

The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

PITTSBURGH DIVISION

Time Table No. 33

In effect 2:01 A.M., Sunday, April 27, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. C. WHITE,
General Manager

A. M. SEIVARD,
Supt. Pass. Transportation

H. T. FRUSHOUR,
General Superintendent

H. L. CLAPPER,
Supt. Frt. Transportation

F. W. STOOPS,
Superintendent

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Original timetable from the collection of Tim Zukas

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 2021

SOUTH FORK BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from So. Fork Br. Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
	‡B	1.2	1.2	SO. FORK BR. JCT.				
		0.3	1.5	SM				
	‡B	0.2	1.7	SOUTH FORK	FK			
	‡B	0.5	2.2	JK				
		2.0	4.2	FY				
		0.8	5.0	ST. MICHAEL				
	‡B	0.1	5.1	CRESLO				
		0.6	5.7	CO				
		3.4	9.1	LOVETT				
	‡B	0.8	9.9	SALIX				
		1.7	11.6	SU				
	‡B	2.2	13.8	ELTON				
		1.1	14.9	HC				
		0.6	15.5	PAINT CREEK BR. JCT.				
		1.0	16.5	SCALP LEVEL				
		0.1	16.6	WINDBER				
		1.6	18.2	WINDBER BR. JCT.				
		5.1	23.3	EUREKA NO. 34				
				ARROW				

The direction from South Fork Br. Jct. to Arrow is Southward.

NOTE—Train order offices other than Block Stations are open as follows:

FK	Signalman South Fork	Open 6:00 A.M. to 10:00 P.M., daily except Sunday. Closed con- tinuously Sunday.
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NOTE—Unattended Block Stations controlled by open Block Stations and train order offices:

Block Station	Period Unattended	Controlled by
‡SM ‡JK ‡FY ‡CO ‡SU ‡HC	Continuously	FK—Daily except Sunday 6:00 A.M. to 10:00 P.M. SO—Daily 10:00 P.M. to 6:00 A.M. and Sunday 6:00 A.M. to 10:00 P.M.

PAINT CREEK AND SHADE CREEK BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Paint Cr. Br. Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
		0.7	0.7	PAINT CREEK BR. JCT.				
		5.5	6.2	SHADE CREEK BR. JCT.				
		3.5	9.7	SEANOR				
		2.0	11.7	HILLSBORO				
		0.5	12.2	COSGROVE				
		1.9	14.1	HUSKIN PAS'G SID'G			50	
		0.8	14.9	MILLER RUN				
		0.9	15.8	ROCKINGHAM				
		1.3	17.1	CAIRNBROOK				
				CENTRAL CITY				

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

CRESSON BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Cresson	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
	‡B	0.1	0.1	CK				
				CRESSON	JM			
	‡B			AB				
	‡B	1.3	1.3	EP				
		2.3	3.6	MUNSTER			143	
		1.4	5.0	NOEL				
	‡B	1.0	6.0	EBENSBURG JCT.	KY		159	
		0.9	6.9	LORETTO ROAD				
	‡B	4.4	11.3	BRADLEY JUNCTION	DF		68	
		2.9	15.3	ECKENRODE MILL				
	‡B	0.3	18.2	PATTON			42	
		2.1	18.5	PU				
		5.1	20.6	THOMAS MILL				
	‡B	0.5	25.7	HASTINGS BR. JCT.			89	
		1.8	26.2	RE				
		3.5	28.0	WESTOVER				
		3.2	31.5	FIVE POINTS				
		3.2	34.7	LA JOSE				
	‡B	3.2	37.9	OSTEND				
		0.7	38.6	MAHAFFEY JCT.	HM			
		2.0	40.6	McGEES JUNCTION				
		0.3	40.9	McGEES				
	‡B	2.6	43.5	SIDNEY				
		0.3	46.4	HILLMAN JCT.	K			
		0.2	46.6	HILLMAN				
		0.7	47.3	BOWERSVILLE				
		3.1	50.4	ELBEL				
	‡B	2.6	53.0	CLOE				
		2.3	55.3	PUNXSUTAWNEY	RU			
		1.8	57.1	LINDSEY				
		2.4	59.5	HORATIO				
		1.4	60.9	MUNDORF				
		2.3	63.2	FORDHAM				

NOTE—Train order offices other than Block Stations are open as follows:

JM	Signalman, Cresson	Open 7:00 A.M. to 11:00 P.M., daily except Sunday. Closed con- tinuously Sunday.
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NOTE—Unattended Block Stations controlled by open Block Stations and train order offices.

Block Station	Period Unattended	Controlled by
‡CK ‡AB ‡EP ‡KY ‡DF ‡PU ‡RE ‡HM ‡K ‡RU	Continuously	JM—Daily except Sunday 7:00 A.M. to 11:00 P.M. MO—Daily 11:00 P.M. to 7:00 A.M. Sunday 7:00 A.M. to 11:00 P.M.

PORT PERRY BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Port Perry Br. Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
P		1.1	1.1	PORT PERRY BR. JCT.				
P		0.2	1.3	U. JCT.				
				DIV. POST (Mon. Div.)				

The direction from Division Post (Mon. Div.) to Port Perry Branch Jct. is Eastward.

Interlocking	Block Stations	Distance Between Stations	Distance from Ebensburg Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
	†B	1.8	1.8	EBENSBURG JCT.	KY			159
	†B	3.0	4.8	WINTERSET	FL			61
		2.0	6.8	EBENSBURG				
		0.8	7.6	REVLOC				
	†B	4.5	12.1	BEULAH ROAD				
	†B	1.9	14.0	NANTYGLO	NW			82
	†B	2.6	16.6	TWIN ROCKS	JH			45
	†B	0.9	17.5	SHUMAN RUN JCT.	SR			
	†B	0.5	18.0	VINTONDALE				31
		0.3	18.3	REXIS (Jct. C. & I. R. R.) (Rexis Branch)				
		2.2	20.2	WEHRUM				
		1.2	21.4	WHEATFIELD				
		2.4	23.8	DILLTOWN				
		0.6	24.4	SCOTTGLEN				
		2.7	27.1	DIAS				
	†B	1.3	28.6	CLAGHORN				
	†B	0.5	29.1	CLAGHORN SIDING	CH			55
	†B	1.0	30.1	HESBON				
	†B	5.7	35.8	JOSEPHINE (B. & O. Jct.)	NI			
	†B	1.1	36.9	BLACK LICK (Cgh. Div.)	ZD			

The direction from Ebensburg Jct. to Black Lick is Westward.

NOTE—Unattended Block Stations controlled by open Block Stations and train order offices.

Block Station	Period Unattended	Controlled by
†KY †FL †NW †JH †SR †VF †CH †NI †ZD	Continuously	JM—Daily except Sunday 7:00 A.M. to 11:00 P.M. MO—Daily 11:00 P.M. to 7:00 A.M. Sunday 7:00 A.M. to 11:00 P.M.

IRVONA BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Cresson	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
		3.7	3.7	CRESSON				
		0.8	4.5	WILDWOOD SPRINGS				
		2.6	7.1	SYBERTON				
		0.9	8.0	AMSBRY				
		1.0	9.0	PA. COLLIERY NO. 16				
		3.2	12.2	ASHVILLE				
		1.0	13.2	DYSART				72
		1.2	14.4	CONDON				
		2.7	17.1	DEAN				
		0.6	17.7	FRUGALITY				67
		1.2	18.9	SANDY RUN				
		0.6	19.5	VAN ORMER				
		2.5	22.0	FALLEN TIMBER				
		2.6	24.6	FLINTON				
		0.6	25.2	COALPORT (Union St.)				
		1.1	26.3	ROSEBUD				
		0.3	26.6	ROSEBUD WYE				
		0.3	26.9	IRVONA JUNCTION				
		0.3	27.2	IRVONA				
		1.4	28.6	PINE RUN JCT.				
		0.6	29.2	BLAIN CITY				
		2.3	31.5	COALPORT (R.R. St.)				
		1.6	33.1	HEVERLY				
		2.9	36.0	UTAHVILLE				
		0.5	36.5	GLASGOW				
		1.2	37.7	FALLING TIMBER JCT.				
		1.7	39.4	MOUNTAINDALE				
		0.6	40.0	BLANDB'RG STR'D JCT.				
				MILE POST 11				

The direction from Cresson to Mile Post 11 is Northward.

Interlocking	Block Stations	Distance Between Stations	Distance from Bradley Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
	†B	3.4	3.4	BRADLEY JUNCTION	DF			48
	†B	0.9	4.3	DISHART				
		1.4	5.7	IR				
	†B	1.7	7.4	CARROLLTOWN				
	†B	2.7	10.1	BAKERTON				
	†B	0.5	10.6	BENTON SIDING	BN			72
	†B	1.4	12.0	SPANGLER				
		0.1	12.1	WC				
		0.4	12.5	BARNESBORO				
	†B	1.6	14.1	PORTER RUN JCT.				
		0.4	14.5	GARDNER RUN JCT.				
	†B	1.3	15.8	MOSS CREEK JCT.	JA			
	†B	1.4	17.2	GARMAN				
	†B	0.3	17.5	EMIGH RUN JCT. N.Y.C.R.R.				
				CHESSY TREE	CJ			
				CHESSY TREE	DC			

NOTE—Unattended Block Stations controlled by Open Block Stations and train order offices.

Block Station	Period Unattended	Controlled by
†DF †IR †BN †WC †JA †CJ †DC	Continuously	JM—Daily except Sunday 7:00 A.M. to 11:00 P.M. MO—Daily 11:00 P.M. to 7:00 A.M. Sunday 7:00 A.M. to 11:00 P.M.

MOSS CREEK BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Moss Creek Junction	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
		0.5	0.5	MOSS CREEK JCT.				
		1.5	2.0	WOODLAND NO. 2				
		0.3	2.3	PENNA. NO. 21 DERAIL				
				END MOSS CREEK BR.				

The direction from Moss Creek Jct. to end Moss Creek Br. is northward.

HASTINGS BRANCH

Interlocking	Block Stations	Distance Between Stations	Distance from Hastings Br. Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
		3.7	3.7	HASTINGS BR. JCT.				22
		1.1	4.8	STERLING NO. 10				
		0.9	5.7	HASTINGS				17
				PA. COLLIERY No. 12				

The direction from Hastings Branch Jct. to Penna. Colliery No. 12 is Westward.

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	23	39	67	7281
	DAILY	DAILY	DAILY	‡DAILY Ex SAT.& SUN
Leave	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.).....	S 1.04	\$ 2.19	\$ 2.31	
BO.....	1.07	2.22	2.34	
GY.....	1.12	2.27	2.39	
KITTANNING POINT.....	1.16	2.31	2.43	
GALLITZIN.....	1.32	2.48	2.58	
CRESSON.....	1.35	2.51	3.01	
LILLY.....				
CASSANDRA.....				
PORTAGE.....	1.42	2.58	3.08	
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	1.49	3.05	3.15	
CONEMAUGH.....				
C.....	1.59	3.15	3.25	
JOHNSTOWN.....	K 2.02			
SG.....	2.06	3.22	3.32	
SEWARD.....				
NEW FLORENCE.....				
JD.....	2.19	3.38	3.46	
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	2.29	3.47	3.57	
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	2.37	3.55	4.05	
LATROBE.....				
KR.....	2.42	4.00	4.10	
DONOHUE.....				
SW.....	2.51	4.10	4.20	\$ 4.40
GREENSBURG.....				\$ 4.44
RADEBAUGH.....				\$ 4.48
RG.....	2.55	4.14	4.24	\$ 4.49
GRAPEVILLE.....				\$ 4.61
JEANNETTE.....				\$ 4.63
PENN.....				\$ 4.67
MANOR.....				\$ 5.01
SHAFTON.....				\$ 5.04
IRWIN.....				\$ 5.07
LARIMER.....	3.03	4.22	4.32	\$ 5.10
ARDARA.....				\$ 5.13
TRAFFORD.....	3.06	4.25	4.35	\$ 5.18
PITCAIRN.....				\$ 5.24
WILMERDING.....				\$ 5.28
WG.....	3.10	4.29	4.39	\$ 5.29
TURTLE CREEK.....				\$ 5.31
EAST PITTSBURGH.....				\$ 5.33
R.....	3.13	4.32	4.42	\$ 5.35
BESSEMER.....				\$ 5.36
BRADDOCK.....				\$ 5.38
COPELAND.....				\$ 5.40
HAWKINS.....				\$ 5.43
SWISSVALE.....	3.19	4.38	4.48	\$ 5.46
EDGEWOOD.....				\$ 5.49
WILKINSBURG.....				\$ 5.52
HOMEWOOD.....				\$ 5.55
CM.....	3.23	4.42	4.52	\$ 5.56
EAST LIBERTY.....				\$ 5.58
ROUP.....				\$ 6.00
SHADYSIDE.....				\$ 6.02
DV.....	3.27	4.47	4.56	\$ 6.03
BU.....	3.31	4.51	5.00	\$ 6.07
PITTSBURGH.....	\$ 3.34	\$ 4.54	\$ 5.03	\$ 6.10
Arrive	A. M.	A. M.	A. M.	A. M.
	23	39	67	7281

WESTWARD

	FIRST CLASS				
	*911	7283	6861	7211	6921
	DAILY	DAILY EX. SUN	DAILY EX. SUN.	‡DAILY Ex SAT.& SUN	‡DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
		5.19			
		\$ 5.23			
		F 5.27			
		5.29			
		F 5.31			
		\$ 5.33			
		\$ 5.36			
		\$ 5.40			
		\$ 5.43			
		\$ 5.46			
		\$ 5.49			
		\$ 5.52			
		\$ 5.56			
		\$ 5.59		\$ 6.25	
		\$ 6.03		\$ 6.29	
		6.04		6.30	
		\$ 6.06		\$ 6.32	
		\$ 6.10		\$ 6.34	
		6.12		6.36	
		\$ 6.13			
		\$ 6.16		\$ 6.39	
		\$ 6.18		\$ 6.41	
		\$ 6.21			
		\$ 6.24		\$ 6.46	
		\$ 6.26		\$ 6.49	
		\$ 6.29		\$ 6.52	
		\$ 6.32		\$ 6.55	
	6.27	6.33	6.48	6.58	6.59
	\$ 6.30	\$ 6.35	\$ 6.50		\$ 7.00
		\$ 6.37	\$ 6.52		\$ 7.02
		\$ 6.39	\$ 6.54		\$ 7.04
		6.35	6.40	6.55	7.00
		6.39	6.44	6.59	7.04
	\$ 6.42	\$ 6.47	\$ 7.02	\$ 7.07	\$ 7.12
	A. M.	A. M.	A. M.	A. M.	A. M.
	911	7283	6861	7211	6921

STATIONS	FIRST CLASS			
	● 7285	35	● 7301	● 7219
	‡DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	‡DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)		\$ 3.50		
BO.....		3.53		
GY.....		3.57		
KITTANNING POINT.....		4.01		
GALLITZIN.....		4.18		
CRESSON.....		4.21		
LILLY.....				
CASSANDRA.....				
PORTAGE.....		4.29		
WILMORE.....				
SUMMERHILL.....		4.36		
SOUTH FORK.....				
CONEMAUGH.....				
C.....		4.46		
JOHNSTOWN.....	\$	4.52		
SG.....		4.56		
SEWARD.....				
NEW FLORENCE.....				
JD.....		5.10		
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....		5.21		
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....	\$	5.40		
DR.....		5.30	5.42	
LATROBE.....	\$	5.50		
KR.....		5.35	5.51	
DONOHOE.....	F	5.58		
SW.....	\$ 5.45	\$ 5.46	\$ 6.04	
GREENSBURG.....	\$ 5.49	\$ 5.50	\$ 6.06	
RADEBAUGH.....	\$ 5.54		F 6.10	
RG.....	5.56	5.57	6.12	
GRAPEVILLE.....	\$ 5.58		G 6.16	
JEANNETTE.....	\$ 6.00		\$ 6.19	
PENN.....	\$ 6.03		\$ 6.22	
MANOR.....	\$ 6.06		\$ 6.26	
SHAFTON.....	\$ 6.09		\$ 6.28	
IRWIN.....	\$ 6.12		\$ 6.32	
LARIMER.....	\$ 6.15	6.07	\$ 6.35	
ARDARA.....	\$ 6.18			
TRAFFORD.....	\$ 6.22	6.12	\$ 6.40	6.43
PITCAIRN.....	\$ 6.27		\$ 6.46	\$ 6.46
WILMERDING.....	\$ 6.31		\$ 6.46	\$ 6.60
WG.....	6.32	6.16	6.47	6.51
TURTLE CREEK.....	\$ 6.35		\$ 6.52	
EAST PITTSBURGH.....	\$ 6.38		\$ 6.50	\$ 6.54
R.....	6.40	6.19	6.52	6.56
BESSEMER.....	\$ 6.41			
BRADDOCK.....	\$ 6.43		\$ 6.55	\$ 6.59
COPELAND.....	\$ 6.45			\$ 7.01
HAWKINS.....	\$ 6.48			\$ 7.03
SWISSVALE.....	\$ 6.51	6.26	\$ 7.00	\$ 7.06
EDGEWOOD.....	\$ 6.54			\$ 7.09
WILKINSBURG.....	\$ 6.57		\$ 7.04	\$ 7.12
HOMEWOOD.....	\$ 7.00			\$ 7.16
CM.....	7.01	6.30	7.06	7.16
EAST LIBERTY.....	\$ 7.03	\$ 6.33	\$ 7.08	\$ 7.18
ROUP.....	\$ 7.05			\$ 7.20
SHADYSIDE.....	\$ 7.07			\$ 7.22
DV.....	7.08	6.38	7.11	7.23
BU.....	7.12	6.42	7.15	7.27
PITTSBURGH.....	\$ 7.15	\$ 6.55	\$ 7.18	\$ 7.30
Arrive	A. M.	A. M.	A. M.	A. M.
	7285	35	7301	7219

	FIRST CLASS				
	‡ 927	● 6783	● 7287	37	● 7303
	DAILY EX. SUN.	DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY	‡ DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 4.25	
				4.28	
				4.33	
				4.37	
				4.54	
				4.58	
				5.06	
				5.13	
				5.23	
				\$ 5.28	
				5.32	
				5.46	
				\$ 6.00	
				6.10	\$ 6.30
				\$ 6.16	\$ 6.32
				6.17	\$ 6.38
					6.39
					F 6.45
				6.25	6.49
				\$ 6.29	\$ 6.32
				F 6.33	\$ 6.52
				6.35	6.38
				\$ 6.36	6.56
				\$ 6.37	\$ 6.59
				\$ 6.40	
				\$ 6.44	\$ 7.03
				\$ 6.47	
				\$ 6.50	\$ 7.07
				\$ 6.53	6.47
				\$ 6.56	7.09
				\$ 7.00	6.51
				\$ 7.03	7.12
				\$ 7.07	
				7.09	6.55
				\$ 7.12	7.16
				\$ 7.14	6.58
				7.14	7.00
				\$ 7.16	7.19
				\$ 7.18	
				\$ 7.22	7.07
				\$ 7.24	7.24
				\$ 7.27	
				\$ 7.27	
				\$ 7.30	
				\$ 7.31	
	7.21	7.24	7.31	7.11	7.27
	\$ 7.23	\$ 7.28	\$ 7.33	\$ 7.14	\$ 7.29
	\$ 7.25	\$ 7.28	\$ 7.35		
	\$ 7.27	\$ 7.30	\$ 7.37		
	7.28	7.31	7.38	7.18	7.33
	7.32	7.35	7.42	7.22	7.37
	\$ 7.35	\$ 7.38	\$ 7.45	\$ 7.25	\$ 7.40
	A. M.	A. M.	A. M.	A. M.	A. M.
	927	6783	7287	37	7303

STATIONS	FIRST CLASS			
	◇ 61 DAILY	● 7221 ‡DAILY Ex SAT. & SUN	● 7225 ‡ SAT. ONLY	● 1 DAILY EX. MON.
	Leave A. M.	A. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)	\$ 5.05			E 5.30
BO.....	5.08			5.33
GY.....	5.14			5.38
KITTANNING POINT.....	5.18			5.42
GALLITZIN.....	5.34			5.58
CRESSON.....	5.37			6.01
LILLY.....				
CASSANDRA.....				
PORTAGE.....	5.45			6.08
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	5.52			6.15
CONEMAUGH.....				
C.....	6.02			6.25
JOHNSTOWN.....				
SG.....	6.09			6.32
SEWARD.....				
NEW FLORENCE.....				
JD.....	6.23			6.46
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	6.34			6.56
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	6.43			7.04
LATROBE.....				
KR.....	6.48			7.09
DONOHOE.....				
SW.....	6.59			7.18
GREENSBURG.....				
RADEBAUGH.....				
RG.....	7.04			7.22
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	7.14			7.31
ARDARA.....				
TRAFFORD.....	7.18	7.20		7.35
PITCAIRN.....	\$ 7.23	\$ 7.23		
WILMERDING.....	\$ 7.27	\$ 7.27		
WG.....	7.23	7.28	7.28	7.39
TURTLE CREEK.....				
EAST PITTSBURGH.....	\$ 7.31	\$ 7.31		
R.....	7.27	7.33	7.33	7.43
BESSEMER.....				
BRADDOCK.....	\$ 7.36	\$ 7.36		
COPELAND.....	\$ 7.38	\$ 7.38		
HAWKINS.....	\$ 7.41	\$ 7.41		
SWISSVALE.....	7.33	\$ 7.44	\$ 7.44	7.49
EDGEWOOD.....	\$ 7.46	\$ 7.46		
WILKINSBURG.....	\$ 7.49	\$ 7.49		
HOMEWOOD.....	\$ 7.52	\$ 7.52		
CM.....	7.37	7.53	7.53	7.63
EAST LIBERTY.....	D 7.39	\$ 7.55	\$ 7.55	
ROUP.....	\$ 7.57	\$ 7.57		
SHADYSIDE.....	\$ 7.59	\$ 7.59		
DV.....	7.43	8.00	8.00	7.58
BU.....	7.47	8.04	8.04	8.02
PITTSBURGH.....	\$ 7.50	\$ 8.07	\$ 8.07	E 8.05
Arrive	A. M.	A. M.	A. M.	A. M.
	61	7221	7225	1

