of inflammables by the engine or by the use of a torch.

Passenger trainmen must be careful to see that the windows are kept closed to prevent burning matches, lighted cigarettes or cigars being thrown from the train.

Wrecking crews must exercise the utmost care in handling cars containing inflammables, or other explosives, in order to prevent strain on vulnerable parts of tank or car with resultant leakage and increased hazard.

1156-A18. Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

1156-A19. The track trough markers are located to the right of track governed, 30 feet beyond the entering end of pan and 75 feet before reaching the leaving end, in normal direction of traffic.

When making reverse movements over the trough, scoop must be raised at a point 50 feet before reaching the marker at the leaving end of trough.

At all track troughs the engineman will tell the fireman when to drop the scoop and when to raise it.

The fireman will be responsible for raising the scoop when the tank is filled. Engine crews must exercise care to prevent unnecessary overflow of the tank.

When two engines are hauling a train, the one next to the train will drop the scoop as soon as it reaches the trough and the leading engine when half way over.

When two engines are pushing a train, the rear pusher engine will drop the scoop as soon as it reaches the trough and the other pusher engine when half way over.

When there is one engine on the front of a train and one on the rear as pusher, the front engine will drop the scoop one-third of the way over and the pusher as soon as it reaches the trough.

1156-A20. Overspeed warning system for eastward movements on No. 1 track and No. 2 track between signal 2474, eastward distant signal for Benny, and eastward home signal for Benny, in service.

A—Between signal 2474 eastward distant signal for Benny and a point 1718 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function.

1. Cab signal will flash and cab signal whistle will sound.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 1868 feet east of signal 2474, will sound. Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

B—Between a point 1718 feet east of signal 2474 and a point 2874 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will flash and cab signal whistle will sound.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3024 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

C—Between a point 2874 feet east of signal 2474 and a point 3674 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will flash and cab signal whistle will sound.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3824 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceed authorized speed.

D—Between a point 3674 feet east of signal 2474 and a point 4182 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will flash and cab signal whistle will sound.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 4332 feet east of signal 2474, will sound.
4. Torpedo will be exploded when engine passes eastward home signal at Benny.
5. Cab signal will flash and cab signal whistle will sound until engine passes a point 1730 feet east of the eastward home signal at Benny.

Trains exploding torpedo or receiving flashing cab signal and cab signal whistle through Benny Interlocking must be stopped immediately and report made to the operator at **AR** for instructions.

Flagmen and others will not place torpedos between a point 900 feet west of eastward home signals for Benny and the westward home signal for Benny.

1156-A21. Northward trains required to stop at **SY** Block-Limit Station, for train orders or to secure block permission, will stop south of B. & O. R. R. crossing, 0.1 mile south of **SY** and must not foul crossing until ready to proceed.

1156-A22. Permission must be obtained from **RS** to use Rainey Jct. Wye. When **RS** is closed, permission mut be obtained from County.

1156-A23. Yard engines and extra trains must obtain permission from the Monongahela Railway Train Dispatcher at Brownsville before moving between West Brownsville Jct. and West Brownsville.

1156-A24. No. 1 Eastward Yard running track between Spring Hill Overhead Bridge and **SZ,** controlled by Yard Master No. 10 Yard office, Pitcairn; reverse movements on permission from Yard Master No. 10 Yard Office. Movements must be made at reduced speed unless the track is seen or known to be clear and switches properly lined. Maximum speed 15 miles per hour. Eastward movements made on signal from switchtender at Spring Hill Overhead Bridge. Westward movements made on signal indication at **SZ.** Permission must be secured from Yard Master No. 10 Yard Office to use this track at any point between Spring Hill Overhead Bridge and **SZ.**

Switchtender at Spring Hill Overhead Bridge and Signalman at **SZ** must secure permission from Yard Master No. 10 Yard Office before permitting any movement to enter this track. Movements on this track must stop before fouling switches at Spring Hill Overhead Bridge unless signal to proceed is received from Switchtender.

SPEED RESTRICTIONS

1157-A. Speed Table

Time per Mile		Miles Per Hour	Time per Mile		Miles Per Hour	Time per Mile		Miles Per Hour	Time per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

1157-A1. Minimum Running Time for Passenger Trains Either Direction

BETWEEN	Distance	Min.
Main Line:		
Slope and MG	6.2	11
MG and SF	3.8	8
SF and UN-AR	1.1	2
UN-AR and AO	21.6	24
AO and C	2.	3
C and JD	17.	18
JD and DR	16.8	17
DR and SZ	27.6	27
SZ and WG	3.6	3½
WG and CM	8.1	10½
CM and DV	2.4	3
DV and Pittsburgh	2.7	6
Slope and Pittsburgh	112.9	Hrs. Min 2 13
New Portage Branch:		Min.
Wye and MS	7.2	22
MS and SF	8.1	24
Wye and SF	15.3	46

Eastward light engines and engines with cabins only will conform to minimum running times shown for eastward passenger trains between UN-AR and SLOPE and between SF and Wye.

Monongahela Branch:		
Monon and CR	13.7	18
CR and MC	16.2	24
MC and West Brownsville Jct.	21.9	28
Monon and West Brownsville Jct.	51.8	Hrs. Min 1 10

NOTE—In case of delay enroute the number of minutes delayed must be added to the minimum time.

Minimum Running Times and Speeds On Descending Grades—Freight Trains

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

Trains having an average tonnage of 60 tons or less per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to **SF**	1.39 to 2.36	1.1	12	5
SF to **MG**	1.73 to 2.36	3.8	16	14
MG to Signal Bridge 2398	1.45 to 1.75	3.8	20	11
Signal Bridge 2398 to Slope	1.47 to 1.85	2.4	18	8
TOTAL	——	11.1	—	38

Trains having an average tonnage of over 60 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to **SF**	1.39 to 2.36	1.1	12	5
SF to **MG**	1.73 to 2.36	3.8	14.5	16
MG to Signal Bridge 2398	1.45 to 1.75	3.8	17	13
Signal Bridge 2398 to Slope	1.47 to 1.85	2.4	16	9
TOTAL	——	11.1	—	43

NEW PORTAGE BRANCH

Points	Grade	Distance Miles	Miles Per Hour	Minutes
AR to **SF**	1.39 to 2.36	1.1	12	5
SF to **MS**	1.20 to 1.88	8.1	16	30
MS to Wye	1.03 to 1.81	7.2	16	27
TOTAL	——	16.4	—	62

South Fork Branch

Points	Grade	Distance Miles	Miles Per Hour	Minutes
M. P. 9 to Lovett	2.57 to 2.39	4.2	10	25
Beaver (Secondary Track)				
M.P. 5 to M.P. 3	3.72 to 2.18	2	6	20
M.P. 3 to Lovett	2.39 to 1.58	3	10	18
TOTAL	——	5	——	38
Llanfair (Secondary Track)				
M.P. 5 to Lovett	4.14 to 2.85	5	6	50

NOTE—In case of delay enroute the number of minutes delayed must be added to the minimum running time.

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum Speeds, unless otherwise Specified

MAIN LINE	No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.
BETWEEN:	Miles per Hour													
SLOPE and Signal Bridge 2398					70	40	70	45	45	35	35	35		
Signal Bridge 2398 and **MG**					70	40	70	45	40	30	30	30		
MG and **UN—AR**					70	40	70	45	35	35	35	35		
UN—AR and **MO**					70	30	70	30	60	45	45	45	30	30
MO and **W**					50	45	70	45	70	45	45	45		
W and **C**					60	45	70	45	70	45	45	45		
C and Johnstown					50	45	70	45	70	45	45	45		
Johnstown and **SG**					50	45	70	45	70	45	50	45		
SG and **SQ**							70	45	70	45	50	45		
SQ and **JD**					70	45	70	50	50	50	50	45		
SG and **JD**	45	45	35	35										
JD and **DR**					50	45	70	45	70	50	50	45		
DR and **KR**					50	45	70	45	70	45	50	45		
KR and **SW**					50	45	70	45	70	50	50	50		
SW and **RG**					50	45	70	45	70	45	50	45		
RG and **CP**					70	50	70	50	70	50	70	50		
CP and **SZ**					70	50	70	50	50	50	50	50		
SZ and **WG**					70	45	70	45	45	45				
WG and Perry					70	45	70	45	30	30	30	30	30	30
Perry and **R**					70	45	70	45	45	45	45	45		
R and Swissvale					70	45	70	45	70	45	70	45		
Swissvale and **CM**					60	45	60	45	60	45	60	45		
CM and **DV**					50	20	50	20	50	20	50	20		
DV and **BU**									50	20	50	20		

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
	Miles per Hour					
New Portage Branch						
Between:						
Wye and **SF**			20	20	20	20
Irvona Branch						
Between:						
Cresson and Blandburg	25	25				
South Fork Branch						
Between:						
W and **HC**			20	20	20	20
Paint Creek and Shade Creek Branch						
Between:						
Paint Creek Branch Jct. and Central City	20	20				
Alexandria Branch						
Between:						
Donohoe and Jamison No. 2 Jct.	15	15				
Turtle Creek Branch						
Between:						
SZ and **ER**	20	20				
Port Perry Branch						
Between:						
Perry and **PG**			20	20	20	20

Brilliant Branch	West Penn No. 2 Track		West Penn No. 1 Track		Valley No. 2 Track		Valley No. 1 Track	
	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
Between:	Miles per Hour							
Div. Post (Conemaugh Div.) and **CM**	40	18	40	18	40	18	40	18

MONONGAHELA BRANCH	Single Track		Monon. No. 1 Track		Monon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
BETWEEN:	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.	Pssr.	Frt.
	Miles per Hour																	
Div. Post (P. H. Div.) and **OB**			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and Duquesne											30	30	20	20	50	45	50	45
Duquesne and **CR**											30	30	30	20	50	45	50	45
CR and West Brownsville Jct.											50	45	50	45				
West Brownsville Junction and Ten Mile Run Jct.	25	25																
Peters Creek Branch Between: Pennmont and Gould	15	15																
Ellsworth Branch Between: MC and Cokeburg Jct.	15	15																
Redstone Branch Between: West Brownsville Jct. and BF											20	20	20	20				
Hempfield Branch Between: Hempfield Branch Jct. and Herminie	25	25																
Herminie and Cowansburg	15	15																
Yukon Branch Between: Yukon Branch Jct. and Cowansburg	20	20																
Youghiogheny Branch Between: Cowansburg and Gratztown	15	15																

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

1157-C2. Wreck trains

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line **Between:** Slope and Pittsburgh	45	30
New Portage Branch **Between:** Wye and **SF**	20	15
Irvona Branch **Between:** Cresson and Blandburg	25	20
South Fork Branch **Between:** W and **HC**	20	15
Paint Creek and Shade Creek Branch **Between:** Paint Creek Br. Jct. and Central City	20	15
Alexandria Branch **Between:** Donohoe and Jamison No. 2 Jct.	15	15
Turtle Creek Branch **Between:** **SZ** and **ER**	20	15
Port Perry Branch **Between:** Perry and **PG**	20	15
Monongahela Branch **Between:** Division Post (P. H. Div.) and West Brownsville Junction	40	30
West Brownsville Junction and Ten Mile Run Junction	25	25
Peters Creek Branch **Between:** Pennmont and Gould	15	15
Ellsworth Branch **Between:** **MC** and Cokeburg Jct.	15	15
Redstone Branch **Between:** West Brownsville Jct. and **BF**	20	20
Redstone Secondary Track **Between:** **BF** and **RS**	20	20

1157-C2. (Continued).

	Boom Trailing	Boom Forward
	Miles per Hour	
Brownsville Jct. Wye		
Between:		
BF and Div. Post (Mon. Ry.)—North Leg	15	15
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg	5	5
Southwest Secondary Track		
Between:		
SW and VA	30	30
Radebaugh Secondary Track		
Between:		
RG and County	25	25
Hempfield Branch		
Between:		
Hempfield Branch Jct. and Herminie	25	25
Herminie and Cowansburg	15	15
Yukon Branch		
Between:		
Yukon Branch Jct. and Cowansburg	20	20
Youghiogheny Branch		
Between:		
Cowansburg and Gratztown	15	15
Coal Lick Secondary Track		
Between:		
VA and SL	15	15
Cresson Secondary Track		
Between:		
EP and RU	30	20
Black Lick Secondary Track		
Between:		
KY and ZD	30	20
Susquehanna Secondary Track		
Between:		
DF and DC	30	20
Moss Creek Secondary Track		
Between:		
Moss Creek Jct. and Terminus	15	15
Hastings Secondary Track		
Between:		
Hastings Jct. and Hastings	15	15

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line **Between:** Slope and Pittsburgh	30	20	20
New Portage Branch **Between:** Wye and SF	20	15	15
Irvona Branch **Between:** Cresson and Blandburg	25	20	20
South Fork Branch **Between:** W and HC	20	15	15
Paint Creek and Shade Creek Br. **Between:** Paint Creek Br. Jct. and Central City	20	15	15
Alexandria Branch **Between:** Donohoe and Jamison No. 2 Jct.	15	15	15
Turtle Creek Branch **Between:** SZ and ER	20	15	15
Port Perry Branch **Between:** Perry and **PG**	20	15	15
Monongahela Branch **Between:** Division Post (P. H. Div.) and West Brownsville Jct.	30	20	20
West Brownsville Jct. and Ten Mile Run Jct.	25	20	15
Peters Creek Branch **Between:** Pennmont and Gould	15	15	15
Ellsworth Branch **Between:** MC and Cokeburg Jct.	15	15	15
Redstone Branch **Between:** West Brownsville Jct. and **BF**	20	20	15
Redstone Secondary Track **Between:** **BF** and **RS**	20	20	15
Brownsville Jct. Wye **Between:** **BF** and Div. Post (Mon. Ry.)—North Leg	15	15	10
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg	5	5	5
Southwest Secondary Track **Between:** **SW** and **VA**	30	20	20
Radebaugh Secondary Track **Between:** **RG** and County	25	25	25

1157-C3. (Continued).