FIRST CLASS					
51 DAILY	◇ 79 DAILY	661 DAILY	● 11 DAILY	● 7289 DAILY EX. SUN.	● 667 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 5.37	\$ 5.45	\$ 5.50	E 6.08		\$ 6.40
5.40	5.48	5.53	6.09		6.43
5.44	5.53	5.58	6.15		6.48
5.48	5.57	6.02	6.19		6.52
6.04	6.13	6.17	6.35		\$ 7.08
6.07	6.16	\$ 6.20	6.38		\$ 7.28
					\$ 7.33
6.14	6.23	6.27	6.45		\$ 7.42
					\$ 7.47
					\$ 7.51
6.21	6.30	6.34	6.52		\$ 7.58
6.31	6.40	6.44	7.02		8.09
		\$ 6.47			\$ 8.30
6.38	6.47	6.51	7.09		8.34
					\$ 8.48
					F 8.50
6.51	7.01	7.05	7.23		8.53
					F 8.57
7.01	7.12	\$ 7.16	7.34		\$ 9.20
		\$ 7.26			F 9.30
7.09	7.20	7.28	7.43		9.31
R 7.15		\$ 7.34			\$ 9.41
7.16	7.25	7.35	7.48		9.42
7.27	7.35	7.46	7.59	8.55	9.51
		\$ 7.48		\$ 9.00	\$ 10.05
7.31	7.39	7.54	8.03	9.04	10.10
		F 7.56		\$ 9.07	\$ 10.15
				\$ 9.12	\$ 10.21
		F 8.03		\$ 9.16	\$ 10.28
7.39	7.48	8.04	8.14	9.18	10.30
7.43	7.52	8.08	8.17	\$ 9.22	\$ 10.34
				\$ 9.25	\$ 10.40
		K 8.09		\$ 9.28	\$ 10.46
7.47	7.56	8.10	8.21	9.29	10.47
		\$ 8.12		\$ 9.32	\$ 10.51
7.50	8.00	8.13	8.24	9.34	10.53
				\$ 9.36	\$ 10.57
				\$ 9.38	\$ 10.59
7.53	8.07	8.18	8.29	\$ 9.42	\$ 11.07
				\$ 9.44	\$ 11.09
		K 8.20		\$ 9.47	\$ 11.15
				\$ 9.50	\$ 11.18
8.02	8.11	8.22	8.32	9.51	11.19
\$ 8.04	\$ 8.13	\$ 8.24	E 8.33	\$ 9.53	\$ 11.24
				\$ 9.55	
				\$ 9.57	
8.08	8.18	8.28	8.38	9.58	11.28
8.12	8.22	8.32	8.42	10.02	11.32
\$ 8.15	\$ 8.25	\$ 8.35	E 8.45	\$ 10.05	\$ 11.35
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
51	79	661	11	7289	667

STATIONS	FIRST CLASS			
	929	6803	623	13
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
Leave	A. M.	P. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)			\$ 9.30	\$ 10.15
BO			9.33	10.18
GY			9.38	10.23
KITTANNING POINT			9.42	10.28
GALLITZIN			\$ 9.57	K 10.44
CRESSON			\$ 10.04	\$ 10.50
LILLY			\$ 10.09	
CASSANDRA			\$ 10.12	
PORTAGE			\$ 10.18	10.58
WILMORE			\$ 10.23	
SUMMERHILL			\$ 10.27	
SOUTH FORK			\$ 10.32	11.05
CONEMAUGH			\$ 10.44	
O			10.46	11.15
JOHNSTOWN			\$ 10.55	\$ 11.21
SG			10.59	11.25
SEWARD			\$ 11.09	
NEW FLORENCE			\$ 11.15	
JD			11.18	11.39
LOCKPORT			\$ 11.21	
BOLIVAR			\$ 11.24	
TORRANCE			\$ 11.33	L 11.50
GRAY				
HILLSIDE			\$ 11.38	
MILLWOOD			F 11.42	
DERRY			\$ 11.46	
DR			11.48	11.58
LATROBE			\$ 11.58	\$ 12.08
KR			11.59	12.07
DONOHOE			F 12.06	
SW			12.13	12.18
GREENSBURG			\$ 12.23	\$ 12.23
RADEBAUGH				
RG			12.35	12.28
GRAPEVILLE			\$ 12.37	
JEANNETTE			\$ 12.41	
PENN.			\$ 12.45	
MANOR			\$ 12.49	
SHAFTON				
IRWIN			\$ 12.54	
LARIMER			\$ 12.56	12.36
ARDARA			\$ 12.59	
TRAFFORD			\$ 1.04	12.40
PITCAIRN			\$ 1.09	
WILMERDING			\$ 1.15	
WG			1.16	12.44
TURTLE CREEK				
EAST PITTSBURGH			\$ 1.22	
R			1.24	12.48
BESSEMER			F 1.25	
BRADDOCK			\$ 1.29	
COPELAND			\$ 1.31	
HAWKINS			F 1.33	
SWISSVALE			\$ 1.38	12.55
EDGEWOOD			\$ 1.40	
WILKINSBURG			\$ 1.45	
HOMEWOOD			\$ 1.48	
CM	11.46	12.46	1.49	12.59
EAST LIBERTY	\$ 11.49	\$ 12.48	\$ 1.53	\$ 1.02
ROUP	\$ 11.51	\$ 12.50		
SHADYSIDE	\$ 11.53	\$ 12.52		
DV	11.54	12.53	1.58	1.07
BU	11.58	12.57	2.02	1.11
PITTSBURGH	\$ 12.01	\$ 1.00	\$ 2.05	\$ 1.14
Arrive	P. M.	P. M.	P. M.	P. M.
	929	6803	623	13

	FIRST CLASS				
	7243	7245	925	7249	7309
	DAILY SAT.&SUN.	DAILY SAT.&SUN.	DAILY EX. SUN.	DAILY SAT.&SUN.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 8.05
					8.07
					\$ 8.15
					3.16
					8.27
					\$ 8.32
					\$ 8.37
					8.38
					\$ 8.40
					\$ 8.43
					\$ 8.48
					\$ 8.54
					8.56
				3.52	\$ 4.00
	\$ 8.05	\$ 3.20			\$ 4.05
	\$ 3.10	\$ 3.29		\$ 4.00	\$ 4.10
	3.11	3.30		4.01	4.11
	\$ 3.13	\$ 3.31		\$ 4.03	\$ 4.12
	\$ 3.16	\$ 3.34		\$ 4.07	\$ 4.15
	3.18	3.36		4.09	4.17
	\$ 3.19	\$ 3.38			\$ 4.18
	\$ 3.21	\$ 3.40		\$ 4.11	\$ 4.21
	\$ 3.23	\$ 3.42		\$ 4.13	\$ 4.23
	\$ 3.25	\$ 3.44			\$ 4.25
	\$ 3.28	\$ 3.47		\$ 4.18	\$ 4.30
	\$ 3.30	\$ 3.49		\$ 4.20	\$ 4.33
	\$ 3.32	\$ 3.52		\$ 4.23	\$ 4.37
	\$ 3.35	\$ 3.55		\$ 4.26	\$ 4.40
	3.36	3.56	4.05	4.27	4.41
	\$ 3.38	\$ 3.58	\$ 4.08	\$ 4.29	\$ 4.43
	\$ 3.40	\$ 4.00	\$ 4.10	\$ 4.32	\$ 4.45
	\$ 3.42	\$ 4.02	\$ 4.12	\$ 4.34	\$ 4.47
	3.43	4.03	4.13	4.35	4.48
	3.47	4.07	4.17	4.39	4.52
	\$ 3.50	\$ 4.10	\$ 4.20	\$ 4.42	\$ 4.55
	P. M.	P. M.	P. M.	P. M.	P. M.
	7243	7245	925	7249	7309

STATIONS	FIRST CLASS			
	25	6789	6739	● 6925
	DAILY	DAILY Ex SAT.&SUN	SAT ONLY	⊕DAILY EX SUN
Leave	P. M.	P. M.	P. M.	P. M.
ALTOONA.....(Mid. Div.)	\$ 2.22			
BO.....	2.25			
GY.....	2.29			
KITTANNING POINT.....	2.83			
GALLITZIN.....	2.48			
CRESSON.....	2.51			
LILLY.....				
CASSANDRA.....				
PORTAGE.....	2.59			
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	3.06			
CONEMAUGH.....				
O.....	3.16			
JOHNSTOWN.....	\$ 3.20			
SG.....	3.24			
SEWARD.....				
NEW FLORENCE.....				
JD.....	8.37			
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	3.47			
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	3.55			
LATROBE.....				
KR.....	4.00			
DONOHOE.....				
SW.....	4.10			
GREENSBURG.....	\$ 4.12			
RADEBAUGH.....				
RG.....	4.17			
GRAPEVILLE.....				
JEANNETTE.....				
PENN MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	4.27			
ARDARA.....				
TRAFFORD.....	4.30			
PITCAIRN.....				
WILMERDING.....				
WG.....	4.34			
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	4.37			
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	4.43			
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	4.47	4.48	4.48	5.02
EAST LIBERTY.....	\$ 4.49	\$ 4.51	\$ 4.51	\$ 5.04
ROUP.....		\$ 4.53	\$ 4.53	\$ 5.06
SHADYSIDE.....		\$ 4.55	\$ 4.55	\$ 5.08
DV.....	4.53	4.56	4.56	5.09
BU.....	4.57	5.00	5.00	5.13
PITTSBURGH.....	\$ 5.00	\$ 5.03	\$ 5.03	\$ 5.16
Arrive	P. M.	P. M.	P. M.	P. M.
	25	6789	6739	6925

STATIONS	FIRST CLASS					
	15	7291	7293	75	901	21
	DAILY	SAT ONLY	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
ALTOONA.....	\$ 2.26			\$ 5.45		\$ 5.50
BO.....	2.29			5.48		5.53
GY.....	2.34			5.52		5.58
KITTANNING POINT.....	2.38			5.56		6.02
GALLITZIN.....	2.54			6.11		\$ 6.19
CRESSON.....	\$ 2.58			6.14		\$ 6.27
LILLY.....						\$ 6.31
CASSANDRA.....						
PORTAGE.....	\$ 3.08			6.21		\$ 6.36
WILMORE.....						\$ 6.42
SUMMERHILL.....						\$ 6.45
SOUTH FORK.....	\$ 3.17			6.28		\$ 6.45
CONEMAUGH.....						
O.....	3.28			6.38		6.56
JOHNSTOWN.....	\$ 3.34			6.42		\$ 7.05
SG.....	3.38			6.46		7.09
SEWARD.....	F 3.47					\$ 7.19
NEW FLORENCE.....	F 3.53					\$ 7.26
JD.....	3.55			6.59		7.29
LOCKPORT.....						
BOLIVAR.....	F 4.00					\$ 7.33
TORRANCE.....	\$ 4.10			7.09		\$ 7.43
GRAY.....						
HILLSIDE.....						
MILLWOOD.....						
DERRY.....	F 4.21					\$ 7.53
DR.....	4.22			7.17		7.54
LATROBE.....	\$ 4.30			7.22		\$ 8.01
KR.....	4.31			7.23		8.03
DONOHOE.....						
SW.....	4.43	5.45	5.45	7.34		8.13
GREENSBURG.....	\$ 4.48	\$ 6.00	\$ 6.00	\$ 7.36		\$ 8.18
RADEBAUGH.....						
RG.....	4.53	6.05	6.05	7.41		8.23
GRAPEVILLE.....						
JEANNETTE.....	\$ 4.57	\$ 6.09	\$ 6.10			\$ 8.28
PENN MANOR.....	\$ 5.03	\$ 6.14	\$ 6.15			\$ 8.34
SHAFTON.....						
IRWIN.....	\$ 5.08	\$ 6.19	\$ 6.20			\$ 8.40
LARIMER.....	5.10	\$ 6.22	\$ 6.23	7.50		8.43
ARDARA.....						
TRAFFORD.....	5.13	\$ 6.26	\$ 6.28	7.53		8.47
PITCAIRN.....	K 5.15	\$ 6.29	\$ 6.32			\$ 8.52
WILMERDING.....	\$ 5.18	\$ 6.33	\$ 6.38			\$ 8.57
WG.....	5.19	6.34	6.39	7.57		8.59
TURTLE CREEK.....						
EAST PITTSBURGH.....	\$ 5.37	\$ 6.46				\$ 9.07
R.....	5.23	6.38	6.48	8.01		9.09
BESSEMER.....						
BRADDOCK.....	\$ 6.41	\$ 6.53				\$ 9.12
COPELAND.....	\$ 6.43	\$ 6.55				
HAWKINS.....						
SWISSVALE.....	5.29	\$ 6.47	\$ 7.03	8.08		\$ 9.17
EDGEWOOD.....	\$ 6.49	\$ 7.05				\$ 9.19
WILKINSBURG.....	\$ 5.32	\$ 6.52	\$ 7.10			\$ 9.22
HOMEWOOD.....	\$ 6.55	\$ 7.13				\$ 9.25
CM.....	5.35	6.56	7.14	8.12	8.16	9.26
EAST LIBERTY.....	\$ 5.38	\$ 6.58	\$ 7.18	\$ 8.13	\$ 8.18	\$ 9.29
ROUP.....	\$ 7.00	\$ 7.20		\$ 8.20		
SHADYSIDE.....	\$ 7.02	\$ 7.22		\$ 8.22		
DV.....	5.43	7.03	7.23	8.18	8.23	9.33
BU.....	5.47	7.07	7.27	8.22	8.27	9.37
PITTSBURGH.....	\$ 5.50	\$ 7.10	\$ 7.30	\$ 8.25	\$ 8.30	\$ 9.40
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	15	7291	7293	75	901	21

STATIONS	FIRST CLASS			
	◇33 DAILY	5 DAILY	◇49 DAILY	◇29 DAILY
	Leave P. M.	P. M.	P. M.	P. M.
ALTOONA.....(Mid. Div.)C	7.18	\$ 8.02	\$ 9.31	\$ 10.38
BO.....	7.21	8.05	9.34	10.36
GY.....	7.25	8.10	9.38	10.40
KITTANNING POINT.....	7.29	8.14	9.42	10.44
GALLITZIN.....	7.44	8.30	9.58	10.59
CRESSON.....	7.47	8.33	10.01	11.02
LILLY.....				
CASSANDRA.....				
PORTAGE.....	7.54	8.40	10.08	11.09
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	8.01	8.47	10.15	11.16
CONEMAUGH.....				
C.....	8.11	8.57	10.25	11.26
JOHNSTOWN.....		\$ 9.01		
SG.....	8.17	9.05	10.32	11.32
SEWARD.....				
NEW FLORENCE.....				
JD.....	8.30	9.18	10.45	11.46
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	8.40	9.28	10.55	11.55
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	8.47	9.36	11.03	12.02
LATROBE.....		\$ 9.41		
KR.....	8.52	9.42	11.08	12.07
DONOHOE.....				
SW.....	9.00	9.53	11.18	12.15
GREENSBURG.....		\$ 9.56		
RADEBAUGH.....				
RG.....	9.04	10.02	11.22	12.19
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	9.12	10.11	11.30	12.27
ARDARA.....				
TRAFFORD.....	9.15	10.14	11.33	12.30
PITCAIRN.....				
WILMERDING.....				
WG.....	9.19	10.18	11.37	12.34
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	9.22	10.21	11.40	12.37
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	9.28	10.27	11.46	12.43
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	9.32	10.31	11.50	12.47
EAST LIBERTY.....		\$ 10.33		
ROUP.....				
SHADYSIDE.....				
DV.....	9.36	10.38	11.54	12.51
BU.....	9.40	10.42	11.58	12.55
PITTSBURGH.....	\$ 9.43	\$ 10.45	\$ 12.01	\$ 12.58
Arrive	P. M.	P. M.	A. M.	A. M.
	33	5	49	29

FIRST CLASS					
◇59 DAILY	◇69 DAILY	◇41 DAILY	◇77 DAILY	◇31 DAILY	◇65 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 10.40	\$ 10.50	\$ 11.00	C 11.18	\$ 11.27	\$ 11.35
10.43	10.53	11.03	11.21	11.30	11.38
10.47	10.57	11.07	11.25	11.34	11.42
10.51	11.01	11.11	11.29	11.38	11.46
11.06	11.16	11.26	11.45	11.53	12.01
11.09	11.19	11.29	11.48	11.56	12.04
11.16	11.26	11.36	11.55	12.03	12.11
11.23	11.33	11.43	12.02	12.10	12.18
11.33	11.43	11.53	12.12	12.20	12.28
11.40	\$ 11.47	12.00	12.19	12.26	12.34
11.53	12.04	12.13	12.32	12.39	12.47
12.03	12.15	12.23	12.42	12.49	12.57
12.11	12.23	12.31	12.50	12.57	1.04
12.16	12.28	12.36	12.55	1.02	1.09
12.24	12.38	12.46	1.05	1.10	1.17
12.28	12.43	12.50	1.09	1.14	1.21
12.36	12.52	12.58	1.17	1.22	1.29
12.39	12.55	1.01	1.20	1.25	1.32
12.43	12.59	1.05	1.24	1.29	1.36
12.46	1.03	1.08	1.27	1.32	1.39
12.52	1.09	1.14	1.33	1.38	1.45
12.56	1.13	1.18	1.37	1.42	1.49
1.00	1.18	1.23	1.41	1.46	1.53
1.04	1.22	1.27	1.45	1.50	1.57
\$ 1.07	\$ 1.25	\$ 1.30	\$ 1.48	\$ 1.53	\$ 2.00
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
59	69	41	77	31	65

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	40	68	58	30
	Arrive			
	A. M.	A. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)	\$ 2.31	\$ 2.48	\$ 2.56	\$ 3.09
BO.....	2.28	2.45	2.53	3.06
GY.....	2.24	2.41	2.49	3.02
KITTANNING POINT.....	2.20	2.37	2.45	2.58
GALLITZIN.....	2.05	2.22	2.30	2.43
CRESSON.....	2.01	2.18	2.26	2.39
LILLY.....				
CASSANDRA.....				
PORTAGE.....	1.51	2.07	2.16	2.29
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	1.43	1.59	2.09	2.22
CONEMAUGH.....				
C.....	1.33	1.48	1.59	2.12
JOHNSTOWN.....				
SG.....	1.27	1.41	1.53	2.06
SEWARD.....				
NEW FLORENCE.....				
JD.....	1.14	1.27	1.39	1.53
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	1.04	1.16	1.29	1.43
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	12.56	1.08	1.22	1.36
LATROBE.....				
KR.....	12.51	1.03	1.17	1.31
DONOHUE.....				
SW.....	12.43	12.54	1.09	1.23
GREENSBURG.....				
RADEBAUGH.....				
RG.....	12.39	12.50	1.05	1.19
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	12.31	12.42	12.58	1.12
ARDARA.....				
TRAFFORD.....	12.28	12.38	12.55	1.09
PITCAIRN.....				
WILMERDING.....				
WG.....	12.25	12.35	12.51	1.05
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	12.22	12.32	12.48	1.02
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	12.17	12.27	12.43	12.57
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	12.13	12.23	12.40	12.54
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	12.10	12.20	12.37	12.51
BU.....	12.06	12.16	12.33	12.47
PITTSBURGH.....	\$ 12.03	\$ 12.13	\$ 12.30	\$ 12.44
	Leave	A. M.	A. M.	A. M.
		DAILY	DAILY	DAILY
		040	068	058
				030

	FIRST CLASS				
	48	64	28	682	42
	A. M.				
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 3.27	\$ 3.45	\$ 3.52	\$ 8.55	\$ 7.18
	3.24	3.42	3.49	8.52	7.15
	3.20	3.38	3.45	8.48	7.11
	3.16	3.34	3.41	8.43	7.07
	3.01	3.19	3.26	\$ 8.28	6.52
	2.57	3.15	3.22	\$ 8.20	\$ 6.44
				\$ 8.03	
				\$ 7.58	
	2.46	3.05	3.12	\$ 7.53	6.24
				\$ 7.45	
				\$ 7.40	
	2.38	2.58	3.05	\$ 7.33	6.16
				\$ 7.17	
	2.27	2.48	2.55	7.14	6.04
				\$ 7.10	\$ 6.00
	2.20	2.42	2.49	6.48	5.53
				\$ 6.38	
				\$ 6.81	
	2.06	2.29	2.35	6.27	5.39
				\$ 6.22	
				\$ 6.18	
	1.56	2.19	2.25	\$ 6.08	5.28
				F 5.46	
				\$ 5.42	
				F 5.38	
				\$ 5.35	
	1.48	2.12	2.18	5.30	5.20
				\$ 5.23	
	1.43	2.07	2.13	5.11	5.15
	1.34	1.59	2.05	5.01	5.05
				\$ 5.00	\$ 5.03
	1.30	1.55	2.01	4.39	4.56
				\$ 4.35	
				\$ 4.26	
				\$ 4.21	
	1.22	1.48	1.54	\$ 4.16	4.47
	1.18	1.45	1.51	\$ 4.10	4.43
				\$ 4.06	
				\$ 4.02	
	1.15	1.41	1.47	3.59	4.40
				\$ 3.57	
	1.12	1.38	1.44	3.54	4.37
				\$ 3.52	
	1.07	1.33	1.39	3.42	4.32
				\$ 3.39	
	1.03	1.30	1.36	3.31	4.28
				\$ 3.30	
	1.00	1.27	1.33	3.27	4.25
	12.56	1.23	1.29	3.23	4.21
	\$ 12.53	\$ 1.20	\$ 1.26	\$ 3.20	\$ 4.18
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	048	064	028	682	42

STATIONS	FIRST CLASS			
	6800	7212	932	7214
	Arrive			
	A. M.	A. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)				
BO				
GY				
KITTANNING POINT				
GALLITZIN				
CRESSON				
LILLY				
CASSANDRA				
PORTAGE				
WILMORE				
SUMMERHILL				
SOUTH FORK				
CONEMAUGH				
C				
JOHNSTOWN				
SG				
SEWARD				
NEW FLORENCE				
JD				
LOCKPORT				
BOLIVAR				
TORRANCE				
GRAY				
HILLSIDE				
MILLWOOD				
DERRY				
DR				
LATROBE				
KR				
DONOHUE				
SW				
GREENSBURG				
RADEBAUGH				
RG				
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER				
ARDARA				
TRAFFORD				6.23
PITCAIRN	\$ 6.05			\$ 6.19
WILMERDING	\$ 6.01			\$ 6.15
WG	5.59			6.13
TURTLE CREEK	\$ 5.58			\$ 6.12
EAST PITTSBURGH	\$ 5.56			\$ 6.10
R	5.54			6.08
BESSEMER	\$ 5.53			\$ 6.07
BRADDOCK	\$ 5.51			\$ 6.05
COPELAND	\$ 5.49			\$ 6.03
HAWKINS	\$ 5.47			\$ 6.01
SWISSVALE	\$ 5.44			\$ 5.59
EDGEWOOD	\$ 5.41			\$ 5.56
WILKINSBURG	\$ 5.39			\$ 5.54
HOMWOOD	\$ 5.36			\$ 5.51
CM	5.20	5.34	5.38	5.49
EAST LIBERTY	\$ 5.18	\$ 5.33	\$ 5.36	\$ 5.48
ROUP	\$ 5.15	\$ 5.30		\$ 5.45
SHADYSIDE	\$ 5.13	\$ 5.28		\$ 5.43
DV	5.12	5.27	5.30	5.42
BU	5.08	5.23	5.26	5.38
PITTSBURGH	\$ 5.05	\$ 5.20	\$ 5.23	\$ 5.36
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	‡DAILY Ex	DAILY	‡DAILY
	EX. SUN.	SAT. & SUN	EX. SUN.	EX. SUN.
	6800	●7212	*932	●7214

	FIRST CLASS				
	7224	7280	7226	2	8
	A. M.				
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 10.00	\$ 11.50
				9.57	11.47
				9.53	11.43
				9.49	11.39
				9.34	11.24
				9.30	\$ 11.19
				9.19	F 11.00
				9.11	\$ 10.51
				9.01	10.39
				\$ 8.57	\$ 10.35
				8.53	10.27
					\$ 10.17
					\$ 10.10
				8.40	10.06
				8.30	\$ 9.54
					\$ 9.42
				8.22	9.40
					\$ 9.34
				8.17	9.32
		7.62		8.08	9.23
		\$ 7.60		\$ 8.06	\$ 9.18
		F 7.44			
		7.42		8.01	9.04
		\$ 7.40			P 9.01
		\$ 7.38			\$ 8.58
		\$ 7.32			
		F 7.28			K 8.53
		\$ 7.24			
		\$ 7.21			\$ 8.49
		\$ 7.16		7.53	8.46
		6.48	\$ 7.09	7.50	8.41
		\$ 6.44	\$ 7.05	\$ 7.24	K 8.40
		\$ 6.41	\$ 7.00	\$ 7.20	\$ 8.37
		6.40	6.55	7.18	7.47
		\$ 6.39			\$ 8.35
		\$ 6.37	\$ 6.53	\$ 7.16	\$ 8.32
		6.34	6.49	7.18	7.44
		\$ 6.33	\$ 6.47		8.31
		\$ 6.31	\$ 6.45	\$ 7.10	\$ 8.29
		\$ 6.29	\$ 6.43	\$ 7.08	
		\$ 6.27	\$ 6.41	\$ 7.06	
		\$ 6.25	\$ 6.38	\$ 7.03	7.39
		\$ 6.22	\$ 6.36	\$ 7.00	8.26
		\$ 6.20	\$ 6.34	\$ 6.58	\$ 8.22
		\$ 6.17	\$ 6.31	\$ 6.55	
		6.15	6.29	6.53	7.85
		\$ 6.14	\$ 6.28	\$ 6.52	\$ 7.34
		\$ 6.12	\$ 6.25	\$ 6.49	\$ 8.17
		\$ 6.10	\$ 6.23	\$ 6.47	
		6.09	6.22	6.46	7.30
		6.05	6.18	6.42	7.26
		\$ 6.02	\$ 6.15	\$ 6.39	\$ 7.23
					\$ 8.08
					\$ 8.05
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY Ex	‡DAILY	‡DAILY Ex	DAILY	DAILY
	SAT. & SUN	EX. SUN.	SAT. & SUN		
	●7224	7280	●7226	2	8

STATIONS	FIRST CLASS			
	54	7300	904	72
	Arrive A. M.	A. M.	A. M.	P. M.
ALTOONA.....(Mid. Div.)	\$ 11.03			\$ 12.37
BO	11.00			12.34
GY	10.56			12.30
KITTANNING POINT	10.52			12.26
GALLITZIN	10.37			12.11
CRESSON	10.33			12.07
LILLY				
CASSANDRA				
PORTAGE	10.22			11.56
WILMORE				
SUMMERHILL				
SOUTH FORK	10.14			11.48
CONEMAUGH				
O	10.04			11.38
JOHNSTOWN	\$ 10.00			\$ 11.34
SG	9.56			11.30
SEWARD				
NEW FLORENCE				
JD	9.42			11.17
LOCKPORT				
BOLIVAR				
TORRANCE	9.32			11.07
GRAY				
HILLSIDE				
MILLWOOD				
DERRY		\$ 10.35		
DR	9.24	10.31		11.00
LATROBE	\$ 9.18	\$ 10.25		
KR	9.17	10.22		10.55
DONOHUE				
SW	9.07	10.12		10.47
GREENSBURG	\$ 9.06	\$ 10.10		
RADEBAUGH		F 10.06		
RG	9.01	10.03		10.43
GRAPEVILLE				
JEANNETTE		\$ 10.00		
PENN		\$ 9.57		
MANOR		\$ 9.54		
SHAFTON		F 9.51		
IRWIN		\$ 9.49		
LARIMER	8.53	F 9.46		10.35
ARDARA				
TRAFFORD	8.50	\$ 9.42		10.32
PITCAIRN		\$ 9.38		
WILMERDING		\$ 9.34		
WG	8.47	9.32		10.29
TURTLE CREEK				
EAST PITTSBURGH		\$ 9.30		
R	8.44	9.24		10.26
BESSEMER		F 9.22		
BRADDOCK		\$ 9.20		
COPELAND		\$ 9.16		
HAWKINS		\$ 9.14		
SWISSVALE	8.39	\$ 9.11		10.21
EDGEWOOD		\$ 9.08		
WILKINSBURG		\$ 9.06		
HOMEWOOD		\$ 9.01		
CM	8.35	8.59	9.24	10.17
EAST LIBERTY	\$ 8.34	\$ 8.58	\$ 9.22	\$ 10.16
ROUP		\$ 8.55		
SHADYSIDE		\$ 8.53		
DV	8.30	8.52	9.17	10.12
BU	8.26	8.48	9.13	10.08
PITTSBURGH	\$ 8.23	\$ 8.45	\$ 9.10	\$ 10.05
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	54	7300	904	72

	FIRST CLASS				
	24	6738	7238	6946	7308
	P. M.	A. M.	P. M.	P. M.	P. M.
	\$ 2.37				
	2.34				
	2.30				
	2.26				
G	2.11				
\$	2.05				
	\$ 1.46				
	\$ 1.35				
	1.22				
\$	1.18				
	1.10				
	12.57				
	\$ 12.45				
					\$ 1.47
	12.33				1.45
\$	12.27				\$ 1.39
	12.24				1.38
	12.14				1.29
\$	12.12				\$ 1.27
	12.05				1.20
	\$ 11.59				\$ 1.17
					\$ 1.11
	\$ 11.49				\$ 1.07
	11.45				1.03
	11.40				\$ 12.59
			\$ 12.28		\$ 12.56
	\$ 11.36		\$ 12.25		\$ 12.53
	11.34		12.23		12.52
			\$ 12.22		
			\$ 12.20		\$ 12.50
	11.31		12.18		12.48
			\$ 12.17		
	\$ 11.29		\$ 12.15		\$ 12.46
			\$ 12.13		\$ 12.44
			\$ 12.11		
	11.25		\$ 12.09		\$ 12.41
			\$ 12.06		\$ 12.39
	\$ 11.22		\$ 12.04		\$ 12.37
			\$ 12.01		\$ 12.34
			11.59	12.24	12.32
	\$ 11.17	\$ 11.32	\$ 11.59	\$ 12.22	\$ 12.31
		\$ 11.80	\$ 11.55	\$ 12.20	
		\$ 11.28	\$ 11.53	\$ 12.18	
	11.12	11.27	11.52	12.17	12.27
	11.08	11.23	11.48	12.13	12.23
	\$ 11.05	\$ 11.20	\$ 11.45	\$ 12.10	\$ 12.20
	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	SAT. ONLY	±SAT. ONLY	±SAT. ONLY	±SAT. ONLY
	24	6738	7238	6946	7308

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	6740	74	7240	7288
Arrive	P. M.	P. M.	P. M.	P. M.
ALTOONA.....(Mid. Div.)		\$ 3.40		
BO		3.37		
GY		3.33		
KITTANNING POINT		3.29		
GALLITZIN		3.14		
CRESSON		3.10		
LILLY				
CASSANDRA				
PORTAGE		2.59		
WILMORE				
SUMMERHILL				
SOUTH FORK		2.51		
CONEMAUGH				
C		2.41		
JOHNSTOWN		\$ 2.37		
SG		2.33		
SEWARD				
NEW FLORENCE				
JD		2.19		
LOCKPORT				
BOLIVAR				
TORRANCE		2.09		
GRAY				
HILLSIDE				
MILLWOOD				
DERRY				
DR		2.01		
LATROBE		\$ 1.55		
KR		1.53		
DONOHUE				
SW		1.44	\$ 3.54	
GREENSBURG		\$ 1.43	\$ 3.52	
RADEBAUGH			F 3.48	
RG		1.38	\$ 3.46	
GRAPEVILLE			\$ 3.44	
JEANNETTE			\$ 3.42	
PENN.			\$ 3.89	
MANOR			\$ 3.35	
SHAFTON			\$ 3.32	
IRWIN			\$ 3.29	
LARIMER		1.30	\$ 3.25	
ARDARA			\$ 3.22	
TRAFFORD		1.27	2.17	\$ 3.18
PITCAIRN			\$ 2.13	\$ 3.14
WILMERDING			\$ 2.09	\$ 3.10
WG		1.24	2.07	3.07
TURTLE CREEK				
EAST PITTSBURGH			\$ 2.04	\$ 3.05
R		1 21	2.02	3.02
BESSEMER			\$ 2.01	\$ 3.01
BRADDOCK			\$ 1.59	\$ 2.59
COPELAND			\$ 1.57	\$ 2.57
HAWKINS			\$ 1.55	\$ 2.55
SWISSVALE		1.16	\$ 1.52	\$ 2.52
EDGEWOOD			\$ 1.50	\$ 2.50
WILKINSBURG			\$ 1.48	\$ 2.48
HOMEWOOD			\$ 1.45	\$ 2.46
CM	12.39	1.12	1.43	2.43
EAST LIBERTY	\$ 12.37	\$ 1.11	\$ 1.42	\$ 2.42
ROUP	\$ 12.35		\$ 1.40	\$ 2.40
SHADYSIDE	\$ 12.33		\$ 1.38	\$ 2.38
DV	12.32	1.07	1.37	2.37
BU	12.28	1.03	1.33	2.33
PITTSBURGH	\$ 12.25	\$ 1.00	\$ 1.30	\$ 2.30
Leave	P. M.	P. M.	P. M.	P. M.
	‡ SAT. ONLY	DAILY	‡ DAILY EX SAT. & SUN	‡ DAILY EX SAT. & SUN
	● 6740	74	● 7240	● 7288

EASTWARD

	FIRST CLASS				
	6804	7280	46	612	934
	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 5.50	\$ 7.35	
			5.47	7.32	
			5.43	7.28	
			5.39	7.24	
			5.24	\$ 7.08	
			\$ 5.18	\$ 7.02	
				\$ 6.52	
				\$ 6.46	
			5.06	\$ 6.41	
				\$ 6.35	
				\$ 6.31	
			4.57	\$ 6.26	
				\$ 6.12	
			4.47	6.10	
			\$ 4.43	\$ 6.06	
			4.38	5.59	
				\$ 5.49	
				\$ 5.42	
			4.24	5.39	
				\$ 5.35	
				\$ 5.31	
			\$ 4.13	\$ 5.23	
				F 5.16	
				\$ 5.13	
				F 5.08	
				\$ 5.05	
			4.04	5.02	
			\$ 3.58	\$ 4.54	
			3.57	4.51	
				F 4.42	
			4.18	3.47	4.37
			\$ 4.16	\$ 3.45	\$ 4.35
			F 4.12		F 4.30
			4.10	3.40	4.28
			F 4.08		\$ 4.26
			\$ 4.06		\$ 4.24
			\$ 4.02		\$ 4.20
			\$ 3.58		\$ 4.16
			\$ 3.55		F 4.13
			\$ 3.52		\$ 4.11
			\$ 3.48	3.31	\$ 4.08
			\$ 3.45		
			\$ 3.41	3.28	\$ 4.01
			\$ 3.37		\$ 3.57
			\$ 3.33		\$ 3.52
			3.31	3.24	3.49
			\$ 3.30		
			\$ 3.28		\$ 3.45
			3.23	3.21	3.42
			\$ 3.22		F 3.40
			\$ 3.20		\$ 3.38
			\$ 3.18		\$ 3.36
			\$ 3.16		
			\$ 3.14	3.16	\$ 3.32
			\$ 3.11		\$ 3.28
			\$ 3.09		\$ 3.26
			\$ 3.06		\$ 3.22
			3.05	3.05	3.12
			\$ 3.03	\$ 3.04	C 3.11
			\$ 3.00		\$ 3.15
			\$ 2.58		\$ 3.13
			2.57	3.00	3.07
			2.53	2.56	3.03
			\$ 2.50	\$ 2.53	\$ 3.00
					\$ 3.05
					\$ 3.20
					\$ 3.33
					\$ 3.30
					\$ 3.28
					\$ 3.27
					\$ 3.23
					\$ 3.20
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN	‡ DAILY EX. SUN.
	6804	● 7280	46	612	● 934

PITTSBURGH TO ALTOONA

STATION	FIRST CLASS			
	7286	6786	7252	7250
	Arrive			
ALTOONA (Mid. Div.)	P. M.	P. M.	P. M.	P. M.
BO				
GY				
KITTANNING POINT				
GALLITZIN				
CRESSON				
LILLY				
CASSANDRA				
PORTAGE				
WILMORE				
SUMMERHILL				
SOUTH FORK				
CONEMAUGH				
C				
JOHNSTOWN				
SG				
SEWARD				
NEW FLORENCE				
JD				
LOCKPORT				
BOLIVAR				
TORRANCE				
GRAY				
HILLSIDE				
MILLWOOD				
DERRY				
DR				
LATROBE				
KR				
DONOHUE				
SW	4.58			
GREENSBURG	\$ 4.56			
RADEBAUGH	\$ 4.52			
RG	4.50			
GRAPEVILLE	F 4.48			
JEANNETTE	\$ 4.46			
PENN	\$ 4.42			
MANOR	\$ 4.38			
SHAFTON	\$ 4.35			
IRWIN	\$ 4.32			
LARIMER	\$ 4.29			
ARDARA	\$ 4.26			
TRAFFORD	\$ 4.22			5.08
PITCAIRN	\$ 4.19			\$ 5.00
WILMERDING	\$ 4.15			\$ 4.56
WG	4.13			4.54
TURTLE CREEK	\$ 4.11			\$ 4.63
EAST PITTSBURGH	\$ 4.09			\$ 4.51
R	4.07			4.49
BESSEMER	\$ 4.06			\$ 4.48
BRADDOCK	\$ 4.04			\$ 4.46
COPELAND	\$ 4.02			\$ 4.44
HAWKINS	\$ 4.00			\$ 4.42
SWISSVALE	\$ 3.87		\$ 4.28	\$ 4.39
EDGEWOOD	\$ 3.85		\$ 4.26	\$ 4.37
WILKINSBURG	\$ 3.63		\$ 4.24	\$ 4.36
HOMWOOD	\$ 3.50		\$ 4.21	\$ 4.32
CM	3.48	3.59	4.19	4.30
EAST LIBERTY	\$ 3.47	\$ 3.57	\$ 4.18	\$ 4.28
ROUP	\$ 3.45	\$ 3.55	\$ 4.16	\$ 4.26
SHADYSIDE	\$ 3.43	\$ 3.53	\$ 4.14	\$ 4.23
DV	3.42	3.52	4.13	4.22
BU	3.38	3.48	4.10	4.18
PITTSBURGH	\$ 3.35	\$ 3.45	\$ 4.07	\$ 4.15
	Leave			
	P. M.	P. M.	P. M.	P. M.
	‡DAILYx	‡DAILYx	‡DAILYx	‡DAILY
	SAT. & SUN	SAT. & SUN	SAT. & SUN	EX. SUN.
	●7286	●6786	●7252	●7250

EASTWARD

	FIRST CLASS				
	7294	7310	936	7254	6788
	Arrive				
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 5.38			
		5.35			
		\$ 5.29			
		5.28			
		F 5.23			
		5.18	5.18		
	\$ 5.16	\$ 5.16			
		5.07	5.07		
	\$ 5.04	\$ 5.04			
	\$ 4.58	\$ 4.58			
	\$ 4.54	\$ 4.54			
	\$ 4.61	\$ 4.51			
	4.47	4.47			
	Z 4.44	4.44			
	4.43	4.43			
	4.40	4.40			
	CZ 4.38	C 4.38			
	Z 4.34	4.34		\$ 4.46	
				\$ 4.44	
	Z 4.32	4.32		\$ 4.42	
				\$ 4.39	
	4.30	4.30	4.35	4.38	4.46
	CZ 4.29	C 4.29	\$ 4.32		\$ 4.44
			\$ 4.30		\$ 4.42
			\$ 4.28		\$ 4.40
	4.25	4.25	4.27	4.35	4.39
	4.21	4.21	4.23	4.31	4.35
	\$ 4.18	\$ 4.18	\$ 4.20	\$ 4.28	\$ 4.32
	P. M.	P. M.	P. M.	P. M.	P. M.
	SAT. & HOLIDAYS	‡DAILYx	DAILY	‡DAILYx	‡DAILYx
	●7294	●7310	936	●7254	●6788

STATIONS	FIRST CLASS			
	7292	6910	18	6864
	Arrive			
	P. M.	P. M.	P. M.	P. M.
ALTOONA.....(Mid. Div.)			\$ 8.35	
BO.....			8.32	
GY.....			8.28	
KITTANNING POINT.....			8.24	
GALLITZIN.....			8.09	
CRESSON.....			\$ 8.00	
LILLY.....				
CASSANDRA.....				
PORTAGE.....			7.42	
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....			7.33	
CONEMAUGH.....				
C.....			7.21	
JOHNSTOWN.....			\$ 7.17	
SG.....			7.09	
SEWARD.....				
NEW FLORENCE.....			K 6.57	
JD.....			6.54	
LOCKPORT.....				
BOLIVAR.....			K 6.49	
TORRANCE.....			\$ 6.42	
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....			\$ 6.25	
DR.....			6.22	
LATROBE.....			\$ 6.15	
KR.....			6.11	
DONOHUE.....				
SW.....	6.14		6.01	
GREENSBURG.....	\$ 6.12		\$ 5.59	
RADEBAUGH.....	F 6.08			
RG.....	6.07		5.52	
GRAPEVILLE.....	F 6.04			
JEANNETTE.....	\$ 6.02			
PENN.....	\$ 5.58			
MANOR.....	\$ 5.54			
SHAFTON.....	F 5.52			
IRWIN.....	\$ 5.50			
LARIMER.....	\$ 5.46		5.42	
ARDARA.....	\$ 5.43			
TRAFFORD.....	\$ 5.39		5.36	
PITCAIRN.....	\$ 5.36			
WILMERDING.....	\$ 5.32		K 5.30	
WG.....	5.31		5.28	
TURTLE CREEK.....	\$ 5.30			
EAST PITTSBURGH.....	\$ 5.28		\$ 5.26	
R.....	5.25		5.23	
BESSEMER.....				
BRADDOCK.....	\$ 5.22			
COPELAND.....	\$ 5.20			
HAWKINS.....	\$ 5.17			
SWISSVALE.....	\$ 5.14		5.17	
EDGEWOOD.....	\$ 5.11			
WILKINSBURG.....	\$ 5.08		K 5.15	
HOMEWOOD.....	\$ 5.05			
CM.....	5.03	5.06	5.18	5.17
EAST LIBERTY.....	\$ 5.02	\$ 5.04	\$ 5.12	\$ 5.15
ROUP.....		\$ 5.02		\$ 5.12
SHADYSIDE.....		\$ 5.00		
DV.....	4.57	4.59	5.07	5.10
BU.....	4.53	4.55	5.03	5.06
PITTSBURGH.....	\$ 4.50	\$ 4.52	\$ 5.00	\$ 5.03
	Leave			
	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX SAT. & SUN	‡DAILY EX SAT. & SUN	DAILY	DAILY EX. SUN.
	● 7292	● 6910	● 18	● 6864