	Boom Trailing	Boom Forward	On Curves
	Miles Per Hour		
Hempfield Branch			
Between:			
Hempfield Branch Jct. and Herminie...	25	25	20
Herminie and Cowansburg.....	15	15	10
Yukon Branch			
Between:			
Yukon Branch Jct. and Cowansburg...	20	20	15
Youghiogheny Branch			
Between:			
Cowansburg and Gratztown.....	15	15	15
Coal Lick Secondary Track			
Between:			
VA and **SL**.....	15	15	15
Cresson Secondary Track			
Between:			
EP and **RU**.....	30	20	20
Black Lick Secondary Track			
Between:			
KY and **ZD**.....	30	20	20
Susquehanna Secondary Track			
Between:			
DF and **DC**.....	30	20	20
Moss Creek Secondary Track			
Between:			
Moss Creek Jct. and Terminus.....	15	15	15
Hastings Secondary Track			
Between:			
Hastings Jct. and Hastings.....	15	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
1157-C4. Circus Trains	*45
1157-C5. Revenue Trains handling machinery of rotary swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.	*
—on straight track	30
—on curves	20
1157-C7. Snow Plows in service	*20
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks	5
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where **Rule 261** is in effect and except as specified below—	
Main Line—Passenger Trains	50
—Freight Trains	40
Maximum speed for eastward trains on No. 3 track and No. 4 track between **UN-AR** and Slope.	

	No. 3		No. 4	
	Psgr.	Frt.	Psgr.	Frt.
	Miles per Hour			
UN-AR and **MG**	35	35	35	35
MG and Signal Bridge 2398	40	30	30	30
Signal Bridge 2398 and **Slope**	45	35	35	35

1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type	65
NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that engineman have been properly advised.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C12. Pushing Cars—Passenger trains	30
—Freight trains	20
1157-C13. Track Cars—unless otherwise restricted	20
—when hauling track cars or trailers	10
—hand cars operated under **Rule 80**	8
—through crossovers and turnouts, and over highway and railroad crossings	5

Main Line	Miles per Hour
1157-C14. Engines taking water from track troughs....	60
1157-C15. Engines moving over track scales.....	4
1157-C16. Engines moving over turntables.....	4
1157-C17. Eastward freight trains between Car Inspectors Building west of **AR** and west portal of Gallitzin Tunnel.....	4
1157-C18. Trains having in consist Foamite fire fighting cars..... NOTE—Conductor must notify Engineman when car is in train.	50
1157-C19. Southward freight trains having tank cars loaded with inflammable liquids between Hays and Munhall..... NOTE—When handling such trains conductors must know that enginemen have been so advised.	30
1157-C20. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.	35

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: Slope and Pittsburgh.....	40	20
New Portage Branch Between: Wye and **SF**.....	20	15
Port Perry Branch Between: Perry and **PG**	20	15
Monongahela Branch Between: Division Post (P. H. Div.) and West Brownsville Jct.....	30	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that enginemen have been so advised.

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Paint Creek Branch. Eureka No. 37 Switch	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Cresson Secondary Track Bradley Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Cresson	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15
Black Lick Secondary Track Nantyglo	Trailing—Not Springing Switch	15
	Facing	15
	Trailing—Not Springing Switch	30
IR Susquehanna Secondary Track	Trailing—Springing Switch through turnout	15
	Facing	30
	Trailing—Not Springing Switch	20
Northward pull-out track to No. 1 track 700 ft. north of Floreffe.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
North end West Brownsville Jct. Yard to No. 1 track 1.0 mile north of West Brownsville Jct.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
Non-Interlocked turnouts—diverging movements, except Class J, M, Q, S and T engines through No. 8 crossovers or turnouts		15

	Miles per Hour	
	Forward	Backward
Class J, M, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	8	5

This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:

No. 4 track to industrial track at CM.

No. 4 track to Gulf Refining and Federated Metal Corp. tracks at DV.

All crossovers and turnouts at BU and west thereof in Pittsburgh.

All crossovers and turnouts at PG south of the block station.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

MAIN LINE	Miles per Hour
Curves between Slope and Signal Bridge 2417,	
No. 1 and No. 4 tracks	30
No. 2 and No. 3 tracks	35
Curves, Signal Bridge 2417 to UN and AR,	
No. 1 track	25
No. 2, No. 3 and No. 4 tracks	30
At SF, when crossing from New Portage Branch to No. 4 track	10
Curve just east of first home signal bridge for AR, No. 0 track	15
Curve east of MO	45
Curves between Summerhill and SO	50
Curves between SO and C, except second curve west of SO	40
Second curve West of SO	35
Curves between signal bridge 2744 eastward distant signal for C and signal bridge 2763 westward distant signal for SG	40
First curve west of SG	45
Second and Third curves west of SG	35
First curve east of M. P. 1, No. 6 track	30
Curve at M. P. 1, No. 6 track	35
First curve west of M. P 4, No. 6 track	35
First curve west of M. P. 5, No. 6 track	35
First curve east of M. P. 7, No. 6 track	35
Curve at Seward	65
Second curve east of Bolivar, No. 2 and No. 3 tracks	55
First and Second curves west of Bolivar	45
Second curve east of Torrance	50
Curve at Torrance, No. 2 and No. 3 tracks	55
First and Second curves 1 mile west of BH	60
Curve at DR Interlocking No. 2 and No. 3 tracks	60
Duck-under track at SW	20
East leg of wye at SW	30
West leg of wye at SW	20
Curves at east and west ends of Radebaugh Tunnel, No. 4 track	30
Curve at Penn	60
Curves between Signal Bridges 3284 and 3304, east and west of Manor	50
Curve at Pitcairn, No. 3 and No. 4 tracks	60
Curve west of Wilmerding	45
Curve west of WG	45
Curve at Perry, No. 1 track	30
Curves between Turtle Creek and Bessemer	40
Curve east of Braddock	50
Curves between Braddock and Copeland	40
Curves between Copeland and Swissvale	50
On east and west legs of wye at CM	15
Curve at East Liberty, No. 3 and No. 4 tracks	35
Curve at East Liberty, No. 1 and No. 2 tracks	40
Curve east of DV	45
First and Second curve west of DV	40
Irvona Branch:	
Curves from Cresson to third curve north of Mile Post 5	20
First curve north of Mile Post 13	20
Curves between Mile Post 19 and Mile Post 25	20
Second and Third curve south of M. P. 39	15

South Fork Branch:	Miles Per Hour
Between South Fork passenger station and Mile Post 1	10
M. P. 9 to Lovett, northward freight trains	10
Shade Creek Branch:	
First curve south of Mile Post 2	15
Shoemaker's Cut Curve, Mile Post 3	15
Red Cut Curve, Mile Post 4	15
800 feet south of Mile Post 4 to point 2,500 feet south thereof	5
Seanor Curve, just south of Bridge No. 5.39	15
Naugle Run Curve, just north of M. P. 9	15
Curves at north and south ends of Huskin siding	15
Turtle Creek Branch:	
Curves between Trafford and M. P. 8	15
M. P. 17 to ER	15
Brilliant Branch:	
Between jump-over bridge and Kelly St.	15
Curve at Div. Post (Conemaugh Div.), Valley No. 1 and No. 2 tracks	20
Monongahela Branch:	
First curve, south of Monon	40
Bridge 1.78, first bridge north of Mile Post 2	40
Curve at Mile Post 2	40
OB Interlocking	30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking	5
First curve south of Kenny No. 3 and No. 4 tracks	40
All crossovers and turnouts at north end of PG Interlocking	10
Between South Duquesne Water Station, 3500 feet south of South Duquesne, and CR:	
No. 1 and No. 2 tracks	15
No. 3 and No. 4 tracks	30
First curve south of Elrama No. 2 track	30
Between points 2000 feet south of H and 2000 feet south of Mile Post 26	30
Between MC and 3000 feet north of MC	20
Between Mile Post 37 and a point 800 feet south of Mile Post 38	40
First, second and third street crossings north of Roscoe	
Passenger trains	40
Freight trains	30
Between a point 2500 south of Mile Post 47 and a point 3500 feet south of Mile Post 47	30
Curves between a point 3500 feet south of Mile Post 47 and California	40
Bridge 48.50, north of California	40
Between point 3000 feet south of Mile Post 50 and Mile Post 51:	
No. 1 and No. 2 tracks	15
South end West Brownsville Jct. Wye to West Brownsville	10
Port Perry Branch:	
Bridge 10.19—J engines coupled	10
North Leg and South Legs Wye at PG	10

Redstone Branch:	Miles per Hour
South Leg West Brownsville Jct. Wye	15
North Leg Brownsville Jct. Wye	15
South Leg Brownsville Jct. Wye	5
East Leg Brownsville Jct. Wye	5
Over Monongahela Ry. Crossing, BF	12
Redstone Secondary Track:	
RS, over all switches	15
Southwest Secondary Track:	
Youngwood Yard, southward movements	15
Depot Street crossing—Youngwood	15
Public Highway Crossing, 1775 feet South of Mile Post 6, South of YU.	15
Between first grade crossing north of Scottdale Jct. and B & O. R. R. crossing, 0.1 mile south of SY	12
Between crossing 0.5 mile north of Connellsville and Connellsville	12
Over first street crossing south of Connellsville	6
Bridge 24.56 Youghiogheny River, Connellsville	15
Over first street crossing north of NJ	6
Over first street crossing south of Dunbar	15
RS, over all switches	15
Hempfield Branch:	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.	6
Yukon Branch:	
Between a point 1.3 miles north of Cowansburg and a point 1 mile north of Cowansburg	5
Coal Lick Secondary Track:	
Between VA and Dunbar Street (3500 feet south of VA Uniontown	10
Over street crossings, between VA and Rainey Jct.	10
Except over street crossing, Lebanon Ave. (First crossing north of Rainey Jct. Wye)	4
Cresson Secondary Track	
First curve north of Cresson	15
Curves from Mile Post 8 to 1500 feet north of Mile Post 9	25
Curve at Mile Post 15	25
Curves from Mile Post 19 to first curve north of Mile Post 24	25
Passing over switch in main line at Hastings Jct.	15
Curve at Mile Post 38	25
Curve north of HM	25
Passing over switch in main line at McGees Jct.	15
Curves from Mile Post 44 to Punxsutawney	25
Mahoning Street Crossing, Punxsutawney	10
Black Lick Secondary Track	
Ebensburg to Vintondale	25
Josephine to Black Lick	25
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve	20
Winterset Curve, west of Winterset	15
First curve west of mile post 31	25
First curve west of mile post 38	25
First curve west of mile post 40	25
Susquehanna Secondary Track	
Curves Bradley Jct. to Bakerton	25
Passing through tunnel	15
On north and south legs of wye at Spangler	6
On north and south legs of wye at Cherry Tree	10

McGee Secondary Track:	Miles per Hour
Glen Campbell Wye (Both Legs)	5
Beaver Secondary Track:	
Mile Post 5 to Mile Post 3, northward freight trains	6
Mile Post 3 to Lovett, northward freight trains	10
Llanfair Secondary Track:	
Northward freight trains	6
Windber Secondary Track:	
Between Windber Jct. and Eureka No. 35	10
Vance Mill Secondary Track:	
Between a point 4.8 miles south of Vance Mill Junction and a point 4.9 miles south of Vance Mill Junction	5
Dunbar Track:	
Bridge 0.28 South of Dunbar	5

1157-F2. Trains must run at reduced speed, looking for rocks and slides on tracks, at following locations:

Monongahela Branch:

Between a point 2600 feet south of Mile Post 57 and a point 4000 feet south of Mile Post 58.

Between a point 2300 feet south of Mile Post 59 and a point 3600 feet south of Mile Post 59.

Ellsworth Branch:

Between Mile Post 4 and Pittsburgh & West Virginia Overhead Bridge, 2690 feet south of Mile Post 4.

Between a point 2750 feet south of Mile Post 5 and Mile Post 6.

Ellsworth Secondary Track:

Between north end and south end of Scenery Hill Siding.

Between a point 975 feet south of Mile Post 19 and a point 1575 feet south thereof.

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward—Light	Forward—With train
A	20	20	20
B	25	25	25
C	20	20	20
E	35	50	70
G	35	50	70
H	35	40	50
I	25	40	50
J	40	40	50
K	35	50	70
L	35	40	50
M-Psg'r Service	35	50	70
M-Frt. Service	35	50	50
N	30	40	50
Q	40	40	50
S2	10	50	70
T	40	50	70
Rail Motor Cars	65	65	65

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	.....	60	70
.....	.....	BP-60T	.....	60	70
BP-20	BP-40	BP-60	.....	60	70
EP-20	EP-40	EP-60	.....	60	70
EP-22	EP-45	.....	.....	60	70
FP-20	FP-40	FP-60	.....	60	70
EFP-15	EFP-30	EFP-45	Psg'r Ser.	50	70
			Frt. Ser.	50	50
AF-15	AF-30	AF-45	AF-60	50	50
AF-16	AF-32	AF-48	AF-64	50	50
BF-15	BF-30	BF-45	BF-60	50	50
BF-16	BF-32	BF-48	BF-64	50	50
.....	.....	BH-50	.....	50	50
EF-15	EF-30	EF-45	EF-60	50	50
EF-15T	EF-30T	EF-45T	EF-60T	50	50
EH-15	EH-30	EH-45	EH-60	50	50
FF-20	FF-40	FF-60	.....	50	50
FF-16	FF-32	FF-48	.....	50	50
A-6	.....	.....	.....	20	20
AS-6	.....	.....	.....	50	50
AS-10	.....	.....	.....	50	50
AS-10S	.....	.....	.....	50	65
AS-10AS	.....	.....	.....	50	65
AS-16	.....	.....	.....	50	50
AS-16MS	.....	.....	.....	50	65
BS-6	.....	.....	.....	50	50
BS-7	.....	.....	.....	50	50
BS-10	.....	.....	.....	50	50
BS-10AS	.....	.....	.....	50	65
BS-12	.....	.....	.....	50	50
BS-12S	.....	.....	.....	50	65
BS-16	.....	.....	.....	50	50
BS-16MS	.....	.....	.....	50	65
BS-24	.....	.....	.....	50	50
ES-6	.....	.....	.....	50	50
ES-10	.....	.....	.....	50	50
ES-12	.....	.....	.....	50	50
ES-15	.....	.....	.....	50	50
FS-10	.....	.....	.....	50	50
FS-16	.....	.....	.....	50	50
FS-20	.....	.....	.....	50	50
GS-4	.....	.....	.....	30	30
LS-25	.....	.....	.....	50	50

NOTE—

Road Diesel Engines

First letter designates builder:

"A"—American Locomotive Works — General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower
"16"—1600 Horsepower
"20"—2000 Horsepower
"22"—2250 Horsepower
"30"—3000 Horsepower
"32"—3200 Horsepower
"40"—4000 Horsepower
"45"—4500 Horsepower
"48"—4800 Horsepower
"50"—5000 Horsepower
"60"—6000 Horsepower
"64"—6400 Horsepower

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

(Pgh. Div. G. O. No. 110, Page 115)

Yard Diesel Engines

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6" —600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
Cresson	MO	EP	15
Cresson	EP	RU	30
Cresson	RU	Fordham	15
Patton 1	Patton	End of track	15
Patton 2	Patton	End of track	15
Hastings	Hastings Jct.	Hastings	20
McGees	McGees Jct.	Glen Campbell	25
Elk Run	Elk Run Jct.	End of track	15
Susquehanna	DF	DC	30
Moss Creek	Moss Creek Jct.	End of track	15
Black Lick	KY	ZD	30
No. 0	NY	BC	15
No. 5	W	SO	15
South Fork	HC	End of track	15
Beaver	Lovett	End of track	15
Llanfair	Lovett	End of track	15
Windber	Windber Jct.	Eureka #42	15
Westward engine	AO	4300 feet west of AO	15
No. 0	6000 feet east of C	AO	15
No. 1, No. 2, No. 3 and No. 4 Pit	C	4300 feet west of AO	15
Pull-in Track	JW	C	15
Bradenville	4500 feet west of DR	End of track	15
No. 0	4517 ft. W. of DR	DR	15
Unity	KR	Hostetter	15
No. 0	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	15
Alexandria	Jamison No.2 Jct.	Allsworth	15
Jamison No. 2	Jamison No.2 Jct.	Forbes Road	15

(Pgh. Div. G. O. No. 110, Page 116)

Track	Between	And	Miles per Hour
Manor	Manor	Harrison City	15
Yough	Irwin	Cereal	15
No. 0	CP	Shafton	15
Turtle Crk	ER	Saltsburg	15
No. 5	UJ	3264 feet west of UJ	15
No. 1	WG	Spring Hill	15
No. 0	WG	Spring Hill	15
Relay 2	Spring Hill	950 feet west of SZ	15
Relay 3	Pitcairn No. 10 Yard Office	950 feet west of SZ	15
Relay 1	Perry	U Jct.	15
Relay 2	Perry	U Jct.	15
Relay 3	Perry	U Jct.	15
Between No. 2 and No. 3	2600 feet east of Homewood	WK	15
Between No. 2 and No. 3	East Liberty	Wilkinsburg	15
No. 4	DV	BU	15
No. 3	BU	DV	15
No. 0	29th St. Cgh. Div.	BU	15
No. 0	OB	Crossover, 3000 Ft. North of Hays	15
No. 0	Kenny	PG	15
McKeesport	South Duquesne	McKeesport	15
Peters Creek	Peters Creek Jct.	Pennmont	10
Ellsworth	Cokeburg Jct.	Marianna	15
Cokeburg	Cokeburg Jct.	Cokeburg	15
Vance Mill	Vance Mill Jct.	Monarch	15
Sewickley	Youngwood	Bessemer Jct.	15
Scottdale	Scottdale Jct.	End of Track	15
Southwest Nos. 1 and 2	SW	County	30
Southwest	County	VA	30
Southwest	VA	End of Track	15
Radebaugh	RG	County	25
Redstone	BF	RS	20
Coal Lick	VA	SL	15
All Sidings			15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

FREIGHT TRAIN RESTRICTIONS

1159-A1. Engines must not approach closer than 50 feet to loading rack at American Oil Co., Hays; Ashland Oil Co., Floreffe and Sinclair Oil Co., Sinclair. Oil hand lamps, or any other type of lamp, having an open flame, must not be used while working at these plants. Electric hand lamps may be obtained from Thirtieth Street Yard Office; Southward Hump Yard Office, Shire Oaks and Youngwood Yard Office. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant.

Firemen must have engine fire in such condition that it will not be necessary to add coal while in the plant.

Smoking on the premises is prohibited.

1159-A2. Engines must not pass warning sign on Pennsylvania Industrial Chemical track located 2960 feet south of Peters Creek Jct. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working at this plant. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

ENGINE RESTRICTIONS

1160-A1. Engines are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.
A—Backward movement prohibited.
B—Backward movement restricted to speed indicated.
D—Operation of engines coupled prohibited.
E—Operation of engines coupled restricted to speed indicated.
R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by the Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Main Line																
Slope to Perry including New Portage Branch and Sang Hollow Extension	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....
Perry to CM	...	...	...	...	...	...	...	...	...	...	...	...	X	...	...	.....
CM to Pittsburgh	...	...	...	...	...	...	...	X	...	...	...	...	X	...	...	.....
GALLITZIN:																
Altoona Power Track	...	...	...	...	...	...	B5	B5 15 B5	...	...	B5 15 B5	...	B5 15 B5	B5	...	.....
Conemaugh Power Track	...	...	...	...	...	...	B5	15	...	...	15	...	15	B5	...	.....
CRESSON:																
Wye	...	...	...	...	...	...	...	5	...	...	5	...	5	...	...	.....
2 MILE E. OF MILLWOOD:																
Graff Coll. No. 1 & No. 2	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...	.....
MILLWOOD:																
Seger Coll. No. 1	...	...	...	...	...	...	X	X	...	X	X	X	X	X	...	.....
DERRY:																
Sand Rock Track	...	...	...	X	...	...	X	X	X	X	X	X	X	X	...	.....
LATROBE:																
Superior Spur	...	...	...	...	5	5	X	X	...	X	X	X	X	X	...	.....
Ind. Tracks off Superior Spur	...	...	...	X	...	...	X	X	X	X	X	X	X	X	...	.....
1.4 MI. EAST OF SW:																
Crow's Nest Mine Track	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...	.....
PITCAIRN:																
Passenger Yard No. 1 and No. 2 and run-around tracks	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...	.....
WG:																
East Pgh. Connection	...	...	...	...	...	...	...	X	...	...	X	X	X	X	...	.....

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Port Perry Branch:															
North and South Legs of Wye at PG	...	...	...	...	...	...	...	10 E	...	...	5	...	...	...	.....
Bridge 10.19	...	...	...	...	...	...	...	10	...	...	...	...	...	...	.....
EDGEWOOD:															
Keller Bros. Industrial Track	...	...	X	X	X	X	X	X	X	X	X	X	X	X	.....
WILKINSBURG TO CM:															
All Industrial Tracks	...	...	X	X	X	X	X	X	X	X	X	X	X	X	.....
CM:															
City of Pgh. Industrial Track off east leg of Wye	...	...	X	X	X	X	X	X	X	X	X	X	X	X	.....
Int. crossover No. 4 to Industrial Track	...	...	...	...	...	...	...	X	...	...	8	...	X	...	.....
Brilliant Branch Jumpover bridge	...	...	...	...	...	...	X	X	...	...	X	X	X	X	.....
West leg of Wye	...	...	...	...	...	...	...	5	...	...	5	...	...	...	.....
All industrial tracks	...	...	X	X	X	X	X	X	X	X	X	X	X	X	.....
EAST LIBERTY TO DV:															
All Industrial tracks off No. 4 Track	...	...	X	X	X	X	X	X	X	X	X	X	X	X	.....
Interlocked turnouts from Federated Metals Corp. and Gulf Ref. Co. to No. 4 Track	...	...	...	...	...	...	X	X	...	...	X	X	X	X	.....
SECOND CURVE WEST OF DV:															
Crossover switches between eastward and westward secondary tracks	...	...	...	...	...	...	X	X	...	...	X	X	X	X	.....
33rd ST., PITTSBURGH:															
Industrial track	...	...	...	X	X	X	X	X	X	X	X	X	X	X	.....
BU AND WEST THEREOF:															
Interlocked crossovers and turnouts	...	...	...	...	...	...	5	X	...	...	8	5	X	8	.....
UF:															
Between No. 0 Signal Bridge and east end No. 16, No. 17, No. 18 and No. 20 Tracks—Penna. Sta., when routed via crossover switches just west of No. O Signal Bridge	...	...	...	5	...	...	5	X	5	...	5	5	X	5	.....
US:															
(See Note)				B					B						
Through Interlocking	...	...	...	5	...	...	5	X	5	...	X	5	X	5	.....
CRESSON SECONDARY TRACK: (See Note)															
Cresson to Fordham	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
Bridge No. 0.56 Jumpover	...	15	...	15	15	15	15	15	15	15	5	15	X	X	.....
Cresson coal wharf track	...	...	...	...	...	...	X	X	X	...	X	X	X	X	.....
Punxsutawney Wye	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
BLACK LICK SECONDARY TRACK: (See Note)	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
Ebensburg Jct. to Ebensburg	...	...	...	...	...	...	B 15	X	...	...	X	X	X	X	.....
COAL PIT RUN:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
SHUMAN RUN:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
REXIS: (See Note)	...	...	...	...	...	...	X	X	X	...	X	X	X	X	.....

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
SUSQUEHANNA SECONDARY TRACK:								X	X		X	X	X	X	
Tunnel to Bakerton							B 10	X	X	B 10	X	X	X	X	
LUTHER:								X	X		X	X	X	X	
STERLING No. 1:								X	X		X	X	X	X	
WALNUT RUN:								X	X		X	X	X	X	
PORTER RUN:								X	X		X	X	X	X	
MOSS CREEK SECONDARY TRACK:								X	X		X	X	X	X	
PATTON No. 1 SECONDARY TRACK:								X	X		X	X	X	X	
PATTON No. 2 SECONDARY TRACK:								X	X		X	X	X	X	
North Leg Patton Wye							X	X	X		X	X	X	X	
HASTINGS SECONDARY TRACK:								X	X		X	X	X	X	
LA JOSE INDUSTRIAL TRACK:								X	X		X	X	X	X	
McGEES SECONDARY TRACK:								X	X		X	X	X	X	
MAHAFFEY:								X	X		X	X	X	X	
GLEN CAMPBELL:								X	X		X	X	X	X	
Glen Campbell Wye	5		5	5	5	5	5	X	X	5	X	X	X	X	
McCOY RUN:								X	X		X	X	X	X	
BRADY RUN:								X	X		X	X	X	X	
BEAR RUN:								X	X		X	X	X	X	
HILLMAN:								X	X		X	X	X	X	
ELK RUN SECONDARY TRACK:							X	X	X		X	X	X	X	
Br. 0.38 Punxsutawney		15		15	15	15	X	X	X	5	X	X	X	X	
IRVONA BRANCH:								X	15		X	X	X	X	
Stevens								X	X		X	X	X	X	
Mayes								X	X		X	X	X	X	
Stroud								X	X		X	X	X	X	
LILLY INDUSTRIAL TRACK:							X	X	X		X	X	X	X	
BEN'S CREEK INDUSTRIAL TRACK:															
NY to BC															
BC to South End Terminus								X	X		X	X	X	X	
MARTIN INDUSTRIAL TRACK:							X	X	X		X	X	X	X	
SONMAN:								X			X	X	X	X	
SOUTH FORK BRANCH:												X	X	X	
Br. 0.04 Jumpover Bridge		20		20	20	20	20	20	20	20	20	X	X	X	
West Leg of Wye at So. Fork								X			X	X	X	X	
Stineman Mine Track				X			X	X	X	X	X	X	X	X	
Second curve south of M. P. I. No.1 and No. 2 tracks								5			A5	X	X	X	5
SOUTH FORK SECONDARY:															
HC to end of track								X			X	X	X	X	
Windber Wye								X	X		X	X	X	X	

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
BEAVER SECONDARY TRACK:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
Industrial tracks except track leading to Burkett mine (F-78)	...	...	X	...	...	...	...	X	X	...	X	X	X	X	.....
LLANFAIR SECONDARY TRACK:	...	...	...	...	...	...	X	X	X	X	X	X	X	X	.....
PAINT CREEK BRANCH:	...	...	...	...	...	...	...	X	X	...	...	X	X	X	.....
Paint Creek Jct. Wye	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
Bridge 0.57 Scalp Level	...	20	...	20	20	20	10	X	20	20	X	X	X	X	.....
EUREKA No. 37:	...	...	...	...	...	...	...	X	X	...	...	X	X	X	.....
Fifth curve south of Jct. with Paint Creek Branch	...	...	...	...	...	...	5	X	X	5	5	X	X	X	.....
EUREKA No. 40:	...	...	...	...	...	...	...	X	X	...	...	X	X	X	.....
SHADE CREEK BRANCH:	...	...	...	...	E	E	...	X	X	...	X	X	X	X	.....
Bridge 5.39 Seanor	...	10	...	20	10	10	10	X	20	20	X	X	X	X	.....
REITZ:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
EUREKA No. 32:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
WINDBER SECONDARY TRACK:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
JOHNSTOWN:															
C to Yard Office east of Br. 0.67	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
Yard Office east of Br. 0.67 to terminus	...	...	...	...	...	...	X	X	X	X	X	X	X	X	.....
NEW FLORENCE:															
From connection in No. 1 Track to west end of second curve (1½ mile)	...	...	...	...	...	...	X	X	...	...	X	X	X	X	.....
West end of Second curve to terminus	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.....
BRADENVILLE SECONDARY TRACK:	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
Industrial Tracks	...	...	...	X	...	...	X	X	X	X	X	X	X	X	.....
UNITY SECONDARY TRACK															
Junction to South end of Unity Yard	...	...	...	...	...	...	...	...	...	...	...	X	X	X	.....
South end of Unity Yard to terminus	...	...	X	...	...	...	...	X	...	...	X	X	X	X	.....
Industrial tracks	...	...	X	...	...	...	...	X	...	...	X	X	X	X	.....
Steel Works Spur	...	...	...	X	5	5	X	X	X	X	X	X	X	X	.....
LIPPINCOTT:	...	...	...	X	...	...	...	X	X	...	X	X	X	X	.....
First curve South of Palmer Jct.	...	...	...	X	5	5	X	X	X	5	X	X	X	X	.....
ALEXANDRIA BRANCH:	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
ALEXANDRIA SECONDARY TRACK:															
Dundale Wye track	...	...	X	...	5	5	...	X	X	5	X	X	X	X	.....
Coke tracks at Salem Coke Works beyond coke loading platform and No. 5 track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.....
JAMISON No. 2 SECONDARY TRACK:	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
SW:															
West leg of Wye	...	...	...	...	...	...	...	X	...	...	X	...	X	...	.....
BRUSH CREEK:	...	...	...	...	...	...	X	X	X	...	X	X	X	X	.....
BULL RUN:	...	...	...	...	...	...	X	X	X	X	X	X	X	X	.....