	FIRST CLASS				
	7312	652	52	7296	22
	Arrive				
	P. M.	P. M.	P. M.	P. M.	A. M.
		\$ 10.35	\$ 11.59		\$ 12.35
		10.32	11.56		12.32
		10.28	11.52		12.28
		10.24	11.48		12.24
		\$ 10.08	11.33		12.09
		\$ 10.00	11.28		12.04
		\$ 9.42	11.15		11.51
		\$ 9.32	11.06		11.43
		9.20	10.55		11.33
		\$ 9.15	\$ 10.50		
		9.07	10.43		11.26
		\$ 8.54			
		8.51	10.29		11.13
		\$ 8.46			
		\$ 8.38	10.18		11.02
		\$ 7.03	\$ 8.28		
		7.01	8.26		10.54
		\$ 6.55	\$ 8.19	\$ 10.02	
		6.54	8.17	9.59	10.49
		6.45	8.07	9.50	10.22
		\$ 6.44	\$ 8.05	\$ 9.48	\$ 10.20
		F 6.41			
		6.39	7.57	9.42	10.14
					10.31
		\$ 6.36	\$ 7.54		\$ 10.11
		\$ 6.32			\$ 10.07
		\$ 6.29			\$ 10.04
		F 6.27			F 10.02
		\$ 6.25	\$ 7.46		\$ 10.00
		\$ 6.22	7.41	9.33	\$ 9.56
		F 6.19			
		\$ 6.15	7.38	9.29	\$ 9.50
		\$ 6.12	\$ 7.36		\$ 9.47
		\$ 6.08	\$ 7.33		\$ 9.43
		6.06	7.31	9.25	9.42
					10.15
		\$ 6.04	P 7.29		\$ 9.40
		6.02	7.27	9.22	9.38
					F 9.37
		\$ 5.59	\$ 7.25		\$ 9.35
		\$ 5.57			\$ 9.33
		\$ 5.55			\$ 9.30
		\$ 5.52	7.21	9.17	\$ 9.27
		\$ 5.50			\$ 9.25
		\$ 5.48	\$ 7.17		\$ 9.23
		\$ 5.45			\$ 9.20
		5.43	7.13	9.13	9.18
					10.03
		\$ 5.42	\$ 7.12	C 9.12	\$ 9.17
		\$ 5.40			\$ 9.15
		\$ 5.38			\$ 9.13
		5.37	7.07	9.07	9.12
		5.33	7.03	9.03	9.08
		\$ 5.30	\$ 7.00	\$ 9.00	\$ 9.05
					\$ 9.60
		P. M.	P. M.	P. M.	P. M.
		‡DAILY EX SUNDAY	DAILY	DAILY	DAILY
		● 7312	652	52	● 7296
					◇ 22

STATIONS	FIRST CLASS			
	60	914	36	78
	Arrive A. M.	P. M.	A. M.	A. M.
ALTOONA.....(Mid. Div.)	\$ 12.45		\$ 1.08	\$ 1.16
BO.....	12.42		1.05	1.13
GY.....	12.38		1.01	1.09
KITTANNING POINT.....	12.34		12.57	1.05
GALLITZIN.....	12.19		12.42	12.50
CRESSON.....	12.14		12.37	12.46
LILLY.....				
CASSANDRA.....				
PORTAGE.....	12.01		12.25	12.34
WILMORE.....				
SUMMERHILL.....				
SOUTH FORK.....	11.51		12.16	12.26
CONEMAUGH.....				
C.....	11.40		12.05	12.16
JOHNSTOWN.....				
SG.....	11.33		11.58	12.09
SEWARD.....				
NEW FLORENCE.....				
JD.....	11.19		11.44	11.56
LOCKPORT.....				
BOLIVAR.....				
TORRANCE.....	11.08		11.34	11.46
GRAY.....				
HILLSIDE.....				
MILLWOOD.....				
DERRY.....				
DR.....	11.00		11.26	11.38
LATROBE.....				
KR.....	10.55		11.21	11.33
DONOHUE.....				
SW.....	10.46		11.11	11.24
GREENSBURG.....			C 11.10	
RADEBAUGH.....				
RG.....	10.42		11.05	11.20
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	10.32		10.57	11.12
ARDARA.....				
TRAFFORD.....	10.28		10.53	11.09
PITCAIRN.....				
WILMERDING.....				
WG.....	10.24		10.49	11.05
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	10.21		10.46	11.02
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	10.16		10.41	10.57
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	10.12	10.24	10.37	10.53
EAST LIBERTY.....	C 10.11	\$ 10.22	C 10.36	
ROUP.....				
SHADYSIDE.....				
DV.....	10.07	10.17	10.32	10.50
BU.....	10.03	10.13	10.28	10.46
PITTSBURGH.....	\$ 10.00	\$ 10.10	\$ 10.25	\$ 10.43
	Leave	P. M.	P. M.	P. M.
		DAILY	DAILY	DAILY
		◇ 60	* 914	◇ 36
				● 78

	FIRST CLASS				
	66	76	50	38	70
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 1.21	\$ 1.23	\$ 1.54	\$ 2.03	\$ 2.25
	1.18	1.25	1.51	2.00	2.22
	1.14	1.21	1.47	1.56	2.18
	1.10	1.17	1.42	1.52	2.14
	12.55	1.02	1.27	1.37	1.59
	12.51	12.57	1.22	1.33	1.55
	12.39	12.45	1.09	1.21	1.43
	12.31	12.37	1.00	1.13	1.35
	12.21	12.27	\$ 12.49	1.02	1.25
			\$ 12.45		
	12.14	12.20	12.39	12.55	1.18
	12.01	12.06	12.25	12.41	1.05
	11.50	11.56	12.14	12.30	12.55
	11.42	11.48	\$ 12.06	12.22	12.47
			\$ 12.00		
	11.37	11.43	11.57	12.17	12.42
	11.28	11.34	11.47	12.07	12.33
			\$ 11.45		
	11.24	11.30	11.40	12.03	12.29
	11.16	11.22	11.32	11.55	12.21
	11.13	11.19	11.28	11.52	12.18
	11.09	11.15	11.24	11.49	12.14
	11.06	11.12	11.21	11.46	12.11
	11.01	11.07	11.16	11.41	12.06
	10.57	11.03	11.12	11.37	12.02
			C 11.11		
	10.54	11.00	11.07	11.34	11.59
	10.50	10.56	11.03	11.30	11.55
	\$ 10.47	\$ 10.53	\$ 11.00	\$ 11.27	\$ 11.52
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	◇ 66	◇ 76	50	◇ 38	◇ 70

STATIONS	FIRST CLASS			
	NORTHWARD		SOUTHWARD	
	*6604 ‡ DAILY EX. SUN.	* 6674 ‡ DAILY EX. SUN.	6677	6609
	Leave A. M.	Leave A. M.	Arrive P. M.	Arrive P. M.
CRESSON.....	\$ 8.40	\$ 9.10	\$ 4.30	\$ 5.45
EP.....	8.44	9.14	4.23	5.23
MUNSTER.....		F 9.19	F 4.18	
NOEL.....		F 9.22	F 4.15	
EBENSBURG JCT.....	8.53	9.25	4.12	5.10
LORETTO ROAD.....		\$ 9.27	\$ 4.08	
BRADLEY JCT.....	\$ 9.05	\$ 9.38	\$ 3.56	\$ 4.60
ECKENRODE MILL.....	F 9.13			F 4.40
PATTON.....	\$ 9.19			\$ 4.32
THOMAS MILL.....	F 9.24			F 4.18
HASTINGS BR. JCT.....	9.35			3.56
WESTOVER.....	\$ 9.42			F 3.47
FIVE POINTS.....	F 9.50			F 3.34
LA JOSE.....	\$ 10.00			\$ 3.27
OSTEND.....	\$ 10.45			\$ 3.20
MAHAFFEY JCT.....	10.47			3.13
McGEES JUNCTION.....	10.51			3.08
McGEES.....	\$ 10.54			\$ 3.07
SIDNEY.....	F 11.00			F 2.56
HILLMAN.....	F 11.07			F 2.49
BOWERSVILLE.....	F 11.09			F 2.44
ELBEL.....	F 11.16			F 2.34
CLOE.....	F 11.22			F 2.30
PUNXSUTAWNEY.....	\$ 11.30			\$ 2.25
	A. M.	A. M.	P. M.	P. M.
	Arrive	Arrive	Leave	Leave
	6604	6674	‡ DAILY EX. SUN. *6677	‡ DAILY EX. SUN. *6609

No. 6604 is superior by direction to No. 6609.
No. 6674 is superior by direction to No. 6677.

STATIONS	FIRST CLASS			
	WESTWARD		EASTWARD	
	* 6674 ‡ DAILY EX. SUN.		6677	
	Leave A. M.		Arrive P. M.	
BRADLEY JUNCTION.....	\$ 9.40		\$ 3.55	
IR.....	9.53		3.15	
CARROLLTOWN.....	\$ 10.00		\$ 3.05	
BAKERTON.....	\$ 10.08		\$ 2.57	
BN.....	10.18		2.46	
SPANGLER.....	\$ 10.20		\$ 2.45	
WC.....	10.24		2.41	
BARNESBORO.....	\$ 11.25		\$ 2.40	
GARMAN.....	F 11.30		F 2.02	
EMIGH RUN JCT. N.Y.C.R.R.	11.33		1.58	
CHERRY TREE JCT.....	11.36		1.55	
CHERRY TREE.....	\$ 11.44		\$ 1.54	
	A. M.		P. M.	
	Arrive		Leave	
	6674		‡ DAILY EX. SUN. *6677	

No. 6674 is superior by direction to No. 6677.

Train No. 6674 after arrival at Cherry Tree will run to Cherry Tree & Dixonville Railroad at Cherry Tree Junction. Train from Cherry Tree & Dixonville Railroad that represents train 6677 from Cherry Tree, leaves Cherry Tree Junction at 1:46 P.M., and arrives at Cherry Tree 1:48 P.M. All other trains must clear the time of these trains at least five minutes between Cherry Tree Junction and Cherry Tree.

TURTLE CREEK BRANCH

WESTWARD

STATIONS	FIRST CLASS			
	● 7219 ‡ DAILY EX. SUN.	● 7221 ‡ DAILY EX. SUN.	● 7245 ‡ DAILY EX. SUN.	● 7249 ‡ DAILY EX. SUN.
	Arrive	Arrive	Arrive	Arrive
	A. M.	A. M.	P. M.	P. M.
TRAFFORD.....	\$ 6.43	\$ 7.20	\$ 3.20	\$ 3.52
NORTH TRAFFORD.....	\$ 6.40	\$ 7.17	\$ 3.18	\$ 3.50
BY.....	6.39	7.16	3.07	
	A. M.	A. M.	P. M.	P. M.
	7219	7221	7245	7249

TURTLE CREEK BRANCH

EASTWARD

STATIONS	FIRST CLASS			
	7214	7224	7240	7250
	Leave	Leave	Leave	Leave
	A. M.	A. M.	P. M.	P. M.
TRAFFORD.....	\$ 6.23	\$ 6.48	\$ 2.17	\$ 5.03
NORTH TRAFFORD.....	\$ 6.25	\$ 6.50	\$ 2.20	\$ 5.06
BY.....	6.26	6.51	2.24	
	A. M.	A. M.	P. M.	P. M.
	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.	‡ DAILY EX. SUN.
	● 7214	● 7224	● 7240	● 7250

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop on Signal to Receive or on Notice to Conductor to Discharge Employees	For
682	JD	Signalmen
7301	RG	Signalmen
7296	RG	Signalmen

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At

When a passenger train is late and may miss connections, conductor will notify Superintendent as soon as practicable if train has pay passengers for such connection, giving the number of passengers by destinations.

In cases where through car connections are involved, conductor will include information as to the number of passengers by destinations in each of those through cars.

LIGONIER VALLEY RAILROAD

Arrive Latrobe

Leave Latrobe

WEEK DAYS

6:09 A.M.	#6:19 A.M.
7:10 A.M.	9:41 A.M.
11:56 A.M.	1:56 P.M.
3:11 P.M.	3:59 P.M.
5:16 P.M. (Except Sat.)	#5:30 P.M. (Except Sat.)
6:06 P.M. (Sat. only)	#6:16 P.M. (Sat. only)

SUNDAYS

9:16 A.M.	9:36 A.M.
#1:42 P.M.	1:56 P.M.
7:16 P.M.	#7:25 P.M.

Will use east leg of wye.

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

DAILY EXCEPT SUNDAY		STATIONS	SUNDAY	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
623	623	GALLITZIN, Westward		
661	18	CRESSON	13	18
682	623	LILLY		
667	15	PORTAGE		
682	15	SOUTH FORK		
		CONEMAUGH		
42	50	JOHNSTOWN	42	50
682	623	SEWARD		
682	623	BOLIVAR		
37	652	TORRANCE	37	652
661	18	DERRY		
37	52	LATROBE	37	52
7281	50	GREENSBURG	35	50
7281	652	JEANNETTE	{ 8	{ 24
			{ 15	{ 21
7283	612	MANOR		
7281	652	IRWIN	661	21
7287	612 *623	TRAFFORD		
7283	7309	PITCAIRN		
7281	652	WILMERDING	{ 8	{ 24
			{ 18	{ 652
7212	18	E. PITTSBURGH		
7281	652	BRADDOCK	{ 8	{ 24
7283	7221	COPELAND	{ 652	{ 652
7212	7292	SWISSVALE		
7212	7289	EDGEWOOD		
623	7292			
7212	7296	WILKINSBURG	8	21
7212	7285	HOMWOOD		
6800	50	EAST LIBERTY	911	50
6861	7245 *6803	SHADYSIDE		
All Trains		PITTSBURGH	All Trains	
6674	6674	CARROLLTOWN		
6677	6677	BAKERTON		
6674	6677	SPANGLER		
6674	6677	BARNESBORO		
6674	6677	CHERRY TREE		
6604	6609	PATTON		
6604	6609	WESTOVER		
6604	6609	PUNKSUTAWNEY		

*Saturdays only.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	Westward				Eastward			
	623	13	15		8	24		
Gallitzin			CD		CD	CD		
Portage					D			
South Fork								
Former Mineral Point	CD		CD					
Seward			CD			CD		
New Florence			CD			D		
Crane for Robinson just east of Bolivar			CD					
Torrance		H						
Bolivar			CD					
Hillside						D		
Derry						D		
Former Bradenville	E					D		
Former Loyalhanna	E							
Grapeville			CD			CD		
Penn			CD			CD		
Manor					CD	CD		
Larimer Crane just east of CP					CD			
Ardara						CD		
Pitcairn						W		
Wilmerding		D						
East Pittsburgh		D				D		

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.

W—Stop on request R. P. O. Clerk to discharge U. S. Mail.

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 platforms at Jeannette, 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 S4.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STA'S	VL-9 (1)	CE-1 (1)	LCL-3 (1)	Ban. Spl. (6)	LCL-1 (2)	2nd LCL-5 (1)	1st LCL-5 (1)	APG-1 (1)	PG-7 (1)	JC-5 (7)	WP-15 (3)	TRS-5 (10)	YA-5 (1)	VC-1 (1)	PG-1 (1)	VL-7 (3)	NL-1 (3)	JC-3 (1)	PG-5 (1)	ED-3 (1)	SW-1 (1)	PF-1 (1)	CY-7 (3)	PG-29 (2)
	A.M.	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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BO	12.15	12.30	2.45	3.15	3.15	4.10	4.45	6.00	7.00	7.30	8.00	8.30	11.30	1.30	2.15	2.30	3.00	5.00	7.00	9.45	10.45	11.00		
C	2.20	2.30	3.50	4.25	4.25	5.20	5.55	7.30	10.00	9.30	11.00			3.05	4.10	4.15		7.30	8.25	11.30	1.00	12.45	4.00	
JD	2.50	4.00	4.12	4.55	4.55	5.50	6.25	8.15		10.00	12.01	11.30		3.45	4.50	4.55	5.30	8.00	9.00	12.01	1.30	1.30	5.00	
BH																								10.30
DR	3.35	4.50	4.33	5.16	5.16			8.45		10.45			4.30		5.25	5.30					2.15			
RG													SW5.00											
SZ	4.45	8.00	5.12	6.00	6.05			10.00	2.30	12.30					7.00	7.30					3.05			4.30
WG	5.45		5.17	6.30	6.10					1.30						8.45					3.50			
CM			5.45		6.30																			
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.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.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Monday.

(5) Tuesday and Friday.

(6) Tuesday and Friday.

(7) As required.

(8) Daily except Tuesday and Wednesday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STA'S	YR-1 (1)	PT-21 (1)	PD-1 (1)	MA-52 (1)	PT-61 (3)	PH-7 (1)	PH-27 (1)	KC-1 (2)	Bap. Spl. (6)	MA-50 (2)	ED-43 (1)	ZB-1 (2)	ED-47 (1)	TRS-3 (1)	PH-1 (1)	PH-11 (3)	PH-17 (1)	PH-25 (1)	PC-1 (1)	PT-7 (1)	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	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.
BO		12.15	12.30	1.00	1.00	1.30	1.30	5.00	6.35	8.30	9.00	9.00	9.30	9.45	11.25	12.01	1.00	3.00	4.30	4.30	
C					2.30			6.15	7.00		10.00		10.30	10.45	12.15	1.00	2.00	4.30			
JD	A.M.		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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BH																					
DR																					
RG	9.50																				
SZ	10.30																				
WG		6.00	6.45	7.30	8.00	8.40	9.00	9.14	9.45	10.00	10.30	10.45									
CM		7.00			9.00	9.10			10.45												
	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.	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 Saturday. (5) Tuesday and Friday. (6) Tuesday and Friday.

The time shown conveys no time-table authority.

(1) Daily. (2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Saturday.

(5) Tuesday and Friday.

(6) Tuesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STA'S	AVL-2 (4)	YR-2 (1)	PG-34 (3)	PG-30 (2)	Detour CMB (1)	VL-2 (1)	PG-18 (3)	NY-2 (1)	APN-2 (1)	PNE-2 (1)	PN-2 (1)	PG-20 (4)	PG-14 (3)	PNE-8 (1)	VL-8 (1)	LCL-4 (1)	LCL-2 (2)	PR-6 (1)	PG-6 (9)	YA-4 (3)	
	A.M.	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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
CM					3.15	4.10	4.45		4.30			10.30			3.10	5.20	5.50		10.00		
WG	12.30	2.15	3.00	3.15	4.00	6.10	5.10	7.30	8.00	8.30	9.00	11.30	11.30	4.45	5.00	6.05	6.25	8.30	10.30		
SZ		3.45																			
DR	3.00		3.50	7.30	4.50	6.55	6.1	8.15	9.00	9.15	10.00	12.30		5.30	5.45	6.45	7.10	10.00	12.20		
BH				8.30																	
JD	3.25		4.15		5.15	7.20	6.45	8.40	9.35	9.40	10.35	1.05		5.55	6.10	7.10	7.35	10.40	1.00	12.25	
C	3.50		5.30		5.45	7.45	7.45	9.05	13.15	10.05	11.15	2.05		6.20	6.35	7.35	8.00	11.70	2.00	1.25	
BO	6.25		9.00		8.15	10.10	10.30	11.30	1.00	12.30	2.00	4.30	7.30	8.05	8.20	9.20	9.45	2.30	5.30	4.45	
	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.	P.M.	P.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Sunday only. (6) Sunday only.

The time shown conveys no time-table authority.

(1) Daily. (2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Sunday only.

(6) Sunday only.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STA'S	PD-2 (1)	CE-4 (1)	PF-4 (1)	ED-48 (1)	PB-4 (1)	PH-16 (1)	KC-2 (2)	EP-2 (1)	CS-10 (1)	ED-44 (1)	PH-24 (1)	WF-8 (3)	VL-6 (1)	PT-60 (2)	PH-10 (3)	MA-53 (1)	PH-26 (1)	CB-8 (2)	LM-4 (1)	PW-18 (1)	PT-20 (1)	MA-51 (2)	PT-2 (1)
	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.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
CM	12.10	7.00	8.00	8.15	9.30	10.00	10.15	10.30	1.10	6.00	9.30	9.30	9.35	10.25	11.45				5.30				
WG	1.40	8.30	9.00	9.30	10.45	11.00	11.15	11.15	1.30	7.30	11.30	10.30	10.10	11.45	12.15	1.00	2.30	4.00	5.30	5.30	6.05	7.00	8.30
	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.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

STA'S	ZB-2 (2)	PT-12 (3)	PT-6 (1)	STA'S	ED-2 (1)	PG-2 (8)	WP-16 (3)	CMB (1)	WS-2 (1)	FW-8 (3)	CE-2 (1)	AED-4 (5)	WB-8 (3)	ED-4 (1)	CS-8 (1)	CE-8 (3)	AK-8 (3)	AWSB-8 (12)	WS-8 (11)
	P.M.	P.M.	P.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.
CM					1.45	4.30	4.30	5.30	7.55	9.00	9.00	1.00	1.00	1.15	2.15	3.15	4.15	4.15	6.55
WG	12.01	7.45	11.30	JD	2.15	5.00	7.45	6.00	10.10	9.30	12.01	4.00	4.00	4.00	5.00	6.00	7.15	7.00	9.45
	P.M.	P.M.	P.M.	C	4.45	7.30	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.

(1) Daily. (2) Daily except Sunday.

(3) Daily except Monday.

(5) Daily except Saturday.

(8) Daily except Saturday and Sunday.

(11) Daily except Sunday and Monday.

(5) Daily except Saturday.

(8) Daily except Saturday and Sunday.

The time shown conveys no time-table authority.

SPECIAL INSTRUCTIONS

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by a Time-table, must have a copy with them while on duty.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover.

D201. Standard clocks are located as follows:

At train dispatchers' office
At train order offices
At attended block stations
At bulletin boards indicated under D1301.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—Ⓐ Ⓑ Ⓒ Ⓓ, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- ♠—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, milk, newspapers or marketing.
- G—Regular stop, Saturday only.
- H—Regular stop to receive passengers, Saturday only.
- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge passengers.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡—Unattended Block Station.
- No baggage Service.
- ⊕—No baggage service Sunday.
- ⚡—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—Schedule assigned to handle passenger and freight equipment.
- ⚡—Passenger train—No train baggageman.
- #—Indicates trains that will not be operated on New Years, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Mondays following when any of these holidays fall on Sunday.

D401.

P—Regular stop daily except Sunday.

R—Stop daily except Sunday to receive passengers from Ligonier Valley R.R.

Z—Regular stop January 1, May 30, July 4, September 1, November 27, December 25th, to receive or discharge passengers.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

D601. Rule 33a amplified. Switchtenders who are required to give signals to trains will use a yellow flag by day and a yellow light by night to give proceed signals.

S7. ENGINE WHISTLE SIGNALS

D701. Rule 14 modified and amplified:

Sound**Indication**

— — o o

Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards, or other points where men may be at work on tracks.

Will not apply for the crossing just east of Pitcairn station between the hours of 6:00 P.M. and 7:00 A.M.

This signal will not be prolonged or repeated approaching crossings between Swissvale and Hawkins, at Pitcairn, and between Millwood and Torrance.

(m) —————

Will not apply approaching regular station stops.

Will apply approaching non-stop stations where mail is caught or delivered.