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
JEANNETTE:	...	...	X	X	...	...	X	X	X	X	X	X	X	X	...
MANOR SECONDARY TRACK:	...	...	...	...	...	...	...	X	...	...	X	X	X	X	...
YOUGHIOGHENY SECONDARY TRACK:	...	...	...	...	...	...	X	X	...	X	X	X	X	X	...
TURTLE CREEK BRANCH:	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...
Blackburn Wye	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...
BY to Elrico	...	...	X	...	...	...	X	X	X	...	X	X	X	X	...
Remaleys Indl. Track (5447) Wm. Penn Hwy. to end of track	...	...	X	...	X	X	X	X	X	X	X	X	X	X	...
Elrico to Terminus	...	...	X	...	...	...	...	X	X	...	X	X	X	X	...
EAST PITTSBURGH INDUSTRIAL TRACK:	...	...	...	...	...	...	X	X	...	...	X	X	X	X	...
DUQUESNE WAY:	...	...	X	...	...	...	X	X	...	X	X	X	X	X	...
West of point 500 feet west of eastward interlocking signal at **US**	...	...	X	X	X	X	X	X	X	X	X	X	X	X	...
Monongahela Branch:															
Between:															
Division Post (P.H.Div.) and Duquesne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Duquesne and Courtney—No. 1 and No. 2 tracks	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Duquesne and **CR**—No. 3 and No. 4 tracks	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Courtney and West Brownsville	...	...	...	...	...	...	...	...	...	...	...	...	X	X	...
West Brownsville and Ten Mile Run Jct.	...	...	...	...	...	...	X	X	...	...	X	X	X	X	X
MONON:															
Carson Street Yard	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
Turnouts to south end of 18th Street yard	...	...	...	...	...	...	X	X	...	...	X	X	X	X	X
BRIDGE 1.78:															
First bridge north and west of Mile Post 2—Monon No. 1 and Monon No. 2 tracks	...	...	...	...	...	...	30	20	...	...	...	20	30	...	...
—Scully No. 1 and Scully No. 2 tracks	...	...	...	...	...	...	...	20	...	...	...	20	...	...	...
OB:															
All crossovers and turnouts in 30th St. yard and M.C.R.R. tail track	...	...	...	...	...	...	...	...	...	...	X	...	...	...	...
Whitehall track	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Industrial tracks	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Crossovers between inbound track and outbound track and turnout from inbound track to old inbound track at north end of **OB** Interlocking	...	...	...	...	...	...	...	X	...	...	X	...	X	X	...
Crossover between No. 3 and No. 4 tracks at south end of **OB** Interlocking	...	...	...	...	...	...	...	X	...	...	X	...	X	X	...
Turnout from No. 0 track to south end No. 2 track 30th Street north extension yard	...	...	...	...	...	...	...	X	...	...	X	...	X	X	...
All turnouts in 30th Street south extension yard	...	...	...	...	...	...	...	X	...	...	X	...	X	X	...
HAYS:															
Axle Works track	...	...	X	X	...	...	X	X	X	X	X	X	X	X	X
Harbison-Walker Trestle	...	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Streets Run Track	...	...	X	X	...	...	X	X	X	X	X	X	X	X	X
Industrial Tracks	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
MESTA:															
Crossover from No. 2 track to south end of Howard middle yard								X			X		X	X	
All turnouts in middle and south yards, Howard yard								X			X		X	X	
PG:															
Turnouts to north end of No. 4 and No. 6 tracks in Thomson yard							X	X	X		X	X	X	X	X
All turnouts in Thomson yard											X				
Turnouts to Nos. 4 to 13 tracks incl. in Thomson Storage yard							X	X	X	X	X	X	X	X	X
SOUTH DUQUESNE:															
All turnouts in south end McKeesport yard								X			X		X	X	
All turnouts in north end Cochran yards								X			X		X	X	
All turnouts in north end McKeesport and south end Cochran yards							X	X		X	X	X	X	X	X
CLAIRTON:															
P. & W. Va. Ry. Interchange							X	X			X	X	X	X	X
Penna. Industrial Chemical Co.							X	X	X	X	X	X	X	X	X
Carnegie-Illinois Steel Co. yard, south of Clairton						5	5	X	X	5	X	5	X	X	5
FLOREFFE:															
Vesta Coal Co. Marine Ways							X	X	X	X	X	X	X	X	X
Mississippi Glass Co.—run-around track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All other tracks							X	X	X	X	X	X	X	X	X
SHIRE OAKS:															
Wye track, North Leg							A	A	A		A	A	A	X	A
Loaded car repair tracks	5	5	5	5	5	5	X	X	X	X	X	X	X	X	X
Power house track							5	X	5	5	X	5	X	X	X
Transfer tipple—low track							5	X	5	5	X	5	X	X	X
COURTNEY:															
Pittsburgh Coal Co.								X			X		X	X	X
MONONGAHELA:															
New Eagle Industrial Tracks							X	X	X	5	X	X	X	X	X
Monongahela Iron & Metal Co.							X	X	X		X	X	X	X	X
Monongahela Iron & Metal Co. River track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All industrial tracks, Second and Third Wards							X	X	X		X	X	X	X	X
DONORA:															
A.S.&W. Co. furnace yard—No. 5 track to clearance point			5	5	5	5	5	X	5	5	X	X	X	X	X
A.S.&W. Co. furnace yard—No. 6 track			5	5	5	5	X	X	X	X	X	X	X	X	X
A.S.&W. Co. furnace yard, except No. 5 and No. 6 tracks			5	5	5	5	X	X	X	5	X	X	X	X	X
CHARLEROI:															
Latchem Transfer Co.			R				X	X	X	X	X	X	X	X	X
Corning Glass Works Co., A and E Tracks							X	X	X	X	X	X	X	X	X
B and C Tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Charleroi Supply Co.							X	X	X	X	X	X	X	X	X
Tri-Cities Water Co.							X	X	X	X	X	X	X	X	X
Rider Mine track							X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
ALLENPORT:																
Pittsburgh Steel Co.	...	...	...	...	...	...	...	5	...	...	X	...	X	X	...	
CALIFORNIA:																
Crescent No. 2 Mine track	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X	
Public Delivery track	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X	
BRIDGE 48.50:	...	...	...	40	40	40	20	15	40	30	30	20	X	30	...	
Vesta No. 4 Mine Supply track	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X	
Public Delivery tracks	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X	
WEST BROWNSVILLE JCT.:																
Crescent No. 1 Mine tracks	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X	
Turnouts south end West Brownsville Jct. yard tracks No. 5 to No. 10 inclusive	...	...	...	...	...	...	...	5	...	...	...	...	X	X	...	
McKeesport Secondary Track:																
Between north and south ends of McKeesport yard	...	...	...	...	...	...	...	...	...	...	X	...	...	X	...	
Between south end of McKeesport Yard and McKeesport	D	D	X	D	D	D	X	X	X	(D 10)	X	X	X	X	X	
When two or more engines are used on Bridge 12.19 there must be at least eight cars between engines.																
Peters Creek Secondary Track:																
Between Peters Creek Jct. and Pennmont	...	...	X	10	10	10	X	X	X	X	X	X	X	X	X	
South Leg of Wye	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X	
Wilson Lumber Co.	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X	
Peters Creek Branch:																
Between Pennmont and Gould	...	...	X	10	10	10	X	X	X	X	X	X	X	X	X	
Piney Fork Mine, South end No. 2 track	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ellsworth Branch:																
Between:																
MC and Water Station, 3200 feet south of MC	...	...	...	...	...	...	...	X	...	...	X	X	X	X	X	
3200 feet south of MC and Frye Siding	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X	
Frye Siding and Cokeburg Jct.	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X	
MC																
Monongahela Public Delivery track	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X	
GIBSON MINE:																
Crossover between No. 1 and No. 2 tracks, north of tipple	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X	
BENTLEYVILLE:																
Delivery track 0.5 mile north of Bentleyville	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X	
ELLSWORTH:																
Bethlehem No. 51 Mine, all tracks under tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Bethlehem No. 52 Mine, Mine Supply track	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X	
Bethlehem No. 52 Mine track under tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Industrial tracks	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES																Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Ellsworth Secondary Track:															
Between Cokeburg Jct. and Marianna	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
Sheidler Lumber Co. Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bethlehem No. 58 Mine	...	...	5	5	5	5	X	X	X	5	X	X	X	X	X
Cokeburg Secondary Track:															
Between Cokeburg Jct. and Cokeburg	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
Bethlehem No. 53 Mine Storehouse track	...	...	5	5	5	5	X	X	X	5	X	X	X	X	X
Ontario Industrial Track:															
Between Ontario Jct. and Ontario mine tipple	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
Beyond Ontario Mine tipple	...	...	...	...	...	...	X	X	X	5	X	X	X	X	X
Ontario Mine tracks north of tipple	...	...	5	5	5	5	X	X	X	5	X	X	X	X	X
Redstone Branch:															
Between:															
West Brownsville Jct. and BF	...	...	15	...	...	...	15	15	15	...	15	15	X	X	.....
BROWNSVILLE JCT. WYE:															
North Leg of Wye	...	...	...	5	5	5	5	X	5	5	5	5	X	X	X
South Leg of Wye	5	5	5	5	5	5	X	X	5	5	X	X	X	X	X
East Leg of Wye	5	5	5	5	5	5	X	X	5	5	X	X	X	X	X
Redstone Secondary Track:															
Between:															
BF and 0.5 mile south of Mile Post 54	...	15	...	...	...	...	15	15	15	...	15	15	X	X	.....
0.5 mile south of Mile Post 54 and RS	..	15	...	...	...	...	15	X	15	...	X	X	X	X	X
BROWNSVILLE JCT.:															
Turnouts north end Brownsville Jct. Yard, Tracks No. 1 to No. 13 inclusive	...	...	...	...	...	...	5	5	5	5	X	5	X	X	.....
Brownsville Junction Yard	...	...	...	...	...	...	5	5	5	5	X	5	X	X	.....
LINN:															
Mt. Hope Works	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
American No. 1 Works	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
FH:															
Colonial No. 1 Mine	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X
Delivery track	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X
WALTERSBURG:															
Waltersburg track	...	...	...	...	...	...	...	X	X	...	X	X	X	X	.....
VANCE MILL JUNCTION:															
Phillips Mine	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X
RS:															
Oliver No. 1 Mine	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
North Leg of Wye	...	...	...	5	5	5	5	X	5	5	X	X	X	X	X
Grindstone Industrial Track:															
Between Grindstone Jct. and Royal	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
H. C. Frick Coke Co.—South end Colonial No. 3 Mine	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X
Keister Industrial Track:															
Between Keister Jct. and Helen Mine	...	...	5	5	5	5	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Vance Mill Secondary Track:															
Between Vance Mill Jct. and Monarch	...	...	...	...	...	...	...	X	...	...	X	X	X	X	X
Leisenring No. 2 Mine	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X
Engines must not be operated under loading tipple or on curves on coke loading track.															
Leisenring No. 3 Mine	...	...	...	...	...	...	...	X	X	...	X	X	X	X	X
Engines must not be operated under mine tipple.															
Southwest Secondary Track:															
Between:															
SW and south end of Youngwood Yard	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South end Youngwood Yard and Scottdale	...	...	...	...	...	...	...	X	...	...	X	...	X	X	...
Scottdale and Mile Post 36	...	...	X	...	...	...	X	X	...	...	X	X	X	X	X
Mile Post 36 and VA	...	...	...	...	...	...	...	X	...	...	X	X	X	X	...
Between VA and end of track	...	...	X	...	...	...	X	X	...	...	X	X	X	X	X
Industrial Tracks	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
SOUTH GREENSBURG:															
Hempfield Foundry Co.	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
Walworth Company	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
North Leg of Wye	...	...	...	...	...	...	10	10	10	10	10	10	X	X	...
Other Industrial Tracks	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
BRIDGE 24.56:															
South of Connellsville	15	15	X	15	15	15	X	X	15	15	X	X	X	X	X
NJ:															
Connellsville Stone and Work track	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Connellsville Manufacturing & Mine Supply Co.	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks	...	...	...	...	...	...	X	X	X	...	X	X	X	X	X
BRIDGE 36.75:															
South of RS	...	...	...	...	...	...	15	X	...	...	X	X	X	X	...
Radebaugh Secondary Track:															
Between RG and County	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Keystone Coal & Coke Co., Greensburg No. 2 Mine	...	...	...	X	...	...	X	X	X	X	X	X	X	X	X
Hempfield Branch:															
Between Hempfield Branch Jct. and Cowansburg	...	...	X	...	...	...	...	X	...	...	X	X	X	X	X
Andrews Run Industrial Track:															
Between Andrews Run Jct. and End of Track	...	...	X	...	...	...	X	X	X	...	X	X	X	X	X
Youghiogheny Branch:															
Between Cowansburg and Gratztown	...	...	X	...	...	...	...	X	...	...	X	X	X	X	X
Yukon Branch:															
Between Yukon Branch Jct. and Cowansburg	...	...	X	...	...	...	...	X	...	...	X	X	X	X	X
Hunker Brick Co. track	...	...	X	...	...	...	X	X	...	...	X	X	X	X	X
Storage tracks over Bridge 4.39, South of Whyel Jct.	...	...	X	...	...	...	X	X	...	...	X	X	X	X	X

LOCATION	CLASS OF ENGINES																Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Whyel Track	...	...	X	...	...	...	...	X	...	...	X	X	X	X	X
Hepler Co. track	...	...	X	...	...	...	X	X	...	...	X	X	X	X	X
Hunter Run Industrial Track:															
Between Hunter Run Jct. and End of Track	...	...	X	...	...	...	...	X	...	...	X	X	X	X	X
Sewickley Secondary Track:															
Between:															
Youngwood and South end of Storage Track	...	...	...	...	...	...	.	...	...	...	..	...	X	X	.....
South end of Storage Track and Bessemer Jct.	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Hunker Track	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Tarr Track	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Scottdale Secondary Track:															
Between:															
Scottdale Jct. and 1.0 mile south thereof	..	....	5	...	...	...	5	X	5	...	X	X	X	X	X
1.0 mile south of Scottdale Jct. and end of track	...	...	X	...	...	...	X	X	X	...	X	X	X	X	X
Broadford Industrial Track:															
Between Broadford Jct. and Summit	...	...	X	...	...	...	X	X	X	...	X	X	X	X	X
Opossum Run Industrial Track:															
Between Opossum Run Jct. and end of track	...	...	X	...	...	...	X	X	X	..	X	X	X	X	X
Dunbar Track	...	...	X	...	...	...	X	X	X	..	X	X	X	X	X
UNIONTOWN:															
Fayette Milling & Feed Co.	....	...	X	5	5	5	X	X	X	X	X	X	X	X	X
Hygeia Ice Co.	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
J. F. Hogsett & Son	...	...	X	5	5	5	X	X	X	X	X	X	X	X	X
H. C. Frick Coke Co., Continental No. 1 Mine	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Coal Lick Secondary Track:															
Between VA and SL	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
Coal Lick Industrial Track:															
Between:															
SL and 3000 feet south of SL	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....
3000 feet south of SL and end of track	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Rainey Track	...	...	...	...	...	...	...	X	...	...	X	X	X	X	.....

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60T	L	M	N	Q, S	T	
Fairchance Industrial Track:																
Between Fairchance Jct. and Kyle Coke Works	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X	
Oliphant Industrial Track:																
Between Oliphant Jct. and end of track	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X	

NOTE—Class J1, M1 and T1, engines may be used in emergency between Cresson and Black Lick via Ebensburg Jct. In such cases they must conform to the following speed restrictions in addition to those covered otherwise for that territory:

	Miles per Hour
MO to EP	5
KY to Ebensburg	15
Over bridge No. 23.81 (J1 only)	15
Over bridge No. 30.79 (J1 only)	20

Class I1 engines operating on Black Lick Secondary Track may use Shuman Run wye to turn and Rexis Interchange to public road crossing.

Restriction for backward movement, 5 miles per hour through **US** Interlocking does not apply to Diesel engines.

1160-A2. Engine limit boards will indicate portions of tracks on which engines are prohibited.

1160-A3. Engines and loaded cars are prohibited on crossover between No. 4 and No. 3 storage tracks on Bridge 4.39 at Magee Mine, Yukon Branch.

1160-A4. When two or more engines are moved over Bridge 12.19, McKeesport Secondary Track there must be at least 8 cars between the engines.

1160-A5. A road diesel engine moving dead in train must not be next to engine when moving over Bridge 10.19, Port Perry Branch if more than one hauling engine is in service.

1160-A6. Class J engines are not permitted north of frog leading to south end of No. 1 yard track, south of Mile Post 37, Monongahela Branch.

1160-A7. Class J engines are not permitted to make backward movements on inside leg of wye at West Brownsville Junction when engine is moving northward.

1160-B1. Other Equipment Restrictions.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 engines.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., except as follows:

Main Line, Branch or Secondary	Between	And	Bridge	Note
Main Line, including Sang Hollow Ext.	Slope	Pittsburgh		
New Portage Branch	Wye	**SF**		1
Irvona Branch	Cresson	Blandburg		1
South Fork Branch	**W**	**HC**		1
Brilliant Branch	**CM**	Div. Post Cgh. Div.		1
Cresson Secondary Track	Cresson	Fordham	18.59 27.79	1-2
Black Lick Secondary Track	Ebensburg Jct.	Black Lick	23.81	1-2
Susquehanna Secondary Track	Bradley Jct.	Cherry Tree		1
South Fork Secondary Track	**HC**	End of Track		1
Monongahela Branch	Div. Post (P.H. Div.)	West Brownsville Jct.	1.78 (First Bridge north and west of Mile Post 2)	2
Youghiogheny Branch	Cowansburg	Gratztown	——	1-3
Coal Lick Secondary Track	**VA**	**SL**	——	1
Southwest Secondary Track	**SW**	Scottdale	——	—
Radebaugh Secondary Track	**RG**	County	——	—
Hempfield Branch	Hempfield Br. Jct.	Cowansburg	——	—

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders.

No. 15 and No. 16 tracks at Pennsylvania Station, Pittsburgh, should be avoided account close clearance.

Note 1. Unless two empty cars are placed between derrick and engine.

Note 2. Unless speed of 20 miles per hour is not exceeded.

Note 3. Unless speed of 10 miles per hour is not exceeded.

Overhead Clearance.

1163-A1. Employes are warned of close overhead clearance 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:

Monongahela Branch

OB:
Whitehall Track.
All tracks in South Yard under 33rd St. foot bridge.

HAYS:
Axle Works Track.
Streets Run Track.

SHIRE OAKS YARD:
Transfer Tipple.
Old Coach Track.
Enginehouse Doors.
No. 1 and No. 2 Pit Track, Engine House, (Smoke Tester).

COURTNEY:
Pittsburgh Coal Company.

SOUTH OF MC:
Hillman Coal Company Tipple, No. 1 Siding.

DONORA:
No. 2 freight house track.
Bridge 34.45 (overhead foot bridge).

CHARLEROI:
West Penn Power Co.
Lead to Rider Mine siding (overhead trolley wires.)

CALIFORNIA:
Vesta No. 4 tipple.

WEST BROWNSVILLE JUNCTION:
Crescent No. 1 Tipple over No. 1 and No. 2 tracks.
All side tracks under tipple.

DENBO:
Unloading ramp at Vesta No. 6.

MILLSBORO SIDING:
Clyde Mine, No. 1, No. 2 and No. 3 loading tracks under tipple.
Bridge 61.65.

Port Perry Branch

Bridge 10:19
Port Perry Tunnel

Peters Creek Secondary Track

Peters Creek Branch

Ellsworth Branch

MC:
Main St. Crossing, (overhead trolley wire).
Bridge 30.00.
Bridge 30.63.

HAZEL KIRK STORAGE:
Daugherty Coal Co. Tipple.
Bridge 36.72.
Bridge 37.68.
Gibson Mine, all tracks under tipple.
Bridge 38.60.

ELLSWORTH:
Bethlehem No. 51 Mine, all tracks under tipple.
Water Plug.

Ellsworth Secondary Track

MARIANNA:
Bethlehem 58 Tipple, No. 1, No. 2 and No. 3 tracks.
Bridge 48.90, South End Empty Storage Yard, Bethlehem 58 Mine.
No. 2 Supply Siding.
Johnetta Foundry and Machine Co.
Water Plug.

Cokeburg Secondary Track

Bethlehem No. 53 Tipple.

Ontario Industrial Track

Ontario Tipple.

Redstone Secondary Track

LINN:
Mt. Hope Works.

FH:
Smock Delivery Track.

VANCE MILL JUNCTION:
Phillips Mine.

RS:
Oliver No. 1 Mine.

Grindstone Industrial Track

Public Road Bridge.
Colonial No. 3 Mine.

Vance Mill Secondary Track

Browning Coal Co.
Leisenring No. 2 Mine
Leisenring No. 3 Mine.

Southwest Secondary Track

BETWEEN SW AND COUNTY:
Greensburg Lumber and Mill Co.
McFarland Supply Co. No. 1 and No. 2.
Hempfield Foundries Co.
Walworth Company.
Moore Metal & Mfg. Co.
Railway Industrial & Engineering Co.
Water Plug.

YOUNGWOOD:
Youngwood Lumber Co.
Coal Wharf.

SCOTTDALE:
John W. Ruth.
R. E. Updegraff.
Water Plug.
Scottdale Machine Foundry & Construction Co.

SOUTH OF SY:
Soisson's track.

CONNELLSVILLE:
Bridge 24.56. Youghiogheny River Bridge.

NJ:
Connellsville Iron Works.
Connellsville Mfg. & Mine Supply Co.
West Penn Overhead Bridge.

DUNBAR:
Dunbar Track Bridge.

RS:
Oliver No. 2 Mine.

J. S. Craig.
O. C. Cluss Lumber Co.
David Goldberg.
Atlantic Refining Co.
South Union No. 2 Mine.
Fayette Fuel Co.
Hutchinson Track.
The Pure Oil Company.
Crystal Coal Company.
Fairchance Lumber Co.

Radebaugh Secondary Track

Water Plug.
Carbon Bridge.
Hempfield Branch Jct. Bridge.
H. E. Fox Coal Co.

Hempfield Branch

BETWEEN ADAMSBURG JCT. AND ANDREWS RUN JCT.:
Sewickley Coal Co.
King Coal Co.

HERMINIE:
Public Road Bridge.

Yukon Branch

YUKON BRANCH JUNCTION:
Water Plug.
Hunker Brick Works.
Delmont Fuel Co.
Penn Valley Coal Mining Co.

BETWEEN WHYEL JCT. AND COWANSBURG:
Magee Mine Track.
Hutchinson Mine Track.

Whyel Track

Helper Coal and Coke Co.

Hunter Run Industrial Track

E. Z. Poole.
E. A. Snyder.
Hayes Coal Co.

Sewickley Secondary Track

United Fuel Co.

Boyer Run Industrial Track

Carpentertown Coal & Coke Co.

Mammoth Industrial Track

Calumet Delivery Track.
C. W. Dillon.
Mammoth Coal and Coke Co.

Bessemer Industrial Track

Humphrey Mine.

Marguerite Industrial Track

Langenfelder Mining Co.
Marguerite Mine.

Tarr Track

Ankney Coal Co.
Myers Mine.
Central Mine.

Scottdale Secondary Track

SCOTTDALE:
Continental No. 1 Mining Co., Ice Plant Track.
Continental No. 1 Mining Co., Pritts Track.

MT. PLEASANT:
Pritts Mill.
John Wineman Coal and Coke Company
Standard Mine, All Industries.

Broadford Industrial Track

Stoner Coal Co.
Fred Opperman.
Hayes Coal Co.

Opossum Run Industrial Track

Trotter.
Leisenring No. 1 Mine.

Coal Lick Secondary Track

Irwin No. 11 Mine.
Cornish and Dickerson.
Faywest Coal Co., Crawford No. 4.
Faywest Coal Co., Crawford No. 2.

Rainey Track

Ash Pit.
Coal Wharf.
South Union No. 1 Mine.

Fairchance Industrial Track

Wynn No. 2.
Fairchance Works.
Kyle Works.

Oliphant Industrial Track

Hayes No. 2 Mine.
Smiley Coal Co.
Fryske and Noel Coal Co.

1163-A2. Engines and cars must not be moved on any track under or adjacent to tipples unless it is known that sufficient clearance exists.

1163-A3. Account of close overhead clearance, employes must not ride on top of cars while passing under conveyor of the Clover Run Coal Co., Hillman, 1.2 miles north of junction with Cresson Secondary Track.

1163-A4. Account of the close clearance of overhead bridges, trainmen and other employes are prohibited from riding on top of box cars, excessive dimension cars, and other high equipment, except while shifting and between Summerhill and Altoona and Brilliant Branch.

At the following points, employes riding on top of engine tenders must exercise care to avoid being struck by overhead structures:

1. Hawkins.
2. Spring Hill.
3. Shafton.
4. South Fork Jumpover.

Employes are warned of close overhead clearance and must not go on top of box cars, engines, or other high equipment while movements are being made under 17th Street Incline, and trolley wires at Liberty Avenue, 14th Street and 16th Street.

Account of close clearance, trainmen must not ride on top or side of cars while moving under overhead bridge at 33rd Street, Pittsburgh Yard.

Account of close overhead clearance of hanging shelter, trainmen must not ride on top of cars while passing train shed, Pennsylvania Station, Pittsburgh, on Nos. 2 and 3 tracks.

Between Pennsylvania Station, Pittsburgh, and East Liberty employees are prohibited from riding on top of engine tenders while in motion.

Account close side clearance, trainmen will not ride on side of equipment when passing BU, north end of No. 0 bridge UF and while working at the Post Office and express terminals.

Account of close clearance, trainmen must not ride on top of cars while moving under overhead bridge at Blandburg.

When shifting at freight stations, coal and coke operations and other industrial sidings, care should be exercised to avoid injury from overhead and side obstructions, such as tipples, coke loaders, wharves at coke works, station platforms, etc.