Passing block station before reaching water or coaling stations at which stop will be made. (Signalman will notify train dispatcher).

— — o o o

Flagman return from west for trains on Black Lick Branch at †KY, Susquehanna Extension at †DF, and Hastings Branch at Hastings Branch Jct.

— — — — o —

Flagman return from north, Cresson Yard.

— — — — — o —

D702.

Rule 14**Will apply**

(dc) — — — — o o

On No. 0 tracks and sidings. On No. 1 track between JD and SQ.

(dd) — — — — o o o

On No. 1 siding at AR.

(eg) — — — — — o o

On No. 0 tracks and sidings.

On No. 6 track SG to JD.

D703. 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 platforms, operating call bells. Standard Code will be used.

D704. If for any reason a train is delayed after the flagman has been called and signal to proceed has been given, the engineman will, after starting train, call for signal from the rear of train. If flagman is on the train, signal will be given according to Rule 12 (c). Trainmen must be in a position to give and transmit signals.

88. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

89. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by communicating signal.

When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

90. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

D1003. Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

Rule 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

Rule 19b:

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

D1004. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

11. USE OF SIGNALS.

D1101. Night signals will be displayed on rear of trains while passing through tunnels.

D1102. Rule 27—when applied to Rule 287, Figure 1, with marker light out, the absence of the marker light does not prevent the correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1103. Rule 34—when calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "Signal," except Rule 275.

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1104. Fusees will not be used:

By crews of eastward trains on Nos. 1 and 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;

Between east end of tunnels and UN on Nos. 3 and 4 tracks.

D1105. The minimum number of fusees and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	Fusees	Torpedoes
Passenger Service	10	24
Freight Service	18	24
Engines	3	6

Additional fusees and torpedoes must be carried when necessitated by weather or other conditions. In event that the supply becomes depleted during the trip, proper advance information must be given in order that it may be replenished at convenient points.

Conductors and enginemen will be responsible for seeing that train and engine are properly provided with train signals. Flagmen and firemen are responsible for informing conductors and enginemen when supply should be replenished enroute.

D1106. At the following locations switch lamps are not lighted. Third paragraph, Rule 27, not in effect.

Cresson Branch north of Bradley Junction

Irvona Branch

Black Lick Branch west of Shuman Run Wye

Susquehanna Extension—west of †BN except crossover west of Cherry Tree Station.

Lilly Branch	Alexandria Branch
Ben's Creek Branch	Brush Creek Branch
Sonman Branch	Bull Run Branch
Martin Branch	Manor Branch
South Fork Br.	Youghiogheny Branch
& Brs. south of Lovett	Turtle Creek Br. east of †BY
Bradenville Branch	East Pittsburgh Branch
Unity Branch	

D1107. Rule 27 modified:

Reflectors illuminated by headlights are substituted for lighted lamps on switch stands at various locations.

S11B. SLIDE PROTECTION FENCE.

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.

On double track, trains moving against current of traffic must be governed by signal marked SP for normal track and the signal governing the approach thereto.

Employees finding such signals displaying the most restrictive indication must promptly report to the Superintendent.

Slide protection fences located as follows:

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 2566.

S12. SUPERIORITY OF TRAINS.

..D1201. Unless otherwise specified on schedule pages trains are superior by direction to trains of the same class in the opposite direction as follows:

Cresson BranchSouthward
Irvona BranchNorthward
Black Lick BranchEastward
Susquehanna ExtensionEastward
Hastings BranchEastward
Moss Creek BranchSouthward
South Fork Branch	}Southward
†HC Block Station and Arrow	
Paint Creek and Shade Creek Brs.Southward
Alexandria BranchSouthward
Turtle Creek BranchEastward

S13. BULLETIN BOARDS

D1301. Location of bulletin boards on this division where all general orders of this division will be posted and delivered,—also location of Standard Clocks and Employee's Registers.

General orders of other divisions will be posted and delivered at points on this division indicated as follows:

Location	Other Divisions	Zones
GRESSON * # Crew dispatcher's office	Middle Conemaugh CT&D RR	B B A
SOUTH FORK * # Engine house	Monongahela Middle	C B
CONEMAUGH * # Engine house	Conemaugh Monongahela Eastern Middle	A, B C A B
* Yard master's office, Woodvale	Middle	B
DERRY * # Yard master's office * # Derry Engine House	Conemaugh Monongahela Middle Eastern Panhandle	A, B A, B, C B A A
SOUTHWEST JCT. * # SW	Monongahela	C
PITCAIRN * # Crew dispatcher's office * # Yard master's office, westbound class. yard	Buffalo Conemaugh Monongahela Eastern Cleveland E. and A. Panhandle C. & N. (B&O RR) Middle	H A, B, D A, C A, B, C, D A A, B A, B, C B
* # Yard master's office, eastbound class. yard	Conemaugh Monongahela Middle	B C B
* Passenger siding yard office * Asst. yard master's office, eastbound hump * Asst. yard master's office, westbound hump		
WILKINSBURG * # Yard master's office	Conemaugh	A
PITTSBURGH * # Crew dispatcher's office, 115 Penna. Station * # Engine house, 28th St.	Buffalo Conemaugh Monongahela Eastern Cleveland E. and A. Panhandle Columbus C. & N. (B&O RR) Akron (B&O RR) Middle Renovo Monongahela Ry.	H A, B, D A, B, C A, B, C, D A A, B A, B, C, D A B A, C, F
* # Yard master's office, UF * Asst. yard master's office, BU * Asst. yard master's office, Yard D	Conemaugh Eastern Panhandle	A A A
VINTONDALE Freight station		
CHERRY TREE * WS (NYC RR)	CT&D RR	A
BARNESBORO * # Yard Office	Middle CT&D RR	B A

*Standard clocks are located at these points.

#Employee's registers are located at these points.

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and Enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and Enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each Conductor's and Engineman's Home Division Time-Table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a Conductor or Engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the Employes' Register, matters pertaining to General Orders and delivery of time slips to Conductors and Enginemen.

He must personally witness the signatures of Conductors and Enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each Conductor and Engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a Conductor or Engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a Conductor or Engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "Last General Order" on employes' register will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a Conductor or Engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of the month with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the Engineman must show his General Orders to his Fireman, and when he has no Conductor he must also show his Form "Z" to his Fireman. The Conductor must show his General Orders to his Trainmen.

4. When Conductors and Enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition, be governed as follows:

(a) Check the qualification page in each others Time Tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each others Time-Tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions a pilot will be regarded the same as a Conductor or Engineman.

6. The foregoing instructions apply to Conductors and Enginemen when serving in that capacity.

All qualified Conductors and Enginemen when not serving in that capacity must be provided with a Form "Z," and when they register at the beginning of each day's work, present to the Bulletin Board Attendant their Time Tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering Conductors and Enginemen serving in that capacity.

7. Qualifications of Conductors and Enginemen will be checked when new time tables go into effect. The proper entries will be made on the qualifying pages of time tables by the Passenger Train Master for passenger trainmen and by the Assistant Train Masters and Assistant Road Foreman of Engines for freight trainmen and engine employes. These new qualifications will remain in effect until the issuance of the succeeding time table except as hereinafter specified.

A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own division, or a part of it, or over connecting divisions used in interdivisional service during any one six months period, must not be used on such portions of the road until he has made one or more trips. In such case it will be necessary to go over the portions of the road involved, be examined and qualified by the proper division officer.

If time tables are not issued twice a year, qualifications of Conductors and Enginemen will be checked at the expiration of six months from date of issuance of last time table.

Conductors and Enginemen ordered to run over any portion of a Division or foreign railroad, over which they are not qualified must inform Crew Dispatcher, or, when conditions require, the Superintendent, that they are not qualified.

D1402. On turnaround runs, Conductors and Enginemen relieved for a period of three hours or less, are not required to present Time-Tables to Bulletin Board Attendants for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of Special Instruction D1401.

D1403. For the purpose of issuing General Orders, the Division will be subdivided into zones as follows:

Zone A—Pittsburgh and CP-Larimer.

Zone B—CP-Larimer and JD.

Zone C—East of JD, except Zone D.

Zone D—Cresson Branch and branches north of Cresson yard limits.

General Orders for each zone will be numbered consecutively followed by the proper zone letter.

D1404. The signalman at junction points where conductors and enginemen of foreign roads come to us will check the names of conductors and enginemen against a list furnished by the train master, which list will show the names of all conductors and enginemen of foreign roads who have qualified to run over the various portions of the division and in case the name of a conductor or engineman is not on said list, the train must be held at the junction point and not permitted to proceed until a pilot is furnished or a properly qualified conductor and engineman provided. The signalman at junction point will in addition to complying with the above instructions, transmit the names of all foreign trainmen to the train dispatcher who must know they are eligible before issuing orders for the movement of the train.

D1405. At Josephine, B. & O. crews will report to Signalman JM for General Order Clearance during the hours Signalman is on duty and at other times to Signalman MO and present Form "Z" cards to Agent at Vintondale on arrival for cancellation.

At Mahaffey Junction, N.Y.C. crews will report to Signalman JM for General Order Clearance during the hours Signalman is on duty and at other times to Signalman MO and present their Form "Z" cards to Agent at Patton for cancellation.

At Cherry Tree, (N. Y. C.) WS Block Station, N. Y. C. crews will report to Signalman JM for General Order Clearance during the hours Signalman is on duty and at other times to the Signalman MO and present their Form "Z" cards to N. Y. C. Trainmaster's office for necessary cancellation.

Crews will present Form "Z" cards to Signalman at JM or N. Y. C. Trainmaster's office at Cherry Tree before operating over C. T. & D. R. R.

S15. TRACK ASSIGNMENTS

D1501. DOUBLE, THREE OR MORE TRACKS. Current of traffic is as follows:

MAIN LINE	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track
BO to GY			West'd passgr.	West'd freight	East'wd passgr.	East'wd freight	
GY to UN—AR			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	
UN—AR to MO			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	East'wd freight
MO to W			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	
W to SO			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	
SO to SG			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	
SG to JD via 6 & 5 tracks	West'wd freight	West'wd freight					
SG to SQ				West'wd passgr.	East'wd passgr.	East'wd freight	
SQ to JD			West'wd passgr.	East'wd passgr.	East'wd freight	East'wd freight	
JD to RG			West'wd freight	West'wd passgr.	East'wd passgr.	East'wd freight	
RG to CP			West'wd passgr.	West'wd freight	East'wd freight	East'wd passgr.	
CP to SZ			West'wd passgr.	East'wd passgr.	West'wd freight	East'wd freight	
SZ to WG			West'wd	East'wd			
WG to Port Perry Br. Jct.			West'wd passgr.	East'wd passgr.	West'wd freight	East'wd freight	East'wd freight
Port Perry Br. Jct. to R			West'wd passgr.	East'wd passgr.	West'wd freight	East'wd freight	
R to DV			West'wd passgr.	West'wd freight	East'wd freight	East'wd passgr.	
DV to BU					West'wd	East'wd	

NOTE—Tracks are numbered from south to north.

BRILLIANT BRANCH	West Penn No. 2 Track	West Penn No. 1 Track	Valley No. 2 Track	Valley No. 1 Track
VI to CM	Westward	Eastward	Southward	Northward

SOUTH FORK BRANCH	No. 1 Track	No. 2 Track
South Fork Branch Jct. to †HC	Southward	Northward

NOTE—Tracks are numbered from east to west.

OTHER BRANCHES	No. 2 Track	No. 1 Track
Port Perry Branch	Westward	Eastward
New Portage Branch	Westward	Eastward
Susquehanna Extension, †IR to †WC	Westward	Eastward

NOTE—Tracks are numbered from south to north.

D1502. OTHER ASSIGNED TRACKS AND SIDINGS

SIDINGS OF ASSIGNED DIRECTION:

Track	From	To	Operated as Siding, Assigned Direction	Controlled by	Reverse movts. on permission from
East leg of wye	Conn. to No. 5 track just west of MO	Crossover south of water plug	Northward		MO See D1646.
No. 0	NY	Conn. with No. 1 track 0.7 miles W. of Cassandra	Eastward		NY
Siding	W	SO	Westward	SO	SO
West leg of wye	At South Fork		Southward		SO See D1645.
North leg of wye	SO	Conn. with South Fork Br. northward main track	Eastward		SO See D1645.
Westward engine	AO	1000 feet east of signal bridge 2722	Westward		C See D1644.
No. 0	E. E. Pit Tracks Conemaugh Yd.	AO	Eastward		C See D1643.
Nos. 1, 2, 3 and 4 Pit	At Conemaugh Yard		Eastward		C See D1643.
No. 1 siding	1324 feet east of Johnstown	C	Eastward		C See D1641.
No. 0	CP	Shafton	Eastward		CP
No. 5	North of Pitcairn Passenger Station		Westward		See D1637.
Siding	SZ	WG	Westward	See D1636	Yardmaster, wbd. class. yard Pitcairn
Siding	WG	SZ	Eastward	See D1635	Yardmaster, ebd. class. yard Pitcairn
No. 0	WG	Switch at Spring Hill O.H. Bridge	Eastward		WG See D1635.
No. 0	Bessemer	R	Both	R	See D1634.
Between Nos. 2 and 3	East end of Wilksburg Yard	WK	Eastward		See D1633.
Between Nos. 2 and 3	East Liberty	Wilksburg Yard	Eastward		CM See D1631.
Siding	DV	BU	Westward		See D1630.
Siding	BU	DV	Eastward		See D1630.
No. 0	20th St.	BU	Both	BU	See D1630A

* Controlled by MO when JM closed.

BRANCHES OPERATED AS SIDINGS (NO ASSIGNED DIRECTION)

Branch	Direction	From	To	Controlled By
Cresson	North	†RU	North end of branch	JM #
Patton No. 1	West	Patton	End of branch	JM #
Patton No. 2	West	Patton	800 feet north of Hoppels Siding	JM #
La Jose	South	La Jose	Ames	JM #
McGees	North	McGees Jct.	Glen Campbell	JM #
Elk Run	North	Elk Run Jct.	End of branch	JM #
Mayes	North	Irvona	Mayes	JM #
Lilly	South	Lilly	End of branch	NY
Ben's Creek	South	0.7 mile west of Cassandra	End of branch	NY
Martin	South	Portage	End of branch	NY
South Fork	South	†HC	South end of branch	FK%
Beaver	South	Lovett	Lloydell	FK%
Llanfair	South	Lovett	Llanfair	FK%
Windber	South	Windber Branch Jct.	Eureka No. 42	FK%
Bradenville	North	West end of Derry classification yard	End of branch	DR
Unity	South	KR	Hostetter and Whitney	KR
Alexandria	North	Conn. with No. 1 track 2.8 miles west of KR	Donohoe	KR
Manor	North	Manor	Claridge	CP
Youghiogheny	South	Irwin	North end Yough. Tun.	CP
Turtle Creek	East	†ER	Saltsburg	SZ
Lyons Run	East	Lyons Run Branch Jct.	Lyons Run Mine	SZ

* Controlled by MO when JM closed.

% Controlled by SO when FK closed.

D1504. Passenger trains as specified will use tracks as follows, unless interlocking signals otherwise indicate:

Train No.	Will Use Track No.	From	To	Reason
35	3	RG	CP	to pass No. 7285
37	3	RG	CP	to pass No. 7287
1	3	R	DV	to pass No. 7221-7225
7303	3	R	DV	to pass No. 7287
13	3	RG	CP	to pass No. 623
682	1	at La Trobe		to be passed by No. 42
8	1	RG	SW	to be passed by No. 54
46	2	DV	R	to pass No. 7290
46	2	CP	RG	to pass No. 7288
7310	2	DV	WK	to pass No. 7250
18	2	DV	R	to pass No. 7292

D1505. Nos. 7301, 7303, and 7309 will receive passengers at Derry on siding next to No. 1 track and use that siding Derry to DR.

Nos. 7300, 7308, 7310 and 7312 will use No. 1 track DR to Derry.

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

S16. MOVEMENT OF TRAINS.

D1601. Location of Train Dispatchers and Train Directors.

PITTSBURGH

Train Dispatcher in charge of main line Pittsburgh to BO and following branches:

New Portage	Hastings
Cresson	South Fork
Irvona	Paint Creek and Shade Creek
Black Lick	Turtle Creek
Susquehanna Extension	Alexandria, North of
Moss Creek	Donohoe

Train Director at US in charge of Duquesne Way Branch.

Conemaugh Divn. Train Dispatcher in charge of Brilliant Branch.

Monongahela Divn. Train Dispatcher in charge of Port Perry Branch.

D1601A. Between 6:00 A.M. and 6:00 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 siding Turtle Creek, and Metal Yard Trafford keeping careful lookout for approaching trains.

Saturdays and Sundays and between 6:00 P.M. and 6:00 A. M. other days this track operated as a siding and may be used on permission from the Signalman SZ.

S16A. RULES 83 AND 83a.

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83—Clearance message C. T.1246 issued by signalman or train order issued by dispatcher.

Rule 83a—Verbally from signalman, or by signal.

D1603. Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

D1604. Rule 97a modified:

On double, three or more tracks extra trains, including passenger extras, will be run without train orders when proper signals are displayed or permission is given by signalman, yard master or station master.

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

D1605. Rule 97b (new):

(SINGLE TRACK) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing regular train; however, if the engine number is not received by train order,

the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the operator the number of the engine on a superior regular train in the same direction it is moving.

D1606. Rule 97c (new):

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

S16B. RULE 98.

D1607. Trains on the Johnstown Branch must stop before fouling the crossing or switches at the Conemaugh and Black Lick grade crossing unless signal is received from switch tender in addition to the proper interlocking signal.

S16C. RULE 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1608. Trains held at a point where there is no block station, but where there is a telephone, must keep a man at the telephone so as to be in continuous communication with a block station.

D1609.

D1610. 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. 1 yard track	No. 4 yard track	to No. 4 yard track
North of †EP	Main track	No. 1 yard track	to No. 1 yard track
Ebensburg Jct.	Passing siding	Black Lick Branch	to Black Lick Branch
Bradley Jct.	Cresson Branch	Susquehanna Ext.	to Susquehanna Ext.
†IR	Single track	Double track	Eastward
‡WC	Single track	Double track	Eastward
Cherry Tree Jct.	Susquehanna Ext.	C.T.&D. R.R. lead track	to C.T.&D. R.R. lead
South of Old Llanfair	Llanfair Branch	Siding F-58	to siding F-58
†HC	Single track	Double track	Northward
Paint Creek Br. Jct.	South Fork Br.	Paint Creek and Shade Creek Branches	to Paint Creek and Shade Cr'k Branches
Eureka No. 37 Branch Junction	Paint Creek Br.	Eureka No. 37 Branch	Switch may be left as used.
Windber Branch Jct.	South Fork Br.	Windber Branch	to Windber Branch
Jamison No. 2 Branch Junction	New Alexandria Branch	Jamison No. 2 Branch	to Jamison No. 2 Br.

D1611. Derails are located on branch tracks as follows:

Lilly Branch, derail 2550 feet from the junction of the main line.

Martin Branch, 2658 feet from the junction with the Ben's Creek Branch.

Llanfair Branch, 60 feet south of Henriette Coal Mining Co., No. 2 tipple.

S16D. Rules 106 and 106a.

D1612. Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineer of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

At the following stations trains on tracks as specified are relieved from observing Rule 106:

Gallitzin on Nos. 1, 3 and 4 tracks.

Lilly on Nos. 3 and 4 tracks.

Conemaugh on Nos. 1 and 2 tracks.

Derry on Nos. 3 and 4 tracks.

Radebaugh on Nos. 2, 3 and 4 tracks.

Larimer on Nos. 1, 2 and 3 tracks.

Ardara on Nos. 1, 2 and 3 tracks.

Trafford on Nos. 1, 2 and 3 tracks.

Turtle Creek on Nos. 0, 1, 2 and 3 tracks.

At the following stations trains are relieved from observing Rule 106 so far as it pertains to trains in the opposite direction.

Cassandra	Lockport	Millwood
Wilmore	Gray	
Summerhill	Hillside	

D1613. At East Liberty eastward passenger trains on Nos. 1 and 2 tracks which have Pullman equipment will stop with the first working car at the east 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 Nos. 1 and 2 tracks will stop at west end of shelter shed.

At Trafford, when there is no eastward passenger train at the station, a westward passenger train on No. 4 track, stopping at Trafford, will pull west of subway with all of its equipment except passenger cars. When a westward passenger train is at the station in such a position, an eastward passenger train stopping at Trafford will not pull into station until the westward train departs.

At Greensburg, train stop markers in service for No. 3 and 4 tracks. Enginemen will stop with locomotive 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.

D1614. 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.

S16E. RULES 251, 253 AND 254.

D1615. Rules 251, 253 and 254 are in effect on double, three or more tracks.

Stops for coal, water, sand, hot box attention, etc., will be considered work under the provisions of Rule 253.

D1615a. (DOUBLE, THREE OR MORE TRACKS)

When proper signal is displayed or permission is given by signalman, trains with passenger equipment will run passenger extra without train orders.

Trains starting from Pitcairn will leave Pitcairn passenger yard three minutes before due to leave Pitcairn Station.

Empty train to be used for No. 7249 will leave Pitcairn Passenger Yard 3:30 P.M., backing to North Trafford.

No. 7250 at North Trafford will back to Pitcairn passenger yard.

Nos. 7252 and 7254, at WK will back train to Pittsburgh.

S-16-F. AUTOMATIC HIGHWAY CROSSING SIGNALS

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1616. Automatic highway crossing signals controlled from main and other tracks are located as indicated below:

DERRY

Burds Crossing, 1000 feet west of DR.

These 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.

TURTLE CREEK BRANCH

Wm. Penn Highway Crossing—2600 ft. west of White Valley.

ALEXANDRIA BRANCH

Bortz Crossing—Route 119—2600 feet south of Crabtree.

Crabtree Crossing—Route 119—at Crabtree.

UNITY BRANCH

Lincoln Highway Crossing—2.2 miles south of Unity Branch junction.

IRVONA BRANCH

Crossing—198 feet south of Ashville.

BLACK LICK BRANCH

Crossing—2945 feet east of Ebensburg.

Chestnut Street Crossing—Nanty-Glo.

Flashing light signals in service for protection over Chestnut St. Crossing for movements to and from Webster Mine and Interchange. They are operated by 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 Siding 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 main 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.