On account of close overhead clearances, conductors and enginemen of trains hauling derricks, open loads, or equipment of excessive dimensions, must know they have proper clearance at the following points:

Lindsey No. 8 Tipple, Cresson Secondary Track, north of Punxsutawney.

Lanark Tipple, end of Hastings Secondary Track.

Eureka No. 35 tipple on the Windber Secondary Track.

Brinton arch on the East Pittsburgh Industrial Track.

1163-B2. Storm windows on Cabs of Class J, Class Q and Class T engines must be closed when passing trains or cars on adjacent tracks, Monongahela Branch.

1163-B3. Storm windows on cab of engines must be folded back against sides of cab while passing Third Ward Siding, on No. 1 track, Monongahela.

1163-B4. Storm windows on cab of all engines must be closed while passing retaining wall at Grant Avenue, Duquesne and South Duquesne Station, on No. 4 track.

1163-B5. Storm windows on cab of Class J engines must be closed on curves between R and Turtle Creek.

USE OF TELEPHONES

Trainphone.

1164-A1. Trainphone in service:

	Between	And
Main Line	Slope	BU

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Pittsburgh

Train Dispatchers in charge as follows:

Main Line Slope to Pittsburgh.

Branches:

New Portage.
Alexandria.
Turtle Creek.
Monongahela, Monon to West Brownsville Jct.
Redstone.
Port Perry
Ellsworth
Hempfield
Youghiogheny
Yukon
Scully Branch No. 1 and No. 2 tracks east of Esplen.

Secondary Tracks:

Southwest
Radebaugh
Redstone
Coal Lick

Cresson

Train Dispatchers in charge of:

Branches:	Secondary Tracks:
Irvona	Cresson.
South Fork	Susquehanna.
Paint Creek and Shade Creek	Black Lick.

Train Director at US in charge of Duquesne Way

Conemaugh Division Train Dispatcher in charge of Brilliant Branch CM to Division Post (Conemaugh Div.).

Monongahela Railway Train Dispatchers at Brownsville in charge of Monongahela Branch between West Brownsville Jct. and Ten Mile Run Jct.

Montour R. R. Train Dispatchers at Coraopolis in charge of Peters Creek Branch between Pennmont and Gould.

1204-A1. Referring to **Rule 204:**

Enginemen of helping engines, except enginemen of pushing engines must be provided with a copy of orders affecting the movement of their trains.

1206-A1. Referring to **Rule 206:**

Between Slope and MO, when westward trains are hauled by two or more engines, the leading through engine will be designated on train orders as the hauler.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1, No. 2 and No. 4	Slope	SG
	No. 0	AR	MO
	No. 5	SG	JD
	No. 1, No. 2 and No. 3	SG	SQ
	No. 1, No. 2, No. 3 and No. 4	SQ	SZ
	No. 2, No. 3 & No. 4	SZ	WG
	No. 0, No. 1, No. 2, No. 3 and No. 4	WG	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	DV
	No. 1 and No. 2	DV	BU
Brilliant Branch	West Penn No. 1 and No. 2 Valley No. 1 and No. 2	CM	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon No. 1 and Monon No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Divis,on Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	West Brownsville Jct.

Opposing and Following Movement of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

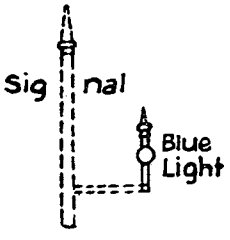
	Track	Between	And
Main Line	No. 3	SG	Slope
	No. 6	JD	SG

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

INDICATION—Proceed at not exceeding 15 miles per hour with caution, prepared to stop short of train or obstruction. When displayed at UF, switch is set for "X" Track, special car track, west of UF; when displayed at BU, switch is set for yard.

NAME —Restricting.

Signal Mast Bracket Marker



Indication—One track intervenes between signal and track it governs.

Name —Signal mast bracket marker.

Signal mast bracket markers in service:

Monongahela Branch

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.

Southward Home Signal at West Brownsville Junction.

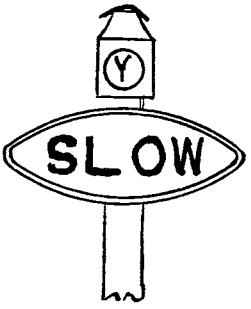
Southwest Secondary Track

Northward Home Signal at RS Block Station.

Northward Distant Signal for RS Block Station.

Slow Boards.

Note: Y-Yellow



Indication: Train exceeding Medium speed must at once reduce to that speed. Approach next signal prepared to stop.

Name—Slowboard.

Slow boards in service:

Redstone Secondary Track—Approaching home signal for **RS.**

Radebaugh Secondary Track—Approaching home signal for County.

Southwest Secondary Track—Approaching southward block signal for **RS.**

In lieu of distant signal to home or block signal.

1285A-A1. Distant Switch Indicator.

Note: Y-Yellow; G-Green.

Indication—Switch open.
Name—Caution Indicator.

Indication—Switch closed.
Name—Clear Indicator.

1285A-A2. Distant switch indicators in service:

Location	Indication Displayed for Movements	Distance in feet from switch protected	Switch protected by this Signal
Cresson Secondary track 700 feet north of Mile Post 5	Northward	2500	South end Ebensburg Junction Siding
Cresson Secondary track 480 feet north of Mile Post 11	Northward	3100	Junction switch to Susquehanna Secondary track
Black Lick Secondary track 500 feet west of Mile Post 17	Westward	3100	East end Nantyglo Siding
Southwest Secondary track 2.4 miles north of Scottdale	Northward	3250	Switch leading to J. W. Byar's track

1290-A1. In the application of **Rule 290,** figure A, westward trains on No. 3 and No. 4 tracks between Slope and Benny; eastward trains on No. 1 and No. 2 tracks between **AO** and **AR** will not exceed a speed of 10 miles per hour when cab signal or fixed signal indication **Rule 290,** figure A is displayed.

CAB SIGNALS

1295-A1. Cab Signal **Rules 295 to 298,** inclusive, are in effect as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Slope	**UN-AR**
	No. 0, No. 1, No. 2, No. 3 and No. 4	**UN-AR**	**MO**
	No. 1, No. 2, No. 3 and No. 4	**MO**	**SG**
	No. 5 and No. 6	**SG**	**JD**
	No. 1, No. 2 and No. 3	**SG**	**SQ**
	No. 1, No. 2, No. 3 and No. 4	**SQ**	**SZ**
	No. 2, No. 3 & No. 4	**SZ**	**WG**
	No. 1, No. 2, No. 3 and No. 4	**WG**	**DV**
	No. 0	**WG**	Perry
	No. 1 and No. 2	**DV**	**BU**

For movements against current traffic.

	Track	Between	And
Main Line	No. 3	**SG**	SLOPE
	No. 3	Home Signal 635 feet East of **RG**	Westward Home Signal, East End Radebaugh Tunnel.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that **Rules 316** and **317** will apply only on portions of the division as specified:

	Track	Between	And
Main Line	No. 6 (Eastward) (Direction)	**JD**	**SG**
New Portage Branch	No. 1 and No. 2	**WYE**	**SF**
Cresson Secondary Track	Secondary Track	**EP**	**RU**
Black Lick Secondary Track	Secondary Track	**KY**	**ZD**
Susquehanna Secondary Track	Secondary Track	**DF**	**IR**
	No. 1 and No. 2 Secondary Tracks	**IR**	**WC**
	Secondary Track	**WC**	**DC**
South Fork Branch	No. 1 and No. 2	**W**	**HC**
Turtle Creek Branch	Single	**SZ**	**ER**
Monongahela Branch	No. 1 and No. 2	**H**	West Brownsville Jct.
Redstone Branch	No. 1 and No. 2	West Brownsville Jct.	**BF**
	North leg of wye —Single	**BF**	Connection with Monongahela Ry.
Redstone Secondary Track	Secondary Track	**BF**	**RS**
	South leg of wye —Single	Connection with Monongahela Ry.	Connection with Redstone Secondary Track, Brownsville Jct.
Southwest Secondary Track	No. 1 and No. 2	**SW**	**County**
	Secondary Track	County	**VA**
Coal Lick Secondary Track	Secondary Track	**VA**	**SL**
Radebaugh Secondary Track	Secondary Track	**RG**	**County**

NOTE—**In the application of Rule 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at JD to indicate condition of the block on No. 6 track for eastward trains.**

1316-A1. Rule 316 will apply:

For Movements Against Current of Traffic

	Track	Between	And
Main Line	No. 1 and No. 2	**SF**	**AR**
	No. 4	**UN**	**SF**
	No. 4	**SW**	**RG**
Port Perry Branch	No. 1 and No. 2	Perry	**PG**

1317-A-1. Rule 317 will apply:

On Single track;

On Secondary Tracks between points listed under Special Instructions 1305-A1.

Eastward on No. 6 track between **JD** and **SG.**

For movements with the current of traffic between points listed under Special Instructions 1305-A1.

For Movements Against Current of Traffic

Main Line—Between Slope and **BU** except points listed under Special Instruction 1316-A1, and except on

No. 3 track between Slope and **SG** and No. 3 track between Westward home signal, east end Radebaugh Tunnel and **RG.**

New Portage Branch—Between **SF** and **WYE.**

Susquehanna Secondary Tracks No. 1 and No. 2—Between **IR** and **WC.**

South Fork Branch—Between **W** and **HC.**

Monongahela Branch—Between Division Post (P.H. Div.) and West Brownsville Jct.

Redstone Branch—Between West Brownsville Jct. and **BF.**

Southwest Secondary Track—Between **SW** and **County.**

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to **512,** inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Port Perry Branch	No. 1 and No. 2	Perry	PG
Brilliant Branch	West Penn No. 1 and No. 2	CM	Div. Post (Conemaugh Div.)
	Valley No. 1 and No. 2	CM	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon. No. 1 and Monon. No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	H

1501-B1. Rules 501 to **518,** inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Slope	SG
	No. 0	AR	MO
	No. 5	SG	JD
	No. 6 (Westward Direction)	SG	JD
	No. 1, No. 2 and No. 3	SG	SQ
	No. 1, No. 2, No. 3 and No. 4	SQ	SZ
	No. 2, No. 3 and No. 4	SZ	WG
	No. 0, No. 1, No. 2, No. 3 and No. 4	WG	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	DV
	No. 1 and No. 2	DV	BU

For movements against current of traffic.

	Track	Between	And
Main Line	No. 3	SG	Slope
	No. 3	RG	Westward Home Signal, east end Radebaugh Tunnel

1509-A1. The following signals in Automatic Block System territory must not be passed while in stop position without a Clearance Card (Form C) or train order:

Signal Located at	On Tracks	Secure clearance card or order through signalman at
Home Signal just west of Johnstown Station.....	No. 2	**C**
East end of Radebaugh tunnel.....	No. 4	**RG**
On cantilever pole 808 feet west of East Liberty station.....	No. 1 and No. 2	**CM**
West End, Port Perry Tunnel.....	No. 1	**PG**
East End, Port Perry Tunnel.....	No. 2	**PG**

1515-A2. Cutting-in Sections Located:

	Track	Between	And
		Westward Trains	
Main Line	No. 3 and No. 4	Westward home signal for SLOPE	Signal 2373 on eastward home signal bridge for SLOPE
	No. 5	300 feet east of westward fixed signal for SO	Westward fixed signal SO
	No. 5	150 feet east of westward fixed signal west of Pitcairn	Westward fixed signal west of Pitcairn
	No. 2	At fixed signal governing eastward movements, 200 feet west of WG	
New Portage Branch	No. 2	1500 feet east of westward distant signal for SF	Westward distant signal for SF
Turtle Creek Branch	Single	300 feet east of westward distant signal for SZ	Westward distant signal for SZ
Brilliant Branch	West Penn No. 2	Westward distant signal B13	Westward home signal for CM
	Valley No. 2 to west leg of wye at CM	Eastward home signal bridge at CM	Fixed signal on west leg of wye
	Valley No. 2— to east leg of wye at CM	Eastward home signal bridge at CM	Fixed signal on east leg of wye
		Eastward Trains	
Main Line	No. 6 (eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
	No. 1	310 feet west of signal 3364 (westward home signal for SZ)	Signal 3364
	Eastward Secondary track	1500 feet west of eastward home signal for DV	Eastward home signal for DV
	No. 1	**BU**	Home signal No. 1 track, 400 feet east of **BU**

	Track	Between	And
Cresson Secondary Track	(Trains routed to No. 0)	300 feet west of eastward fixed signal to Cresson Secondary Track, 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home signal at Perry
		Northward Trains	
South Fork Branch	No. 2	600 feet south of northward distant signal 2656 for W	Signal 2656
Ligonier Valley R. R.	Ligonier Valley R. R.	564 feet south of northward home signal KR	Northward home signal for KR
Unity Secondary Track	Secondary	300 feet south of fixed signal	Fixed signal
Southwest Secondary	No. 1	Northward distant signal S10	Northward home signal for SW
Radebaugh Secondary	Single	1500 feet south of northward distant signal RO8	Signal RO8
Monongahela Branch	Monon No. 1	1.0 Mile South of Northward Home Signal Monon	Northward Home Signal Monon

1515-B1. Rule 515—following exceptions authorized:

Between Altoona and MO, engines operat ng locally in trial service are authorized to move as non- equipped trains.

Shifting movements between SG and C are authorized to move as non-equipped trains.

Between R and WG, trains to and from Port Perry Branch are authorized to move as non-equipped trains.

Between Pittsburgh and WG, trains to and from the Conemaugh Division, yard engines and helping engines are authorized to move as non-equipped trains.

Between Pittsburgh and Trafford empty passenger equipment trains, when running backwards, are authorized to move as non-equipped trains, not to exceed speed of 25 miles per hour.

Movements between interlockings, of wire, work and wreck trains, ballast cleaners, etc., to and from work, are authorized to move as non-equipped trains.

INTERLOCKING

1601-A1. Emergency Signals—Whistle or Horn, in service as follows:

At all interlockings.

Home Division_____ Name_____ Occupation_____

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., September 15, 1951.

GENERAL ORDER No. 101

Effective 12.01 A.M., Sunday, September 30, 1951

Applies in All Zones

(a) Time-Table No. 1 in effect. It contains the necessary instructions issued in general orders up to and including No. 1616, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 1 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 16 to bulletin board attendant, after Time-Table No. 1 takes effect.

(b) Rules for Conducting Transportation, effective September 30, 1951, in effect, superseding current edition of Operating, Signal and Interlocking Rules and Supplemental Instructions to Operating, Signal and Interlocking Rules.

Employes whose duties are prescribed by these rules must provide themselves with a copy, see that it is complete, and note changes.

All previous editions of Operating, Signal and Interlocking Rules and of Supplemental Instructions to Operating, Signal and Interlocking Rules shall be turned in or destroyed after September 30, 1951.

Applies in Zone B

(c) MAIN LINE
BH

BH Block and Interlocking Station closed.

Home signals governing eastward movements on No. 1 and No. 2 tracks changed to fixed signals No. 3004 and home signals governing westward movements on No. 3 and No. 4 tracks changed to fixed signals No. 3001.

Home signals governing movements against current of traffic on No. 1, No. 2, No. 3 and No. 4 tracks changed to normally display restricting.

Page 3 changed.

Applies in Zone C

(d) MAIN LINE
UN

Trains and engines must not exceed a speed of 20 miles per hour on No. 4 track and on siding, between home signal at east end of interlocking and home signal 731 feet west thereof, account track conditions.

Special Instruction 1157-F1, changed.

Applies in Zone E

(e) MONONGAHELA BRANCH
NORTH OF WEST ELIZABETH, PA.

Trains and engines must not exceed a speed of 15 miles per hour on No. 2 track between Mile Post 20 and a point 1600 feet south thereof, looking out for falling rocks and slides account construction of highway.

Special Instruction 1157-F1, changed.

Applies in Zone F

(f) MONONGAHELA BRANCH
CALIFORNIA—ROSCOE

Trains and engines must not exceed speed of 15 miles per hour on No. 1 track between Mile Post 47 and a point 2000 feet north of Mile Post 47 account track conditions. Trains and engines must not exceed speed of 15 miles per hour on No. 1 and No. 2 tracks between a point 2500 feet south of Mile Post 47 and a point 3500 feet south of Mile Post 47 account track conditions.

Special Instruction 1157-F1, changed.

Applies in Zones D, F and G

(g) Following Sidings blocked with stored cars:

Cresson Secondary Track:
Munster
Ebensburg Jct., north end.
Bradley Jct., Northward siding.
Welshdale.

Irvona Branch:
Condron
Sandy Run.

Susquehanna Secondary Track:
Dishart
Benton.

Black Lick Secondary Track:
Twin Rocks
Ritter
Beulah.

Monongahela Branch:
Dunlevy Siding.

Ellsworth Branch:
Frye Siding.

Southwest Secondary Track:
Gist Siding.

Applies in Zones F and G

(h) MONONGAHELA BRANCH

Freight trains must not exceed a speed in excess of that shown at the following locations:

Southward distant switch signal located 2900 feet south of Mile Post 26, 30 miles per hour.

Northward distant signal for MC Block and Interlocking Station located 800 feet north of Mile Post 31, 35 miles per hour.

Northward distant switch signal located 2600 feet north of Mile Post 36, 30 miles per hour.

Northward distant switch signal located 1400 feet north of Mile Post 37, 30 miles per hour.

Southward distant switch signal located 3800 feet south of Mile Post 40, 30 miles per hour.

Southward distant switch signal located 3850 feet south of Mile Post 49, 40 miles per hour.

Southward distant signal for BF Block and Interlocking Station located 1150 feet south of Mile Post 51, 25 miles per hour.

Special Instruction 1157-F1, changed.

(i) SOUTHWEST SECONDARY TRACK

Northward distant switch signal located 2800 feet north of Mile Post 30, 25 miles per hour.

Northward distant switch signal located 600 feet north of Mile Post 32, 25 miles per hour.

Southward distant switch signal located 2900 feet south of Mile Post 30, 25 miles per hour.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 1 and will not be issued in sticker form.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., September 17, 1951.

GENERAL ORDER NO. 102

Effective 12.02 A.M., Sunday, September 30, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 13 and No. 75 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Nos. 13 and 75 over corresponding schedules, pages 26 and 27.

(b) U. S. MAIL WORK
WILMERDING

No. 13, deliver U. S. Mail on north side of No. 4 track. Employes must correct page 48, in ink.

(c) SPEED-LIMIT SIGNS

Referring to Rule 38: Yellow flags and lights in lieu of advance speed-limit and speed-limit signs and green flags and lights in lieu of resume-speed signs will be used in connection with Rule 38 until standard signs as shown on page 69, Book of Rules, are available.

(d) SECONDARY TRACKS AND SIDINGS

1105-A1. Fifth paragraph Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated.

Special Instruction **1105-A1**, changed.

(e) **1151-C1.** SECONDARY TRACKS OF ASSIGNED DIRECTION

First sentence of Note 1 and Note 10 changed to read as follows:

Rule 105, except first two paragraphs, and Rules 201 to 223 inclusive, will not apply.

Special Instruction **1151-C1**, changed.

(f) **1151-D1.** SECONDARY TRACKS OF NO ASSIGNED DIRECTION

First sentence of Note 1 changed to read as follows: Rule 105, except first two paragraphs, and Rules 201 to 223 inclusive, will not apply.

Special Instruction **1151-D1**, changed.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., October 1, 1951

GENERAL ORDER NO. 103

Effective 12.01 P.M., Wednesday, October 10, 1951

Applies in All Zones

(a) MAXIMUM SPEEDS UNLESS OTHERWISE PROVIDED

Class BP-60T diesel engines must not exceed a speed of 70 miles per hour forward with train.
Special Instruction 1157-G1, changed.

Applies in Zones A and C

(b) MAIN LINE
HOMEWOOD

Homewood changed to a non-agency station.

(c) TICKET OFFICES OPEN FOR SALE OF TICKETS

Homewood closed for all trains.

Cresson	**Monday to Friday** 600 AM to 7:00 PM	
	Saturday 6:00 AM to 7:00 PM	**Sunday** 11:00 AM to 9:00 PM

Page 46 changed.

Applies in Zone F

(d) COKEBURG SECONDARY TRACK

Facing hand-operated switch for southward movement, with hand-operated derail, 2452 feet south of Cokeburg Junction, leading to Bethlehem Mine No. 60, capacity 4 cars, in service.

(e) MONONGAHELA BRANCH
ALLENPORT

Trailing hand-operated switch in No. 1 track, with center locking lever, leading to Pittsburgh Steel Company tracks, moved north 450 feet.

Applies in Zone G

(f) SOUTHWEST SECONDARY TRACK
RS

Automatic highway crossing signals, located 750 feet North of RS Block Station, protecting highway crossing, in service.

Trains or engines moving on wye track must stop before passing over this highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103-A2, changed.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., October 8, 1951.

GENERAL ORDER NO. 104

Effective 12.01 A.M., Monday, October 15, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 75, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 75 over corresponding schedule, page 27.

(b) No. 527 use No. 5 track at UJ to be passed by No. 75.
Special Instruction **1151-J1**, changed.

(c) U. S. MAIL WORK
GALLITZIN

No. 75, Daily Except Sunday, catch and deliver U. S. Mail.

Employes must correct fourth column, page 48 to read No. 75 instead of No. 25.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., October 15, 1951.

GENERAL ORDER NO. 105

Effective 9.01 A.M., Tuesday, October 23, 1951

Applies in Zone A

(a) MAIN LINE
UF

Interlocked turnout leading from No. 8 station track to No. 7 station track, located 268 feet west of **UF** Interlocking Station, relocated 140 feet west of present location.

Home signal governing eastward movements on No. 7 station track located 438 feet west of **UF** Interlocking Station, relocated 150 feet west of present location.

Home signal governing eastward movements on No. 8 station track located 438 feet west of **UF** Interlocking Station, relocated 143 feet west of present location.

Home signal governing eastward movements from No. X track located 295 feet west of **UF** Interlocking Station, out of service.

No. X station spur track 185 feet long, located 148 feet west of **UF** Interlocking Station, out of service.

Effective 12.01 A.M., Thursday, November 1, 1951

Applies in Zone F

(b) MONONGAHELA BRANCH
ALLENPORT

Passenger, Baggage and Freight Station changed to Agency Freight Station.

F stop for No. 807, withdrawn.

Employes must correct pages 45 and 47, in ink.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., October 17, 1951.

GENERAL ORDER NO. 106

Effective 12.01 A.M., Sunday, October 28, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 13, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 13 over corresponding schedule, page 26.

S stop for No. 642 at Radebaugh, at 5.57 P.M., page 39 changed to F stop.

Employes must correct page 39, in ink.

(b) LETTERS AND CHARACTERS

Z—Regular stop Wednesday and Saturday, to receive or discharge passengers.

Special Instruction **1004-B1**, changed.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., October 26, 1951.

GENERAL ORDER No. 107

Effective 11.30 A.M., Thursday, November 1, 1951

Applies in Zone B

(a) MAIN LINE
TORRANCE

Automatic signals No. 2983 governing westward movements on No. 3 and No. 4 tracks and automatic signals No. 2982 governing eastward movements on No. 1 and No. 2 tracks located on Signal Bridge, 1300 feet west of Mile Post 298, moved east 640 feet.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., November 5, 1951.

GENERAL ORDER No. 108

Effective 9.01 A.M., Monday, November 12, 1951

Applies in Zone A

(a) MAIN LINE
UF

Home signal governing westward movements on No. Z track located 534 feet east of **UF** Interlocking Station, moved east 31 feet.

Home signal governing eastward movements on No. Z track located 534 feet east of **UF** Interlocking Station, moved east 31 feet.

Home signal governing westward movements on No. Y track located 534 feet east of **UF** Interlocking Station, moved east 94 feet.

Home signal governing eastward movements on No. Y track located 534 feet east of **UF** Interlocking Station, moved east 94 feet.

Applies in Zone C

(b) SANG HOLLOW EXTENSION
SG—JD

Trains and engines on No. 6 track must not exceed a speed of 35 miles per hour at the following locations:

First curve east of Mile Post 6
Second curve west of Mile Post 7
First curve west of Mile Post 9
First curve west of Mile Post 10

Special Instruction 1157-F1, changed.

Applies in Zone E

(c) U. S. MAIL WORK

COAL VALLEY P.O. (0.65 Mile North of Wilson)
CD service for No. 810 and No. 807, withdrawn.
Employes must correct page 48, in ink.

Applies in Zone F

(d) REDSTONE SECONDARY TRACK
KEISTER JUNCTION

Keister Industrial Track, from a point 3,062 feet south of Keister Junction to end of track, out of service.
Special Instructions 1155-A1 and 1160-A1, changed.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., November 7, 1951.

GENERAL ORDER No. 109

Effective 2.01 P.M., Wednesday, November 14, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY
Schedule of No. 91 and No. 92, added.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:
No. 91 over blank column 2, page 29.
No. 92 over blank column 2, page 37.

J. D. MORRIS,
Superintendent.

PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., November 23, 1951.

GENERAL ORDER No. 110

Effective 12.01 A.M., Saturday, December 1, 1951

Applies in All Zones

(a) ENGINES—MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED

Special Instruction 1157-G1, Engines-Maximum Speeds, unless otherwise Restricted, changed as indicated in sticker coupons attached to sticker form of this General Order which must be detached and pasted over pages 114, 115 and 116.

Applies in Zone F

(b) MONONGAHELA BRANCH
WEST MONESSEN

F stop for No. 810 at West Monessen, page 44, withdrawn.
Employes must correct page 44, in ink.

(c) MONONGAHELA BRANCH
MC

MC Block and Interlocking Station closed and blocks extended, 11.59 P.M., Friday to 11.59 P.M., Sunday.
During time MC is closed, low home signals governing movements against current of traffic on No. 1 and No. 2 tracks changed to normally display restricting.
Page 7, changed.

(d) ELLSWORTH BRANCH
MC

No crossing watchman on duty at Main Street, State Highway Route 88 crossing, from 2.45 A.M. to 3.45 A.M., Monday to Friday, and from 11.59 P.M., Friday to 11.59 P.M., Sunday.
Special Instruction 1103-B1, changed.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., December 11, 1951.

GENERAL ORDER No. 111

Effective 12.01 P.M., Monday, December 17, 1951

Applies in Zone A

(a) MAIN LINE
BU

Home signal governing westward movements on D or the south ladder track located 160 feet east of BU Block and Interlocking Station, in service.

Home signal governing westward movements on E or middle ladder track located 64 feet east of BU Block and Interlocking Station, in service.

Applies in Zone C

(b) MAIN LINE
SLOPE—MG

Automatic signals Nos. 2395, governing westward movements on No. 3 and No. 4 tracks, located on cantilever signal bridge 2588 feet west of Mile Post 239, relocated on signal bridge 1179 feet west of present location, and changed to Nos. 2397, in service.

Applies in Zone F

(c) MONONGAHELA BRANCH
CALIFORNIA—ROSCOE

Paragraph (f), General Order No. 101, referring to speed of 15 miles per hour on No. 1 and No. 2 tracks from a point 2000 feet north of Mile Post 47 and a point 3500 feet south of Mile Post 47, annulled.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., December 26, 1951.

GENERAL ORDER No. 112

Effective 2.01 A.M., Sunday, January 13, 1952

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 91, No. 66, No. 16, No. 22 and No. 4, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Nos. 91, 66, 16, 22 and 4 over corresponding schedules, pages 29, 41 and 42.