SUSQUEHANNA EXTENSION

Crossing—8710 feet east of Tunnel Siding.

First St. Crossing—1900 feet west of Spangler.

CRESSON BRANCH

Crossing—1.7 miles south of Bradley Junction.

Mahoning Street Crossing—Punxsutawney.

The conductor or engineman of any train moving northward over Mahoning Street Crossing, Punxsutawney, and stopping at the passenger station and then making a reverse movement southward, or any southward passenger train starting from the passenger 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 103a.

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

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 103a will apply.

D1617. Electric light indicators, located on instrument cases or adjacent thereto, in service at all road crossings which are protected by highway crossing signals.

A light will be displayed when train is operating the highway crossing signals and absence of light indicates commercial power has failed and that signals will be entirely dependent upon storage battery, which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Employes will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

D1618. Trains or engines must stop before passing over following crossings, and a trainman must station himself in center of crossing with a red flag or red light and stop all highway travel before giving a signal to engineman to proceed:

Track	Crossings	Location
Siding 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Branch	Bridge St., Route 36	Hastings
Shuman Run Branch		Vintondale
Carload delivery siding	West St.	Ebensburg
McCoy Run Branch	Route 80	Banks Township
Brady Run Branch	Route 80	Glen Campbell
Glen Campbell Branch	Route 80	Glen Campbell
Spangler Wye	All Crossings	Spangler
Porter Run Branch	U. S. Route 219	Barnesboro
Pine Run Branch	Route 53	Irvona
Stevens Branch	Route 53	Dean Township
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Beacon Coal Co. Siding	Route 53	Reade Township
All sidings	All crossings	Lilly Borough

Track	Crossings	Location
Martin Branch	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	Portage
Windber Wye	Route 56	Windber
Siding F-124, Shade Creek Br.		Loyalhanna No. 7
Siding F-125, Shade Creek Br.		Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale
Siding BO (North Side), undergrade		Bolivar
Sandy Rock Siding	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Dundale Branch	U. S. Route 22	Salem Township
Siding 410		Greensburg Frt. Station
Jeannette Branch	All crossings	
Bull Run Branch	All crossings	
Manor Branch	All crossings	
Youghiogheny Branch	All crossings	
Skelly Siding, Turtle Creek Branch	U. S. Route 22	Franklin Township
Grable Siding, Turtle Creek Branch	U. S. Route 22	Export
East Pittsburgh Branch	All Crossings	Pitcairn
Duquesne Way Branch	All Crossings	Pittsburgh

Trains must approach the Harbison and Walker Brick Company crossing, located on Stroud Branch 6155 feet north of junction at Blandburg, prepared to stop until crossing is known to be clear, and then will not exceed speed of 6 miles per hour. Enginemen will observe Rule 14 (m) approaching this crossing.

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.

When making a movement on No. 1 pit track, Pennsylvania Station, Pittsburgh, the crews will arrange to protect the crossing at the west end of the station by placing a member of the crew on the ground to warn the street traffic in and out of the basement.

D1619. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, Rule 14(b), and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open his cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engines on the rear will start the train. If unable to start without taking the slack, the engine next

to cabin will take sufficient slack to start train. Care must be exercised to avoid rough handling.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

When the flagman is ready to cut off the pushing engine he will give the engineman a cut-off signal, i.e., hand, flag or lamp swung vertically in circle at one-half arms length followed by proceed signal. After engineman acknowledges this signal as prescribed by Rule 14 (g), the trainman will close angle cock on rear of cabin car, lift lock pin on cabin car which will permit knuckle to open, leaving angle cock on engine open. Trainman will then separate the air hose between the cabin car and engine by use of hose cutting device. When hose is separated, this will cause brakes to apply in emergency on helping engine or engines. Care must be exercised to see that hose will not pull apart.

D1620. The engineman of rear pusher engine on eastward freight trains having more than one pusher engine of the I-1 class will ease off while passing over crossovers or turnouts at AR, MO, NY and AO, and east end of Conemaugh Yard. Hauling enginemen will exercise care to avoid damage to equipment while these moves are being made.

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.

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. If delayed before reaching the home signal, protection must be provided against movement in the reverse direction until the signalman has been notified.

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 Old Scales, 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 dwarf 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 dwarf 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. Rules 365a and 505c are modified accordingly.

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:

Helpers on rear will cut off at UN.

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 \pm SU, on South Fork Branch, cutting off at that point, must promptly report to signalman at FK for instructions and may report the train clear of the block.

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 unless otherwise instructed.

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.

D1621. Helpers returning from Gallitzin destined to points other than Conemaugh will report destination to signalman at AR.

D1622. 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.

Westward passenger trains with helping engines, when stopping at East Liberty, will cut off helper at that point and helper run light to Pittsburgh.

D1623. 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 Branch, north of Punxsutawney.

Lanark Tipple, end of Hastings Branch.

Overhead highway bridge at Lilly on the Lilly Branch.

Eureka No. 35 tipple on the Windber Branch.

Brinton arch on the East Pittsburgh Branch.

D1624. Account of the close clearance of overhead bridges, crews must not go on top of locomotive tenders between East Liberty and DV.

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

Account of close clearance of Pittsburgh Railways Company's iron trolley poles along south side of Liberty Avenue, Pittsburgh, between 11th street and 14th street, Trainmen will not ride on side of cars on No. 1 (Pit) track.

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.

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

Account of close clearance, trainmen must not ride on side of cars while passing under overhead bridge No. 11.32, 2700 feet west of Ebensburg.

D1626. Trains moving on Yard and other tracks not operated under Block Signal Rules or by train orders must move at such speed that they can stop within range of vision unless tracks are seen or known to be clear and switches properly set.

D1627. When backing trains out of Pennsylvania Station Pittsburgh, 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. 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.

D1628. 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 their trainmen has personally 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.

D1629. At UF, in complying with Rule 670, trains or engines before making a reverse movement, or a forward movement after making a reverse movement, on any track under signal bridge 25 feet west of UF, except on tracks J and K, must, when possible, move clear of the signal bridge a minimum distance of 40 feet.

D1630. Trains using eastward and westward sidings 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.

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

D1630A. No. 0 track between BU and 29th Street must not be used without proper interlocking signal or permission from Train Director at BU.

The fixed dwarf signal for northward movements, located just south of Liberty Avenue, and a fixed dwarf signal for southward movements, located just north of Smallman Street, will be used in connection with the protection of street traffic over Liberty Avenue, Penn Avenue and Smallman Street. If trains are notified that signal is out of order, Conductor and Engineman, in addition to obtaining proper authority to proceed, are required to know that all gates are down or street crossings otherwise protected.

D1631. Eastward trains using eastward siding from CM will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

D1632. 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.

D1633. Eastward trains must not use eastward siding 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.

D1634. Carnegie Steel Company trains may use No. 0 track between telephone box, 600 feet east of their connection with No. 0 track, and the sidings at Bessemer Station, but must not use the track east of the telephone box without permission from signalman at R and must report when clear. All trains using No. 0 track west of this telephone box must protect themselves against Carnegie Steel Company trains.

D1635. Trains on No. 0 track and eastward siding must stop before fouling switches at Spring Hill overhead bridge, unless signal to proceed is received from switch tender.

D1636. Trains using westward siding between SZ and WG must run prepared to stop within range of vision, and must stop before fouling switches, 2300 feet west of SZ, leading from the westward siding to the westbound receiving yard, unless signal to proceed is received from switch tender, and must stop before fouling any other switches between SZ and WG unless the track is seen to be clear and the switches properly set.

Trains from the westbound receiving yard must not use this track without permission from yard master, westbound classification yard.

D1637. Trains must not foul No. 5 track north of Pitcairn station (operated as westward siding) without permission from signalman at SZ or proper interlocking signal.

D1638. Siding from No. 1 track, 3,878 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

D1639. Class H, G5, L and K4 locomotives 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.

D1640. Eastward freight trains destined to Conemaugh, having work at Morrellville Yard, will, unless otherwise instructed, pull their trains into clear to do such work. Cars for other than Morrellville Yard will be continued to Conemaugh.

D1641. Eastward freight trains except arranged service trains on No. 1 track having work at C must stop at west end of eastward siding, 1,324 feet east of Johnstown, and be governed by instructions from signalman at C.

D1642. Engine crews from the west will use crossover at west end of eastward engine track at Conemaugh and place their engines on No. 7 track. Crossover switches will be left in normal position for crossover movements.

D1643. 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 to go 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 and trains on No. 1 track will approach the crossover from pit tracks to No. 1 track 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. 1 pit track to No. 1 main track and the crossover 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.

D1644. Westward engine track from AO to Conemaugh enginehouse territory terminates at the clearance point for the non-interlocked crossover from No. 4 pit track to the westward engine track located 1,000 feet east of Signal Bridge 2722 and will be used by engines from the East. Eastward movements may be made on this track on permission from signalman at C under flag protection.

Trains on westward engine track will approach the crossover from No. 4 pit track to the westward engine track prepared to stop unless the route they are to use is seen to be clear and the switches properly set.

D1645. Permission to make reverse movements on the eastward siding (north leg of Wye) and southward siding (west leg of Wye) at South Fork may be secured from signalman at SO through the signalman at FK.

D1646. Northward trains may use northward siding at Cresson (east leg of Wye) on receiving proper interlocking signal at MO or on permission from signalman at MO. Southward trains may use that track on permission from signalman at MO.

D1647. Passing siding on west side of main track at Bradley Junction is to be used by southward trains from Susquehanna Extension.

D1648. 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.

D1649. When a freight engine is cut off from its train on the main track, for any cause, a white lamp must be displayed by night, on the front end of the leading car, as a guide for the engineman returning to train. Engineman must direct the placing of the lamp. If the engine has cars attached, there must be a proper understanding between the engineman and train crew relative to protecting the portion of train left standing on the main track.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, except enginemen of pushing engines must be provided with a copy of orders affecting the movement of their trains.

The engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engines.

D1702. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1703. When a slow order to be delivered to a train covers a point close to the Block Station, Signalman must stop the train before delivering the order.

D1704. Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

D1705. Rule 218 annulled.

D1706. Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1707. Rule 222, modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

Rule 222 amplified:

Operators must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1708. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

Form of Train Order:

Form F. for Sections, annulled.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Rule 93a amplified:

(DOUBLE, THREE OR MORE TRACKS) Engines using main track within yard limits will display one red flag by day and one red light by night to indicate the rear of train.

S18A. Rule 93b. On portions of the railroad, within defined limits within terminals specified on the timetable, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1803. Rule 93b in effect as follows:

Pitcairn Yard—between Eastward Home Signal Bridge at SZ and Westward Home Signal at WG on Westward Siding.

East Liberty—on Nos. 3 and 4 tracks, between westward home signals 2,050 feet west of CM and Penn Avenue overhead bridge (first overhead bridge west of East Liberty Station).

Pittsburgh Yard—Pittsburgh Division west of westward home signal at DV, on all tracks.

D1804. Yards indicated by yard limit boards are located at:

Cresson	Nanty-Glo
South Fork	Vintondale
Conemaugh	Black Lick
Morrellville	Bradley Jct.
Derry	Barnesboro
Unity Br. Jct.	Cherry Tree
Pitcairn	Patton
East Pittsburgh	Hastings Branch Jct.
Wilkinsburg	Punxsutawney
Pittsburgh	Irvona
Ebensburg	Windber
Ebensburg Jct.	Slickville
Twin Rocks	Export

S19. 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
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

S20. SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.

MAXIMUM SPEEDS (MILES PER HOUR) FOR PASSENGER AND FREIGHT TRAINS 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	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
BO to GY					70*	40*	70*	45*	45	35	35	35		
GY to MP 244					40*	40*	70*	45*	40	30	30	30		
MP 244 to UN—AR					40*	40*	70*	45*	35	35	35	35		
UN—AR to MO					50	30	70	45	60	45	45	45	30	30
MO to W					50	45	70	45	70	45	45	45		
W to SO					60	45	70	45	70	45	45	45		
SO to C					60	45	70	45	70	45	45	45		
C to Johnstown					50	45	70	45	70	45	45	45		
Johnstown to SG					50	45	70	45	70	45	50	45		
SG to SQ							70	45	70	45	50	45		
SQ to JD					70	45	70	50	50	50	20	20		
SG to JD	30	45	25	25										
JD to DR					50	45	70	45	70	50	50	45		
DR to KR					50	45	70	45	70	45	50	45		
KR to SW					50	45	70	45	70	50	50	50		
SW to RG					50	45	70	45	70	45	50	45		
RG to CP					70	50	70	50	70	50	70	50		
CP to SZ					70	50	70	50	50	50	50	50		
SZ to WG					70	45	70	45						
WG to Port Perry Br. Jct.					70	45	70	45	30	30	30	30	30	30
Port Perry Br. Jct. to R					70	45	70	45	45	45	45	45		
R to Swissvale					70	45	70	45	70	45	70	45		
Swissvale to CM					60	45	60	45	60	45	60	45		
CM to DV					50	20	50	20	50	20	50	20		
DV to BU									50	20	50	20		

*Eastward passenger and freight trains using westward tracks between UN—AR and BO must conform to maximum speeds shown for such trains on eastward tracks. Light engines will conform to speeds shown for passenger trains.

BRILLIANT BRANCH	Passenger	Freight
VI to CM	40	18

OTHER BRANCHES	Passenger and Freight
New Portage Branch	20
Cresson Branch	30
Black Lick Branch	25
Susquehanna Extension	30
Hastings Branch	20
Irvona Branch	25
South Fork Branch and Branches	20
Turtle Creek Branch	20
Port Perry Branch	20
Branches not listed above	15

**MAXIMUM SPEEDS (MILES PER HOUR) UNLESS
OTHERWISE SPECIFIED**

	Main Line
Circus Trains.....	45
Wreck Trains—boom trailing.....	45
—boom forward.....	30
Work Trains —on straight track-boom trailing.....	30
—on straight track-boom forward.....	20
—on curves.....	20
Revenue Trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., moving on own wheels. See Special Instruction D3400.	
—on straight track.....	30
—on curves.....	20
Snow Plows in service.....	25
Snow Flangers in service.....	20

NOTE—When operated over territory not listed above, conform to maximum speeds for freight trains in such territory.

	Entire Division
Track cars —unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
All trains —where movement is restricted to run pre- pared to stop within range of vision.....	15
—through all main track non-interlocked turnouts not otherwise restricted.....	15

D2002. Speeds indicated below must not be exceeded between stations named, on curves and over bridges:

MAIN LINE	Miles per hour
Curves between BO and GY except Wikes Curve ..	40
Wikes Curve, 1.4 miles west of BO, Nos. 2, 3, and 4 tracks	35
Curves between GY and Kittanning Point	35
Curves between Kittanning Point and SF except Bennington Curve	30
Bennington Curve	20
Bennington Curve, westward, Nos. 3 and 4 tracks..	25
At SF, when crossing from New Portage Branch to No. 4 track	10
Curve east of UN, Nos. 3 and 4 tracks	30
Curve just east of first home signal bridge for AR, No. 0 track	15
Curve east of MO	45
Sonman wye tracks	5
Curves between Summerhill and SO	50
Curves between SO and Haws Brick Works, except Viaduct curve, second curve west of SO and Mill Dam curve, third curve east of AO.....	40
Viaduct curve, second curve West of SO.....	35
Mill Dam curve, third curve east of AO.....	35
Curve west of SG	45
Curve at Dornock Point	35

	Miles per hour
Curve west of Dornock Point	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
Curve at Lockport, Nos. 2 and 3 tracks	55
Curves between Bolivar and Goats Point	45
Curve west of Paek Saddle	50
Curve at Torrance, Nos. 2 and 3 tracks	55
Curves between BH and Gray	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, Nos. 3 and 4 tracks	60
Curve west of Wilmerding	45
Curve at Port Perry Branch Jct., No. 1 track	30
Curves between Turtle Creek and Bessemer	40
Curve east of Braddock	50
Curves between Braddock and Copeland	40
Curve east of Swissvale	50
On east and west legs of wye at CM	15
Curve at East Liberty, Nos. 3 and 4 tracks	35
Curve at East Liberty, Nos. 1 and 2 tracks	40
Curve east of DV	45
Curve at B. & O. R.R. Bridge west of DV	40
Denny Curve	40
Through US	10

CRESSON BRANCH

First curve north of †AB	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 Branch Jct.	15
Curve at Mile Post 38	25
Curve north of †HM	25
Curves from Mile Post 44 to Punxsutawney	25
Mahoning Street Crossing, Punxsutawney	15

BLACK LICK BRANCH

Curves from Ebensburg Jct. to Ebensburg except Winterset Curve	20
Winterset Curve, west of Winterset	15

SUSQUEHANNA EXTENSION

Curves Bradley Jct. to Bakerton	25
Passing through tunnel	10
On east and west legs of wye at Spangler	6
On east and west legs of wye at Cherry Tree	10

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 Coalport	20
First curve north of Mountandale	15
First curve south of Mountandale	15

SOUTH FORK BRANCHMiles
per hour

Between South Fork passenger station and †JK ...	5
Between point 50 feet south of †FY and †JK, northward trains	15
†SU to Lovett, northward freight trains	10
Between Scalp Level and Arrow	12

BEAVER BRANCH

Mile Post 5 to Mile Post 3, northward freight trains	6
Mile Post 3 to Lovett, northward freight trains....	10

LLANFAIR BRANCH

Northward freight trains	6
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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
First curve south of Eureka No. 39 switch	15
Naugle Run Curve, one-half mile north of Hillsboro	15
Curves at north and south ends of Huskin passing siding	15

WINDBER BRANCH

Between Windber Branch Jct. and Eureka No. 35 ..	10
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TURTLE CREEK BRANCH

Curves between Trafford and Newlinsburg	15
Between Keeblers' Summit, one-half mile west of Slickville, and Turtle Creek Br. Jct. freight trains	15

BRILLIANT BRANCH

Between jump-over bridge and Kelly St.	15
Curve at VI, Valley Nos. 1 and 2 tracks	20

DUQUESNE WAY BRANCH

Through crossover just east of Barbeau St.	10
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D2003. VariousMiles
per hour

Passenger trains when taking water from track troughs	55
Moving over track scales	4
Moving over turntables	4

D2004.**MINIMUM RUNNING TIME BETWEEN STATIONS**

MAIN LINE	PASSENGER TRAINS ON PASSENGER TRACKS		FREIGHT TRAINS		
	Westward	Eastward	Westward	Eastward	Eastward, with 60 or less tons per operative brake
	Minutes	Minutes	Minutes	Minutes	Minutes
BO					
GY	3½	3½	4	9	8
Kittanning Point	3½	3½	4	7	7
Signal Bridge 2441	5	5	5	10	8
SF	7	7	7	12	10
UN-AR	2	2	10 A	5	5
AO	24	24	31	31	
AC	3	3	3	3	
JD	18	18	25 B	23	
DR	17	17	21	21	
SZ	27	27	35	35	
WG	3½	3½	5 C	5 C	
CM	10½	10½	13	13	
DV	3	3	7	7	
Pittsburgh	6	6			
Total	133	133			

NOTES

- A—Minimum time for westward freight trains SF to UN on No. 3 track is 3 minutes.
 B—Minimum time for westward freight trains C to JD on westward passenger track is 23 minutes.
 C—Minimum time of 5 minutes for freight trains between SZ and WG applies only on Nos. 3 and 4 tracks.

NEW PORTAGE BRANCH	PASSENGER TRAINS		FREIGHT TRAINS	
	Westward	Eastward	Westward	Eastward
	Minutes	Minutes	Minutes	Minutes
Wye				
Mula Shoe Siding	23	23	23	28
SF	23	23	23	29
Total	46	46	46	57

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

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

D2005. Dead engines of a design having two or three pairs of drivers and no trucks—20 miles per hour.

Dead engines of a design having four pairs of drivers and no trucks—25 miles per hour.

Two or more such dead engines in the same train to be separated by one or more cars.

D2006. Rule 750 amplified.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speed:

Class of Engines	Miles Per Hour
N, C and I	8
All others	15

If engines with any main or side rods disconnected, while on the main track, have interference between crosshead or guide and front crank pin on account of front wheels getting out of register, enginemen must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

D2007. The following classes of engines will not exceed speed indicated below:

Class	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
E.....	70	25
G.....	70	40
H.....	50	35
I.....	50	25
K.....	70	25
L.....	50	20
M.....	70	25
N.....	35	20
Gas-electric rail motor cars.....	60	60
Gasoline rail motor cars.....	60	60

Maximum Speed When Running Forward Light

Passenger Engines	50
Freight Engines	40

D2008. Snow plows and flangers must not exceed a speed of 4 miles per hour passing passenger stations and must stop before meeting or being passed by passenger trains.

D2009. Class M1 engines must not exceed speed of 8 miles per hour through No. 8 crossovers or turnouts. This will apply to all hand thrown crossovers and turnouts and the following interlocking crossovers and turnouts:

Inside crossovers—Pitcairn Passenger Yard.

No. 4 track to industrial track at CM.

Gulf Refining and Duquesne Reduction Siding to No. 4 track at DV.

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

S21. SIGNAL RULES.

Rule 289 annulled.

Indication of Rules 279, 281, 282, 283, 284, 285 and 290 changed and modified:

RULE 279

INDICATION—Proceed, prepared to stop at next signal. Within Interlocking Limits, a train must not exceed 15 miles per hour.

NAME—Slow-Speed-Signal.

RULE 281

INDICATION—Proceed. Within Interlocking Limits, a train must not exceed 15 miles per hour.

NAME—Clear-Slow-Speed-Signal.

RULE 282

INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—Caution-Signal.

RULE 283

INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME—Approach-Signal.

RULE 284

INDICATION—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME—Approach-Restricting-Signal.

RULE 285

INDICATION—Proceed. Within Interlocking Limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

NAME—Clear-Restricting-Signal.

RULE 290

INDICATION—When proper indication is displayed by fixed-signal, proceed at slow speed prepared to stop unless train orders are received.

NAME—Train-Order-Signal.

D2101. In conforming to the speed when operating under Rule 282 (Caution-Signal) and Rule 283 (Approach-Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

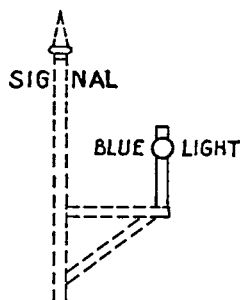
Where the indication shown in Rule 280 is received, engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, engineman may resume speed on seeing the next signal ahead clear.

S21A. SIGNAL ASPECTS.**D2103.** Signal Aspects not standard.

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 siding, west of UF; when displayed at BU, switch is set for turntable.

NAME—Caution—Slow—Speed—Signal.

D2104.

INDICATION: One track intervenes between signal and track it governs.

NAME: Signal Mast Bracket Marker.

LOCATION: RG—for southward movement Radebaugh Branch.

D2105.

Slowboards used in lieu of distant signals to home or block signals at the following locations:

Home signal for Ligonier Valley main track—KR.

INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

S22. BLOCK SIGNAL RULES.

D2201. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between signals of a block or interlocking station without permission from signalman.

D2202. The first paragraph of Rule 362 amplified: Trains must not pass a stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without Clearance Card (Form C).

D2203. In connection with Rules 317a, 317b, 318a and 318b.

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the signalman as prescribed by Rule 365. Signalmen must obtain permission from train dispatcher to make such movements and will observe Rule 326, and the train must enter the block only far enough to clear the main track switch.

D2204. When a train clears a block between block stations, or at an unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

Freight flagman, when authorized by the conductor or engineman, may obtain permission from the signalman to enter and ascertain condition of the block. Instruction S33A modified.

D2205. Where distance between block stations is less than five miles signalman may ask for block upon receiving information that train has passed the second block station in the rear.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b, will apply only on portions of the division as specified.

Turtle Creek Branch between SZ and †ER.

South Fork Branch between South Fork Branch Junction and †HC.

Cresson Branch, †CK to †RU.

Black Lick Branch.

Susquehanna Extension.

New Portage Branch.

D2302. Rule 317a will apply for movements against the current of traffic:

Between RG and SW on No. 4 track and from Signal Bridge 3232, east end Radebaugh tunnel, to SW on No. 3 track.

Between SW and signal bridge 3232, east end Radebaugh tunnel, on Nos. 1 and 2 tracks.

Between SF and AR and between UN and SF.

D2303. Rule 317b will apply on all single track portions of the division where Block Signal Rules are in effect and for all movements against the current of traffic, except where Rule 317a applies.

D2304. Rule 318b will apply:

Between SF and Wye.

Between South Fork Branch Junction and †HC, South Fork Branch.

Between †IR and †WC on Susquehanna Extension.

D2305. Rule 307a (New).

When train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

D2306. Rule 330, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

S23A. UNATTENDED BLOCK STATIONS.

An Unattended Block Station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2305. Unattended Block Stations are controlled by the Signalman specified in Time-table, or Special Instructions.

The sign indicating an Unattended Block Station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal, the yellow light next to the main track.

The Signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more Unattended Block Stations.

Unless otherwise provided, trains must stop at Unattended Block Stations, and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, Conductor or Engineman is unable to communicate with the Signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or timetable authority, preceded by a Flagman to the next point of communication and report to the Superintendent.

Conductors and Enginemen finding an unattended block station sign imperfectly displayed, or absent, must if practicable, correct it, or replace the light, and report the fact to the Superintendent.

Where a Block Station is Attended a portion of the time, and Unattended the remainder of the time, during a 24-hour period, the Unattended Sign will be installed and light on sign extinguished during the time the Station is attended.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
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Block Station _____ M. _____ 19 _____

To Conductor and Engineman: Train _____

Proceed at _____ as though _____ signal was displayed.

Report clear at _____ .

Signalman _____

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2306. A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

D2307. Clearance Card (Form K) authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473 inclusive, and amplification Special Instruction D2403, except Rules 417 and 417a are in effect as follows:

No. 6 track between JD and SG.

No. 3 track between SG and SO.

Rule 418 will apply, except eastward movements on No. 6 track JD to SG where Rule 417b will apply.

D2402. A train must not enter No. 6 track, Sang Hollow Extension, at the following points, without a train order authorizing it to do so, and in addition thereto, permission from the signalman, neither of which supersedes time-table superiority unless the train order specifically so states. Rule 465 modified.

Siding north of No. 6 track, 1600 ft., west of Laurel Run yard.

Diamond Smokeless Collieries Nos. 1 and 2 (Siding 5312).

Hand-operated cross-over connecting Nos. 5 and 6 tracks, 1225 feet west of mile post 6.

D2403. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

416.

NOTE: WHEN THE TELEPHONE IS USED, THE CODE WILL BE USED WITHOUT THE NUMERALS.

1—Display Stop-signal.

13—I understand.

17—Display Stop-signal. Train following.

2—Block clear.

12—Block is clear of opposing trains.

4—Train other than passenger has entered block.

46—Passenger train has entered block.

5—Block is not clear of train other than passenger.

14—Block is not clear of opposing trains.

56—Block is not clear of passenger train.

7—Train following.

52—Train has passed switch. Answer by repeating.

55—Hold train. Answer by 13.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

(Note on Page 108, Book of Rules):

NOTE: WHERE A BLANK IS SHOWN AFTER A CODE SIGNAL IN RULES 417, 417a, 417b, AND 418, THE DESIGNATION OF THE TRAIN, AND THE DIRECTION OF EXTRA TRAINS, MUST BE INCLUDED IN GIVING THE SIGNAL.

417. (SINGLE TRACK—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS.)

To admit a train to a block the signalman must examine the block record and if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the stop signal to opposing trains, reply "12 for" and unlock. If the block is not clear, he must reply "14 of". The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train except by train order.

If means of communication fail, a train may be admitted to a block as provided for in Rule 432.

417c. When, as prescribed by Rule 417, 417a, 417b, or 418, a signalman gives or receives "2", "12" or "13", this information, with the train number and time given or received, must be entered on the block record at both offices.

418. (DOUBLE THREE OR MORE TRACKS—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS ON THE SAME TRACK ON WHICH THERE IS AN ASSIGNED CURRENT OF TRAFFIC).

To admit each train to a block against the current of traffic the signalman must examine the block record and if the block is clear of opposing trains give "1 for" to the next block station in advance. The signalman receiving this signal if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for....." and unlock if necessary. If the block is not clear of opposing trains, he must reply "14 of.....". The signalman at the entrance of the block must then display the proper signal indication.

To admit trains to a block with the current of traffic after a train moving against the current of traffic has cleared it, the signalman at the end of the block where it cleared must examine the block record and if the block is clear of opposing trains, give "1 for....." to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for....." and unlock. If the block is not clear of opposing trains, he must reply "14 of.....". The signalman at the entrance of the block will then display the proper signal indication to trains with the current of traffic. A train must not be admitted to a block which is occupied by an opposing train except as directed by train order. Rule 432 does not apply to movements covered by Rule 418.

If means of communication fail while there is a train moving against the current of traffic in a block, the signalman in the rear of such train must, after his indicator shows that it has cleared the block, give unlock to the signalman at the block station in advance, so that movements may be established with the current of traffic; the latter will, after any train against the current of traffic for which "12" or "13" has been given by him, has cleared the block, if his indicator shows that the block is clear, and should no cause for detaining trains with the current of traffic be known, permit them to proceed, but unless otherwise directed by the Superintendent, he must instruct the first train in writing, as follows:

"Means of communication have failed; proceed to the next block station expecting to find track obstructed."

If the block signal at the block station that governs trains with the current of traffic in entering the block cannot be changed from its most restrictive indication, and the signalman is unable to communicate with the Superintendent, he will deliver Clearance Card, Form C, to trains governed by that signal.

ENGINEMAN AND TRAINMEN

465. When a train clears a block between block stations, the conductor or engine man must report clear to the signalman, but they are not required to do so when entering a siding at a block station clearing a block at a switch operated by the signalman. A train must not

enter a block nor cross from one track to another at a Block Station, or between Block Stations, without proper block signals or permission from the signalman, either of which supersedes time table superiority.

In the absence of a block signal, the conductor or engine man must ascertain from the signalman the condition of the block and obtain permission from him to enter it. If information concerning the block is received by the conductor, he must personally give it to the engine man.

D2404. Rule 430, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

825. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Nos. 1 and 2 tracks between BU and DV.

Nos. 1, 2, 3 and 4 tracks between DV and BO.

No. 3 track against the current of traffic between RG and Signal Bridge 3232 east end Radebaugh tunnel, and between SG and SO.

Nos. 5 and 6 tracks between SG and JD.

No. 0 track between MO and AR.

Brilliant Branch.

Port Perry Branch.

Note: Rule 505b will not apply for movement against the current of traffic between JD and SG on No. 6 track; SG and SO on No. 3 track.

D2502. (DOUBLE, THREE OR MORE TRACKS) In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the home signals governing routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2507. The following signals in Automatic Block System territory must not be passed while in stop position without a Clearance Card (Form C) or as provided in Rule 509:

Signal Located at	On Tracks	Secure clearance cards through signalman at
East end of Radebaugh tunnel	No. 4	RG
On cantilever pole immediately west of Shady Ave. overhead bridge (2nd overhead bridge west of East Liberty).	Nos. 1 and 2	CM

S25A. RULE 505a.

D2508.

S25B. CAB SIGNAL RULES.

Definitions.

Cab Signal—Position—light signal, located in engine cab, indicating a condition affecting the movement of the engine or train.

Cab Signal System—A series of consecutive blocks governed by Cab-signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with Block and Interlocking-signals.

Equipped Engine or Train—An engine or train equipped with Cab-signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

D2509. Cab Signal System in service on main tracks operating:

With current of traffic—

Westward—Between signal 2373 (eastward home signal bridge for BO) and westward home signal for BU.

Eastward—Between signal 3524 (first signal east of BU) and eastward home signal for BO.

Against current of traffic—

Between SG and SO on No. 3 track.

Between home signal 635 feet east of RG and westward home signal, east end Radebaugh tunnel, on No. 3 track.

Cab Signals will not indicate conditions ahead when engine is—

- (a) Moving against the current of traffic (unless track is equipped for movement against current of traffic.)
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backwards.

Cutting-in Sections Located

On Tracks	From	To
FOR WESTWARD TRAINS		
Nos. 3 and 4	Westward home signal for BO	Signal 2373 on eastward home signal bridge for BO
No. 2—New Portage Br.	650 feet east of westward distant signal for SF	Westward distant signal for SF
Westward Siding	300 feet east of westward dwarf signal for SO	Westward dwarf signal for SO
Turtle Creek Branch	300 feet east of westward distant signal for SZ	Westward distant signal for SZ
No. 5	150 feet east of westward dwarf signal west of Pitcairn	Westward dwarf signal west of Pitcairn
No. 2	At dwarf signal governing eastward movements, 200 feet west of WG	
West Penn No. 2—Brilliant Branch	Westward distant signal (B13)	Westward home signal for CM
Valley No. 2—Brilliant Branch to west leg of wye at CM	Eastward home signal bridge at CM	Ground signal on west leg of wye
Valley No. 2—Brilliant Branch to east leg of wye at CM	Eastward home signal bridge at CM	Ground signal on east leg of wye
FOR EASTWARD TRAINS		
Cresson Branch (trains routed to No. 0)	300 feet west of eastward dwarf signal on Cresson Branch track, 1860 feet east of MO	Eastward dwarf signal 1860 feet east of MO
No. 6 (eastward trains)	4000 feet west of eastward distant signal (S16) for SG	Signal S16
No. 1	310 feet west of signal 3364 (westward home signal for SZ)	Signal 3364
No. 1—Port Perry Br.	Signal P118 (west of East Pittsburgh)	Home signal at Port Perry Branch Jet.
Eastward siding	1500 feet west of eastward home signal for DV	Eastward home signal for DV
No. 1	325 feet west of signal 3524 (1st signal east of BU)	Signal 3524
FOR NORTHWARD TRAINS		
No. 2—South Fork Br.	1000 feet south of northward distant signal (2650) for W	Signal 2650
Ligonier Valley R.R.	540 feet south of northward home signal for KR	Northward home signal for KR
Unly Branch	300 feet south of dwarf signal	Dwarf signal
No. 1—Southwest Br., Monongahela Divn.	Northward distant signal (S10)	Northward home signal for SW
Radebaugh Branch—Monongahela Divn.	1500 feet south of northward distant signal (RO8)	Signal RO8

The following rules are in effect:

1. Except as provided in Cab-signal rule 5-a, a non-equipped engine or train must not be dispatched from any of the following Terminals or Divisions for movement in Cab-signal territory:

Pittsburgh Division Terminals
Middle Division Terminals
Conemaugh Division Terminals
Monongahela Division Terminals
Eastern Division Terminals
Panhandle Division Terminals

2. Required departure tests of engines and trains must be made before entering Cab-signal territory.

Testing sections, additional to those at terminals, located _____

3. Unless authorized by the Superintendent, an Equipped-engine or train must not enter Cab-signal territory without having cut-out cock fixed in cut-in position.

4. When Cab-Signal and Fixed signal aspects conflict, the more restrictive indication governs.

4a. When Cab-signal apparatus fails or when Cab-signal aspects conflict with Fixed-signal aspects at two Fixed-signal locations in succession, thereby indicating a probable defect in the Cab-signal apparatus, a train will proceed as a non-equipped train, governed by Fixed-signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

4b. When there is a failure in the Cab-Signal apparatus, engineman may cut out the warning whistle if it continues sounding after he has acknowledged.

4c. Except as provided in Cab-signal rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.

4d. If the Cab-signal warning whistle sounds longer than six seconds, the Fireman on an engine, or the Trainman nearest operating compartment on an MU car, will immediately go to the Engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for Cab-signal operation in the direction in which it is moving must not exceed speed as follows:

Trains other than passenger trains 20 miles per hour.
Passenger trains 35 miles per hour.

5a. Approved exceptions authorized:

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.

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 R and WG, trains to and from Monongahela Division are authorized to move as non-equipped trains.

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

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

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

6. Cab-signal aspects, indications and names are shown by Rules 278, 283, 284 and 286. Cab-signal indications do not supersede Fixed-signal indications, except when Cab-signal changes to a more restrictive or a more favorable aspect after passing a Fixed-signal.

7. If, after passing a Fixed-signal, the Cab-signal aspect changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if Cab-signal aspect changes to Caution-Slow-Speed, (Rule 278), a train may proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Within interlocking limits with Cab-Signal displaying a more favorable aspect than Caution-Slow-Speed, if the Cab-signal aspect changes to Caution-Slow-Speed the train must stop and permission must be secured from the signalman before moving in either direction.

S25C. RULE 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS.

D2510. Grade signals for tonnage freight trains as indicated in Rule 277 are in service.

A tonnage freight train, as referred to in Rule 277, is a train having 80 percent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where grade signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

S26A. Rule 663 amplified:

Trains or engines must not pass an interlocking stop-signal without receiving Clearance Card (Form C) or train order. The Signalman may authorize a Conductor or Engineman to fill out Clearance Card (Form C).

D2601. Rule 630, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

D2602. SWITCHES — POWER OPERATED FROM DISTANT POINT OF CONTROL

Location	Control Station
SF	AR
UN	AR
W	SO
AO	C
SQ	SG
UJ	SZ
Port Perry Br. Jct.	WG
U Jct.	R
WK	CM
VI	UY (C _{gh} . Div.)

D2603. The electrically operated, remote controlled switches at the following locations have been arranged for manual operation, in case of switch failure:

MO—trailing point switch, Cresson Branch to No. 0 track, controlled by MO.

East end Pitcairn Yard—trailing point switch in No. 1 track, controlled by SZ.

Instructions for manual operation posted in telephone box at switch location, also at the interlocking station from which the switch is operated.

Spikes, wedges, spiking hammer and claw-bar located in an accessible location near the switch.

In case of failure of one of these switches, trainmen should be governed by instructions from the Signalman at the interlocking station controlling it.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S28. TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829 paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossing at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with flagman's signals as follows:

Day Signals—Two red flags, torpedoes and fuses.

Night Signals—Two red lanterns, two white lanterns, torpedoes and fuses.

(f) Rule 80, paragraph 4, amplified:

Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection.

(g) Rule 80, paragraph 5, amplified:

They will not be authorized to represent a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(h) Rule 80—sixth paragraph modified:

All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

D2801.

(1) Track cars will be operated over entire Division as provided for by Rule 80.

(2)

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or signalman before a passenger train is due to leave the block station in the rear.

(6) When Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station, signalman will not permit any train to enter a block occupied by a track car without instructions from the superintendent.

(7) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movement made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

(13) Track cars must not pass over remote controlled switches without permission from the signalman and will report clear after having cleared same.

(14) In the movement of track cars at interlockings, the following instructions will govern: The signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the signalman when the movement has been completed.

Pony trucks may shunt track circuits and must not be used within interlockings except by permission of signalman.

(15) In Controlled Manual Block System territory signalman must comply with Rule 221c when a track between his block station and the next block station in either direction is occupied by a track car.

D29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. CC 2 engines are prohibited on this division.

D2902. N 2 engines will not be operated on this division without special authority from the Superintendent.

D2903. Engine limit boards will indicate portions of tracks on which engines are prohibited.

D2904. RESTRICTIONS IN THE USE OF VARIOUS CLASSES OF ENGINES ACCOUNT CURVATURE, LIGHT RAIL, BRIDGES, CLEARANCES, ETC.

LOCATIONS	CLASS OF ENGINE									Engines with Tender Capacity of Over 15,000 Gallons
	C 1	E 3 E 5 H 6	G 5	H 8 H 9 H 10	I 1	K 2 K 3 K 4 K 5	L 1	M 1	N 1	
ENTIRE DIVISION										
MAIN LINE										
Gallitzin										
Altoona power track.....									5	
Conemaugh power track.....									5	
Cresson										
Jump-over bridge.....									5	
Wye.....									5	
NY to 0.7 Mile West of Cassandra										
No. 0 track.....										C
South Fork										
Jump-over bridge.....										C
West leg of wye.....										C
Johnstown										
Elevated station platform, Nos. 2, 3 and 4 tracks.....										5
Torrance										
West leg of wye, conn. to Con. Div.....									5 f	C
Derry										
Sandy Rock Siding.....			C		C	C	C	C	C	C
Latrobe										
Superior Spur.....				5	B				B	B
Ind. sidings off Superior Spur..			C		C	C	C	C	C	C
Donohoe										
West leg of wye.....									C	C
Hempfield										
Crow's Nest siding.....										C
Southwest Jct.										
West leg of wye.....									C	
Pitcairn—Passenger Yard										
Nos. 1, 2 and run-around tracks									C	
Inside crossovers.....									8	
WG										
East Pgh. Branch Connection..										BC
Edgewood										
Keller Bros. siding.....	C		C	C	C	C	C	C	C	C
Wilkinsburg										
Elevated station platform, Nos. 1, 2, 3 and 4 tracks.....	C		C	C	C	C	C	C	C	5
Penn Ave. Yard.....										
West of Wilkinsburg										
All sidings off No. 1 Ind. track.	C		C	C	C	C	C	C	C	C
West of Homewood										
W. E. and M. Co. siding.....	C		C	C	C	C	C	C	C	C

LOCATIONS	CLASS OF ENGINE									Engines with Tender Capacity of Over 15,000 Gallons
	C 1	E 3 E 5 H 6	G 5	H 8 H 9 H 10	I 1	K 2 K 3 K 4 K 5	L 1	M 1	N 1	
CM										
City of Pittsburgh siding off east leg of wye.....	C		C	C	C	C	C	C	C	
Int. Crossover No. 4 to Ind. track									8	
Brilliant Br. jump-over bridge.									5	
West leg of wye.....									C	
All sidings off Industrial track..	C		C	C	C	C	C	C	C	
East Liberty to B.&O. R.R. Bridge										
All sidings off No. 4 track.....	C		C	C	C	C	C	C	C	
Interlocked turnouts from Duq. Red. Co. and Gulf Ref. Co. sidings to No. 4 track.....									8	
Denny Curve										
Crossover switches between eastward and westward sidings..									C	
Denny Siding.....			C	C	C	C	C	C	C	
BU and West Thereof										
Int. crossovers and turnouts...					5				8	
UF										
Between No. 0 Signal Bridge and east end Nos. 16, 17, 18, 19 and 20 tracks—Penna. Sta., when routed via crossover switches just west of No. 0 Signal Bridge.....			5			5		5		
US										
Through interlocking.....			5r		5	5r		C	5	
BRANCHES										
Cresson Branch (See Note).....							BC		BC	BC
Cresson—coal wharf track.....							BC		BC	BC
Diverging branches not listed below and from Bradley Jet. to Fordham.....							BC	BC	BC	BC
Black Lick Branch (See Note).....							B		B	B
Ebensburg Jet. to Ebensburg.....						15rc	B		B	B
Rexis Branch Jet. to Black Lick.....						B	B		B	B
Susquehanna Extension.....							B		B	B
Tunnel to Bakerton.....						10rc	B	10rc	B	B
Elk Run Branch.....							B	B	B	B
Irvona Branch (See Note).....							BC		BC	BC
Lilly Branch.....							BC	BC	BC	BC
Ben's Creek Branch.....							C	C	C	C
Siding 5238 to south end of br..							C	C	C	C
Martin Branch.....							BC	BC	BC	BC
Sonman Branch.....									C	C
South Fork Branch										
Stineman Siding.....				BC		BC	BC	BC	BC	BC
Windber wye.....						BC		BC	BC	BC
M.P. 16 to south end of branch.						BC		BC	BC	BC
Beaver Branch.....							BC	BC	BC	BC
Industrial sidings.....	BC						BC	BC	BC	BC
Llanfair Branch.....							BC		BC	BC
Paint Creek Branch.....										
Paint Creek Jct. wye.....									C	B
Bridge 0.57.....									B	C
Eureka No. 37 Branch.....										BC
Fifth curve south of junction with Paint Creek Branch....									5	BC
Eureka No. 40 Branch.....										B
Shade Creek Branch.....										
Industrial sidings.....								C	C	BC
Bridge 5.39.....						10			C	B
Eureka No. 38 Branch.....							BC		BC	BC
Reitz Branch.....									C	C
Industrial sidings.....									C	C
Eureka No. 32 Branch.....							C		C	C

LOCATIONS	CLASS OF ENGINE									Engines with Tender Capacity of Over 15,000 Gallons
	C 1	E 3 E 5 H 6	G 5	H 8 H 9 H 10	I 1	K 2 K 3 K 4 K 5	L 1	M 1	N 1	
Windber Branch, Curvest jct. with South Fork Br.								5	BC C	
Johnstown Branch, Bridge 0.67.					B	B	B		C B B	BC B
New Florence Branch, Siding 5326, Piney Run Mine, to New Florence.	C		C	C	C	C	C	C	C	C
Bradenville Branch, Industrial sidings.			BC		BC	BC	BC		BC BC	BC BC
Unity Branch, Industrial sidings, Steel Works Spur.	C		BC	5	BC	BC	BC	BC	C BC	BC BC
Whitney Branch			BC		BC	BC	BC	BC	BC	BC
Lippincott Branch, First curve S. of Palmer Jct.			BC C	5	BC C	BC C	BC C	BC C	BC C	BC C
Alexandria Branch, Limit board 2.9 miles north of Alexandria Branch Jct. to north end of branch, Dundale wye	BC C		C	5	BC C	BC C			BC C	BC C
Jamison No. 2 Branch	B				B	B		B	B	B
Dundale Branch, Point 200 ft. north of Wm. Penn Highway Crossing at Salemville to Dundale.	BC				BC	BC		BC	BC	BC
Coke sidings at Salem, Coke Works beyond coke loading platform.	BC		BC		BC	BC		BC	BC	BC
Brush Creek Branch					BC		BC	BC	BC	BC
Bull Run Branch					C		C	C	C	C
Jeannette Branch	C		C		C	C	C	C	C	C
Manor Branch								BC	BC	BC
Youghlougheny Branch					BC		BC	BC	BC	BC
Turtle Creek Branch, Blackburn Wye, BY to Turtle Creek Br. Jct., Remaley's Siding (Siding 5447), Wm. Penn Highway to end of siding, East of Elrico.	BC C BC			C	C	C	BC	C	C BC	BC BC BC
Lyons Run Branch	BC		BC	5	BC	BC	BC	BC	BC	BC
Essler Branch	C		C	5	C	C	C	C	C	C
East Pittsburgh Branch									B	
Duquesne Way Branch, West of point 500 feet west of eastward dwarf signal at US.	C		C		C	C	C	C	C	C
Short St. Branch	C	C	C	C	C	C	C	C	C	C

Letter B indicates use prohibited account bridges.