J. D. MORRIS,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., January 16, 1952.

GENERAL ORDER No. 113

Effective 12.01 A.M., Sunday, January 20, 1952

Applies in All Zones

(a) BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS

Bulletin Board, Employes' Register and Standard Clock in service in Yard Master's office at East Pittsburgh where Pittsburgh Division General Orders will be posted and delivered; also General Notices of this Division will be posted.

Special Instruction **1075-A1**, changed.

Applies in Zone C

(b) WINDBER SECONDARY TRACK

Windber Secondary Track, from north end of Bridge 1.57, located 850 feet south of Eureka No. 36 to end of secondary track, out of service.

Special Instructions **1151-D1** and **1157-H1**, changed.

Applies in Zone D

(c) CRESSON
MO

All work trains, wreck trains, snow removal equipment and light engines entering Cresson yard from Main Line will stop clear of Interlocking, in yard, and call Yard Office and Block Operator at **EP** Block Station for further instructions.

Applies in Zone F

(d) MONONGAHELA BRANCH
MC

During the hours **MC** Block and Interlocking Station is closed, distant signal governing northward movements on No. 1 track, changed to govern movements over all facing point switches to and including the south end of center siding, one mile north of Monongahela. Distant signal, governing southward movements on No. 2 track, changed to govern movements over all facing point switches to and including switches through **MC** Interlocking.

(e) ELLSWORTH BRANCH
MC

Paragraph (d), General Order No. 110, annulled.

Special Instruction **1103-B1**, applies.

(f) COKEBURG SECONDARY TRACK

Industrial Track leading to New Bethlehem No. 60 Mine extended 8600 feet, in service.

Effective 9.01 A.M., Monday, January 21, 1952

Applies in Zone A

(g) MAIN LINE
UF

Facing interlocked switch for westward movements, 332 feet east of **UF** Interlocking Station, leading from A loop to construction track, out of service.

Home signal governing eastward movements from construction track to A loop, located 168 feet east of UF Interlocking Station, out of service.

Signal aspect not in conformity with typical aspect, displayed at **UF** when switch is set for "X" track, special car track, west of **UF**, out of service.

Special Instruction **1280-A** to **1294-A1**, changed.

(h) MAIN LINE
BU

Signal aspect not in conformity with typical aspect, displayed at **BU** when switch is set for yard, out of service.

Special Instruction **1280-A** to **1294-A1**, changed.

Applies in Zone E

(i) MONONGAHELA BRANCH

Trainmen and other employes are prohibited from riding on top of box cars, excessive dimension cars and other high equipment while passing under Bridge No. 0.87, located 4593 feet south of Monon.

Special Instruction 1163-A1, changed.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., February 1, 1952.

GENERAL ORDER No. 114

Effective 12.01 A.M., Thursday, February 7, 1952

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 921 and No. 942 withdrawn.

Schedule of No. 922, No. 923 and No. 933, changed.

No. 941 changed to run Daily Except Saturday and Sunday.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Blank coupons over No. 921, Page 25 and No. 942, page 39.

Nos. 941, 933, 923 and No. 922 over corresponding schedules, pages 23, 28 and 35.

(b) INSTRUCTIONS FOR PREPARATION AND HANDLING OF FREIGHT TRAINS ON GRADES, ETC.

Referring to third paragraph, page 90, concerning adjustment of brake pipe pressure to 100 pounds. This adjustment must be made when passing "JD", instead of Lilly, in order to obtain the required brake pipe pressure before reaching Conemaugh.

Special Instruction 1155-A1, changed.

Employes must correct third paragraph, page 90, in ink.

Applies in Zone F

(c) MONONGAHELA BRANCH

CALIFORNIA—ROSCOE

All of paragraph (f), of General Order No. 101 and paragraph (c) of General Order No. 111, referring to speed on No. 1 track between Mile Post 47 and a point 2000 feet north thereof, also to speed on No. 1 and No. 2 tracks between a point 2000 feet north of Mile Post 47 and a point 3500 feet south of Mile Post 47, annulled.

Trains and engines on No. 1 track must not exceed a speed of 15 miles per hour between Mile Post 47 and a point 2000 feet north thereof, account track conditions.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., February 11, 1952

GENERAL ORDER No. 115

Effective 12.01 A.M., Friday, February 15, 1952

Applies in Zone D

(a) IRVONA BRANCH
CRESSON

Yard Limits indicated by Yard Limit Boards extended from 0.5 miles north of Cresson to 2.0 miles north of Cresson, in service.

Special Instruction 1093-A1, changed.

(b) IRVONA

Facing hand-operated switch and hand-operated switch point derail, for southward movement, 2450 feet south of Mile Post 29, leading to River Smokeless Coal Company, capacity 40 cars, in service.

Effective 10.01 A.M., Friday, February 15, 1952

Applies in Zone A

(c) MAIN LINE
UF

Home signal governing westward movement on A loop, located 341 feet east of UF Interlocking Station, relocated 110 feet east of UF Interlocking Station, in service.

Effective 12.01 A.M., Sunday, February 17, 1952

Applies in All Zones

(d) TIME-TABLE AUTHORITY

Schedule of No. 91 and No. 92, withdrawn.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Blank coupon over No. 91 and No. 92, pages 29 and 37.

Effective 9.01 A.M., Tuesday, February 19, 1952

Applies in Zone A

(e) MAIN LINE
UF

Interlocked turnout leading from No. 8 station track to No. 7 station track, located 408 feet west of UF Interlocking Station, relocated 708 feet west of UF Interlocking Station, in service.

Home signal governing eastward movements on No. 7 station track located 588 feet west of UF Interlocking Station, relocated 888 feet west of UF Interlocking Station, in service.

Home signal governing eastward movements on No. 8 station track located 586 feet west of UF Interlocking Station, relocated 886 feet west of UF Interlocking Station, in service.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., February 27, 1952.

GENERAL ORDER No. 116

Effective 10.01 A.M., Monday, March 1, 1952

Applies in Zone A

(a) MAIN LINE

BU

Home signal governing eastward movements on A block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (First Signal from south end of bridge).

Home signal governing westward movements on A block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (First Signal from south end of bridge).

Home signal governing eastward movements on B block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (Second Signal from south end of bridge).

Home signal governing westward movements on B block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (Second Signal from south end of bridge).

Home signal governing eastward movements on G block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (First Signal from north end of bridge).

Home signal governing westward movements on G block on signal bridge, 216 feet west of BU Interlocking Station, out of service. (First Signal from north end of bridge).

Home signal governing eastward movements on A block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Home signal governing westward movements on A block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Home signal governing eastward movements on B block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Home signal governing westward movements on B block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Home signal governing eastward movements on G block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Home signal governing westward movements on G block located directly beneath signal bridge, 216 feet west of BU Interlocking Station, in service.

Effective 12.01 A.M., Monday, March 3, 1952

Applies in All Zones

(b) U.S. MAIL WORK
GRAPEVILLE—LARIMER

No. 13, Daily except Sundays and Holidays, will deliver U.S. Mail at Grapeville and Larimer.

Employes must correct second column, page 48, in ink.

(c) BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS

Bulletin Board and Employes' Register in service in Car Inspector's Building, Riverton Yard, McKeesport, where Pittsburgh Division General Orders will be posted and delivered; also General Notices of this Division will be posted.

Special Instruction 1075-A1, changed.

Applies in Zone D

(d) CRESSON SECONDARY TRACK
PATTON

Facing hand-operated switch and hand-operated switch point derail, for southward movement, 2522 feet north of Mile Post 19, leading to M. H. Bigan Coal Company, capacity 37 cars, in service.

Effective 10.01 A.M., Tuesday, March 4, 1952

Applies in Zone A

(e) MAIN LINE
UF

Facing interlocked switch for eastward movements 631 feet west of UF Interlocking Station, connecting No. 3 Station track with No. 2 Hill track, out of service.

Facing interlocked switch for eastward movements 619 feet west of UF Interlocking Station, connecting No. 2 Hill track with No. 3 Station track, in service.

Facing interlocked switch for westward movements 713 feet west of UF Interlocking Station, connecting No. 3 Station track with No. 2 Station track, out of service.

Facing interlocked switch for westward movements 713 feet west of **UF** Interlocking Station, connecting No. 2 Station track with No. 3 Station track, in service.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., February 27, 1952.

GENERAL ORDER No. 117

Effective 12.01 A.M., Saturday, March 1, 1952

Applies in All Zones

(a) Paragraph (a) of General Order No. 116 is effective 10.01 A.M., Monday, March 3, 1952 instead of Monday, March 1, 1952.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., March 27, 1952.

GENERAL ORDER No. 118

Effective 10.00 A.M., Tuesday, April 1, 1952

Applies in All Zones

(a) MAIN LINE
UF

Construction track, formerly eastward portion of No. 7 station track, out of service.

Home signal governing eastward movements on construction track, formerly eastward portion of No. 7 station track, located 166 feet east of UF Interlocking Station, out of service.

(b) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

Track cars, when hauling track cars or trailers, must not exceed a speed of 15 miles per hour.

Special Instruction **1157-C13**, changed.

Class BH-50 diesel engines in passenger service with train, 70 miles per hour.

Special Instruction **1157-G1**, changed.

(c) TIME-TABLE AUTHORITY

W stop for No. 13 at Irwin, at 3.24 P.M., page 26 changed to **R** stop.

Employes must correct page 26, in ink.

Applies in Zone C

(d) MAIN LINE
AR

Home signal governing westward movements on No. 2 track, located 1225 feet west of Gallitzin tunnel relocated 1825 feet west of Gallitzin tunnel, in service.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., April 7, 1952.

GENERAL ORDER No. 119

Effective 10.01 A.M., Thursday, April 10, 1952

Applies in Zone A

(a) MAIN LINE
UF

Home signal governing westward movements on No. 2 hill track located 428 feet west of UF Interlocking Station, relocated 115 feet east of UF Interlocking Station, in service.

Home signal governing eastward movements on No. 2 station track located 864 feet west of UF Interlocking Station, relocated 73 feet west of UF Interlocking Station, in service.

Home signal governing eastward movements on No. 3 station track located 864 feet west of UF Interlocking Station, out of service.

Home signal governing westward movements on No. 3 station track located 428 feet west of UF Interlocking Station, out of service.

Facing interlocked switch for eastward movements 619 feet west of UF Interlocking Station, connecting No. 2 hill track with No. 3 station track, out of service.

Facing interlocked switch for westward movements 713 feet west of UF Interlocking Station, connecting No. 2 station track with No. 3 station track, out of service.

West portion of No. 3 station track connected to east portion of No. 3 station track, from a point 864 feet west of UF Interlocking Station to a point 428 feet west of UF Interlocking Station, in service.

No. 2 station track relocated northward 14 feet, from a point 864 feet west of UF Interlocking Station to a point 73 feet west of UF Interlocking Station, in service.

B. W. TYLER,
Superintendent.

WHAT IS A PATRON

A Patron is the most important person in this institution--in person, on the telephone, or by mail.

A Patron is not dependent on us--we are dependent on him.

A Patron is not an interruption of our work--he is the purpose of it. We are not doing him a favor by serving him--he is doing us a favor by giving us the opportunity to do so.

A Patron is not an outsider to our business--he is part of it.

A Patron is not cold statistics--he is a flesh-and-blood human being with feelings and emotions like our own.

A Patron is a person who brings us his business. It is our job to handle him, or her, profitably both to him, to her, and to ourselves.

IF YOU HAVE PLANS FOR TOMORROW, BE SAFE TODAY

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION
CONEMAUGH DIVISION

Pittsburgh, Pa., April 21, 1952

PITTSBURGH DIVISION GENERAL NOTICE NO. 1-19
CONEMAUGH DIVISION GENERAL NOTICE NO. 1-9

Effective 12.01 A.M., Wednesday, April 23, 1952

(a) REVISIONS OF 99-C-1, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

REVISION OF INSTRUCTION 8-h, PAGE 21, OF THE
99-C-1, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

ORIGINATING TERMINAL TRAIN BRAKE TESTS

8-h. When a train or draft is tested from a yard plant, an Engineer's brake valve, or a standard testing device (see Tracing E-52585 for freight and E-71035 for passenger) which provides for the increase and reduction of a brake pipe pressue at the same or a slower rate as with the Engineer's brake valve, should be used and be connected to the end which will be nearest the road locomotive.

The train or each draft must be charged and tested as prescribed in preceding instructions and, should be kept charged until the road locomotive is coupled to train.

When train is finally assembled, an application and release test must be made. Trainmen or Car Inspectors must note that brakes apply and release on the rear car.

If brake valve or testing device is not used, or if after testing brakes from a yard plant the train is not kept charged until the road locomotive is coupled, the brakes must be tested as prescribed in Instruction 10-B.

PITTSBURGH DIVISION GENERAL NOTICE NO. 1-19
CONEMAUGH DIVISION GENERAL NOTICE NO. 1-9

REVISION OF INSTRUCTION 9, PAGE 22, OF THE
99-C-1, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

INTER-TERMINAL YARD BRAKE TESTS

9. Cars moved in train or draft over main tracks from one yard to another within terminal yard limits, must have the air brake hose coupled between all cars and after the brake system is charged within 10 lbs. of the standard air pressure, a 15-lb. service reduction must be made to determine that the brakes are applied in service application on each car. Trainmen must observe that all brakes are released while cars are passing.

Trains dispatched for movement outside of terminal yard limits must have the brakes tested on each car as outlined in Originating Terminal Train Brake Tests.

Suitable stickers showing these revisions for insertion in the 99-C-1 Instruction Book will be furnished as soon as available.

B. W. TYLER,
Superintendent, Pittsburgh Division.

W. G. PFOHL,
Superintendent, Conemaugh Division.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., April 22, 1952

GENERAL NOTICE NO. 1-20

Effective 7.01 A.M., Friday, April 25, 1952

(a) KITTANNING POINT,
EAST OF.

Two standpipes located between tracks Nos. 3 and 4, east of Kittanning Point, 2.34 and 2.83 miles east of MG Block Station, out of service.

B. W. TYLER,
Superintendent.