Letter C indicates use prohibited account curvature.

Letter f indicates maximum speed moving forward. Backward movement is prohibited.

Letter r indicates maximum speed when making backward movement.

Letters rc indicate maximum speed on curves between points shown when making backward movement.

Figures (5, 10, 15, etc.) indicate maximum speeds expressed in miles per hour at which the classes of engines specified may be operated at locations listed.

NOTE—Class K2, K3, K4, K5 & M1 engines may be used in emergency between Cresson and Black Lick via Ebensburg Jct. In such cases, M1 engines must conform to the following speed restrictions in addition to those covered otherwise for that territory:

	Miles per Hour
MO to IEP.	5
IKY to west end of curve at Winterset.	15
First curve west of Winterset.	15
Second curve west of M.P. 10 to west end of first curve east of Ebensburg.	15

Class I1 engines operating on Black Lick Branch between Ebensburg Junction and Rexas Branch Junction and between Josephine and Black Lick will not make movements off main track, except they may go into clear west end Ebensburg passing siding, may use Nanty-Glo passing siding and may use Shuman Run wye to turn.

Use of I1, engines permitted on Irvona Branch between Cresson and Pennsylvania Liability No. 9 (Siding No. 338.)

D2905. The use of class N-6a cabins is prohibited on tracks 4 to 17, inclusive, Pennsylvania Station, Pittsburgh.

S30. ELECTRICAL OPERATION.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, engineers and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located at Bulletin Board points indicated under D1301.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout the disability. If hospital attention is necessary, they should be sent, if practical, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS.

Location	Name and Address	Telephone No.
PITTSBURGH	R. D. SAUL, Medical Examiner, L. L. COOPER, Company Oculist, Ofc.—228 Pennsylvania Station Week-days exo. Sat. . . 8:30 A.M. to 5:00 P.M. Saturdays 8:30 A.M. to 11:59 A.M. Sundays and Holidays Closed 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)
	O. C. GAUB, J. H. ALEXANDER, Ofc.—Westinghouse Bldg., Penn Ave. & 9th St.	ATlantic 4883
	J. C. BURT, Ofc.—Westinghouse Bldg., Penn Ave. & 9th St.	ATlantic 3338
	THOMAS H. MANLEY, Oculist, Ofc.—Jenkins Bldg., Penn Ave. & 5th St.	ATlantic 7087
	W. O'N. SHERMAN, Ofc.—Carnegie Bldg., Fifth Ave.	ATlantic 5100
	H. C. WESTERVELT, Res.—5306 Westminster St.	MAYflower 1011
J. P. KERR, Ofc.—Wabash Bldg.	COurt 1775	
EAST LIBERTY	E. M. FITZGERALD, Ofc.—Highland Bldg. Res.—130 North Lang Avenue.	MOntrose 5653 PENburst 6708
WILKINSBURG	WM. M. McNAUGHER, Ofc.—Westinghouse Bldg., Penn Ave. & 9th St. Res.—601 Hastings St.	ATlantic 4883 MOntrose 0237
PITCAIRN	F. B. CRAIG, Asst. Medical Examiner, Ofc.—Pitcairn Shop. Res.—504 Third St.	477 (Co. phone) 343-R

Location	Name and Address	Telephone No.
GREENSBURG	D. RAY MURDOCK, Ofc.—First National Bank Bldg..... Res.—534 East Pittsburgh St.....	808 45
	H. ALBERT McMURRAY, JR., Ofc.—First National Bank Bldg..... Res.—36 South Fourth St., Youngwood....	702 22
LATROBE	A. B. BLACKBURN Ofc.—401 East Main St..... Res.—419 Depot St.....	86 99
	HOMER R. MATHER, Ofc.—First National Bank Bldg..... Res.—743 Main St.....	850 851
DERRY	R. D. SAUL, Medical Examiner, Ofc.—East End of Station..... 2nd Fri. in month.. 10:00 A.M. to 11:59 A.M. 1:00 P.M. to 2:00 P.M. 4th Fri. in month.. 10:00 A.M. to 11:59 A.M. 1:00 P.M. to 4:00 P.M.	Gbg. 575 (Co. phone)
	JOHN F. BLAIR, Ofc. and Res.—206 South Chestnut St.....	565
JOHNSTOWN	JOS. P. REPLOGLE, Ofc.—U. S. Bank Bldg..... Res.—163 Third Ave.....	513 (Penna. Tel.) 513-R (Penna. Tel.)
	JOHN B. LOWMAN, Ofc.—U. S. Bank Bldg..... Res.—756 Luzerne St., Westmont.....	205 (Penna. Tel.) 1082 (Penna. Tel.)
	B. E. LONGWELL, Ofc.—340 Locust St..... Res.—334 Gardner St., Southmont.....	29-691 (Penna. Tel.) F57-722 (Penna. Tel.)
CONEMAUGH	F. P. DOSTAL, Ofc.—322 First St..... Res.....	2342-L (Penna. Tel.) 2527-M (Penna. Tel.)
SOUTH FORK	D. W. TRUSCOTT, Ofc. and Res.—Maple and Main Sts.....	46
CRESSON	H. T. PRIDEAUX, Ofc. and Res.....	54
GALLITZIN	G. H. MILES, Ofc. and Res.—Main St.....	10
ALTOONA	SPENCER W. HURST, Medical Examiner, Ofc.—1223 Eleventh Ave..... At night.....	108 (Co. phone) 346 (Co. phone)
	JOS. D. FINDLEY, Ofc.—1121 Thirteenth Ave..... Res.....	2-7737 4679
	A. S. KECH, Ofc. and Res.—1221 Twelfth Ave.....	2-9127
WINDBER	O. J. SHANK, Ofc. and Res.—Twelfth St.....	39-J
	W. S. WHEELING, Ofc.—Windber Hospital.....	34
EBENSBURG	H. J. BENNETT, Ofc. and Res.—121 Julian St.....	29
BARNESBORO	B. F. BOWERS, Ofc. and Res.....	247-M
HASTINGS	C. L. McCOY, Ofc. and Res.....	232 R12
GLEN CAMPBELL	E. B. LEWIS, Ofc. and Res.....	15
NANTY-GLO	M. C. DUNNICK, Ofc. and Res.—Roberts St.....	192
COALPORT		
PUNXSUTAWNEY	G. M. MUSSER, Ofc.—Swartz Bldg..... Res.—126 Dinsmore Ave.....	10 489

Bell Telephone numbers are shown above unless otherwise indicated.

D3202. HOSPITALS.

Location	Name and Address	Telephone No
PITTSBURGH	ALLEGHENY GENERAL HOSPITAL, 320 E. North Avenue.....	FAirfax 2010
WILKINSBURG	COLUMBIA HOSPITAL, Penn Avenue.....	CHurchill 0870
GREENSBURG	WESTMORELAND HOSPITAL, Pittsburgh Street.....	2700
LATROBE	LATROBE HOSPITAL, Second Avenue.....	400, 401, 1180
JOHNSTOWN	MEMORIAL HOSPITAL, 1086 Franklin Street.....	872 (Penna. Tel.)
WINDBER	WINDBER HOSPITAL ASSOCIATION....	34
ALTOONA	ALTOONA HOSPITAL, Howard Ave. and Seventh Street.....	5156 500 (Co. phone)
PUNXSUTAWNEY	THE PUNXSUTAWNEY HOSPITAL.....	13-J
SPANGLER	MINER'S HOSPITAL.....	34

Bell Telephone numbers are shown above unless otherwise indicated.

D6203. First Aid Boxes, location of, and Stretchers in cars:

First Aid Boxes:

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, to be placed in stretcher box.

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.

833. USE OF TELEPHONES.

833A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangements pertaining to the movement of trains by trainmen, the conductor or enginemen must personally receive all orders, on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D8301. Telephones for emergency use are located at block stations, on or close to signal bridges, at offices of agents, supervisors, yard masters, water station power plants and at other points necessary for train operation.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at..... and loaded as per A. A. R. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3400. In all movements of locomotive cranes and other pivoted machinery on own wheels in revenue trains the boom end must trail, except that when requisite the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be necessary.

D3401. Rule 701 amplified:

At track troughs, markers are located to the right of track governed, 30 feet beyond the entering end of trough and 75 feet before reaching the leaving end, in normal direction of traffic.

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

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.

When necessary to stop at Hillside for water, westward freight trains will stop at east end of station platform.

D3402. Rule 702, ninth paragraph, revised:

Defective hose removed en route must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of form M.P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3403. Rule 737 amplified.

Electric illuminated signs may be displayed on rear of passenger trains.

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3403A. Rule 739, annulled.**D3404. Rule 832 amplified:**

To the signal equipment for each crossing watchman or gateman, add: Fusees and Whistle.

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "Stop" will plainly appear to any person approaching

on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. In handling trains, the following is in connection with and supplementary to Brake and Train Air Signal Instructions, No 99-B-1.

A standard brake club is part of a freight trainman's equipment and must be used when necessary.

When undesired quick action of the air brake develops on a train between terminals, the conductor must notify the station master or yard master at the point where such train is delivered, and the station master or yard master will arrange to have the air brake inspector test the train to locate the defect.

INSTRUCTIONS FOR PREPARATION AND HANDLING OF FREIGHT TRAINS.

Preparation of freight trains in dispatching yards:—

As far as possible, all freight trains should be stretched prior to making the air leakage test.

Operation of Freight Trains:—

Trains of less than 50 cars, when stopped with the use of the automatic brake, will stand two minutes to insure full release of all brakes.

Trains of 50 to 100 cars will stand three minutes to insure full release of all brakes.

Trains of more than 100 cars will stand five minutes to insure full release of all brakes.

Trainmen should be in position to immediately examine train to see that the brakes have all released.

Brake Pipe and Main Reservoir Pressure:—

A brake pipe pressure of 95 pounds, and main reservoir pressure of 130 pounds must be carried in all loaded freight trains, and 70 pounds brake pipe pressure, and 100 pounds main reservoir pressure in all empty freight trains on the main line of the Pittsburgh Division, except on East Slope, Gallitzin to BO or Wye where power brake instructions apply.

The 130 pounds main reservoir pressure to be obtained by closing the stop cock or valve in the low pressure governor pipe located near the brake valve.

Running release:—

When it is necessary to reduce the speed of freight trains of more than 70 cars on descending grade, except on East Slope, Gallitzin to BO or Wye, the air brakes must not be released if the speed is less than 20 miles per hour. Air brakes on empty trains should not be released at any speed if the total reduction exceeds 15 pounds.

When the use of retaining valves is desired on grades other than those hereafter specified, the engineman will instruct the front brakeman.

When making terminal tests of the air brakes at points where trains are made up, the required brake pipe pressure on loaded freight trains which will descend the grades from Gallitzin to BO or Wye, from Summit on South Fork Branch to Lovett, on Llanfair and Beaver Branches, from Keebler's Summit on Turtle Creek Branch to Turtle Creek Branch Junction, Brilliant Branch, Twin Rocks to Shuman Run Junction, Coal Pit Run Branch, Tunnel Siding to Barnesboro Yard, Hillman Summit to McGees, Hillman Summit to Rossiter

Junction, Sterling No. 10 to foot of grade west of Hastings Branch Jct., McCoy Run Branch, Stevens Branch, and Hagerty Branch will be 100 pounds.

Before descending grades from Keeblers Summit on Turtle Creek Branch to Turtle Creek Branch Junction, Brilliant Branch, Twin Rocks to Shuman Run Junction, Coal Pit Run Branch, Tunnel Siding to Barnesboro Yard, Hillman Summit to McGees, Hillman Summit to Rossiter Junction, Sterling No. 10 to foot of grade west of Hastings Branch Jct., McCoy Run Branch, Stevens Branch and Hagerty Branch, trains of loaded cars must have brake pipe pressure of 100 pounds, to be obtained by placing the engineer's brake valve in the full release position except when the engine is equipped with an M3A brake pipe feed valve in which instance the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop, close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 100 pounds and the main reservoir pressure 130 pounds. The engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 70 pounds at all times. On trains of empty cars the required brake pipe pressure will be 70 pounds.

Mixed trains having 60 per cent. or more empty cars will be considered empty trains. Trains having less than 60 per cent. empty cars will be considered loaded trains.

When descending these grades the pressure retaining valves on loaded trains will be used on all cars except on Brilliant Branch.

Tonnage trains of loaded cars moving from CM to Brilliant Branch must have a maximum of 25 pressure retaining valves in use on head end of train.

Empty trains of 80 cars or more must have 15 pressure retaining valves in use on the head end of train.

Enginemen of trains that do not have tonnage must instruct the conductor as to how many pressure retaining valves they will require moving over this grade.

Loaded trains must have 100 pounds brake pipe pressure, and empty trains 70 pounds brake pipe pressure.

On empty trains pressure retaining valves must be used in low pressure position, on 30 to 50 per cent. of the cars as required; except empty trains westbound between Gallitzin and Conemaugh, exclusive of open top hopper type equipment, 15 per cent of the cars must have the retaining valves in use in low pressure position on front end of train.

On all grades where the use of pressure 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 pressure retaining valves are turned to the proper position.

At Tunnel Siding, Dishart and Winterset, after having doubled these grades, and after the entire train has been coupled together, a terminal test of the brakes on the cars that had been stored on the siding, must again be made, to determine that no cut-out cocks had been closed on the cars that had been stored. After the terminal test has been completed and before starting, it must be known that the brake pipe pressure is being restored as indicated by the brake pipe gauge pointer on the pusher engine or by the cabin gauge if pusher is not used and that the rear brakes are released. In the absence of a pusher or a cabin gauge the brake must be applied and released to insure that no angle cocks have been closed.

On loaded cars equipped with the 25 and 50 pound retaining valves, such valves must be placed in the 50 pound position from Hillman Summit to McGees and Hillman Summit to Rossiter Junction.

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

If in the judgment of conductors, weather conditions or the character of the lading of cars in their trains are such as to prohibit the turning up of retaining valves with safety while trains are in motion, trains will be stopped at Gallitzin for this purpose.

When a helper is attached or detached enroute, the firemen in passenger service, and the brakemen in freight service will see that the engines are properly coupled or uncoupled.

When it is necessary to couple an engine, in charge of a freight engineman, ahead of a passenger train, to assist over any portion of the division, the enginemen will exchange so that the passenger engineman may operate the air brake. The enginemen will confer with each other when the engine is attached.

Eastward passenger trains, not making any station stops or service brake applications between Pittsburgh and Swissvale will make a running test of air brakes by making an eight or ten pound brake pipe reduction just before passing Swissvale Station. Enginemen of eastward passenger trains will also make a running test of the air brakes as described above 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 test of the brake before descending any grade.

When an emergency application of the brakes occurs on a freight train, the throttle valve must be closed immediately and the automatic brake valve handle moved to the emergency position on each hauling, helping, or pushing engine on the train and left in that position until train comes to a stop. The independent brake valve must not be used to release the engine brakes during this operation.

DS406. Instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-B-1, for controlling freight trains with power brakes on the following descending grades:

Gallitzin to BO 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 7-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.

All trains originating west of Conemaugh must have a terminal test of the train brakes made at Conemaugh.

Enginemen of eastward freight trains will, on arrival at the Main Line Pits, and before uncoupling engine from the train, make a brake pipe leakage test. If the leakage exceeds 7 lbs. per minute the engineman will report the amount of leakage to the car inspector who will be at the front end of the train.

On trains of loaded cars the brake pipe pressure must not be less than 100 pounds before descending grade between Gallitzin and BO 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, close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 100 pounds and the main reservoir pressure 130 pounds. This adjustment must be made just after 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.

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.

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 at all times.

ARRANGED SERVICE FREIGHT TRAINS WHEN THE TONS PER EFFECTIVE BRAKE DO NOT EXCEED 75.

When the tons per effective brake do not exceed 75, sufficient retaining valves will be used in the low pressure position, commencing at the front of the train, to provide a retaining valve value equal to the gross tonnage of the train, except when cars loaded with coal or other heavy freight are on the front end; the retaining valves on these heavy loaded cars will be used in the 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 BO 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 JK or Wye home signals.

In starting eastward freight trains between Gallitzin and BO, 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 $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ back from the engine to hold the train secure immediately upon stopping.

If stopped at or between east end of tunnel and Mile Post 246, 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 re-set retaining valves on all cars except the first 15 and the first 20 back of the middle of the train, which should not be released. If stopped at other points between east end of tunnel and BO, or Wye, the retaining valves will be released and re-set on all cars except the first 5 or more if necessary, and the first 20 back of the middle of the train, which should not be released.

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 the east end 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:

To determine the tons per operative brake, 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—‡SU TO LOVETT.

The same instructions will apply as between Gallitzin and BO 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 BRANCHES.

The same instructions will apply as between Gallitzin and BO 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, Llanfair and Beaver Branches 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 †CO.

D3407. 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.

Engine crews will be governed as follows when passing through No. 4 track tunnel at Gallitzin:

Fuel will not be applied to the fire while passing between SF and the west end of the tunnel. On freight trains having two engines ahead, the engineman of the second engine will apply the blower lightly, close the throttle on entering the tunnel and will not use steam until after passing west portal of tunnel, unless signalled by two sounds of the whistle from the leading engine to prevent stalling. When smoke appears in the cab of the leading engine, the engineman will signal the engineman of the second engine by four sounds of the whistle to close his throttle. These signals must be repeated until answered by the same signal by the engineman of the second engine.

The speed of the train must not exceed eight miles per hour until the entire train has passed through the tunnel (five minutes should be consumed in passing through the tunnel.)

The leading engine will keep behind the smoke which is driven westward by the fans and it may be necessary, under adverse atmospheric conditions to go slower than eight miles per hour and in extreme cases stop, until the smoke is blown ahead. The pushing engine will assist in the usual manner. If 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 while passing through the tunnel.

D3408. A small supply of sand has been placed in bags at the following points:

JD.

New Florence Water Station.

SG.

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

D3409. 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.

D3410. When for any reason it becomes necessary to make an exchange of engines at Derry, Conemaugh or Altoona, eastbound; Conemaugh or Derry, westbound; the following instructions will apply:

EASTBOUND

At Derry, engineman will give four short blasts of engine whistle to attract attention of signalman at SW or KR; at Conemaugh either JD or SG; and at Altoona, at AR.

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.

WESTBOUND

At Conemaugh, engineman will give four short blasts of engine whistle at NY or SO; and at Derry, at JD.

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 such display will not be confusing to or misinterpreted by crews of other trains.

When it is necessary for passenger trains to stop at car inspection points, or enginehouses, to look after hot boxes, steam heat hose, 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.

South West Jct.—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.

D3412. 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.

D3413. 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.

D3414. When announcement is being made for passengers detraining at Pittsburgh, East Liberty, Greensburg, Johnstown and Altoona, trainmen will remind the passengers to not forget their baggage and belongings.

D3415. 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:—"Ladies and gentlemen, we are now approaching the famous Horse Shoe Curve. View can be had from the left side of the car."

EASTWARD: "Ladies and gentlemen, 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."

D3416. The following instructions will apply to the enginemen of trains Nos. 2, 8, 54, 72, 24, 74, 46, 13, 15, 25, 75, 33 and 5.

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 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.

D3417. 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.

D3418. Class R-50-B refrigerator cars must not be moved in freight service except in emergency and then only in trains of 30 cars or less, and should be placed next to the engine.

D3419. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

D3420. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

D3421. Trainmen must not pass over container cars while cars are in motion.

D3422. Cars utilizing propane gas as a fuel, either in the kitchen or for air-conditioning purposes, can only be accepted on condition that the propane cylinders be removed from cars before movement over our lines, the cylinders to be returned in such manner and to such locations as the foreign railroad in question may designate.

D3423. From May 1st to October 15th, inclusive, whenever the temperature reaches 70 degrees above zero or over, hogs must be sprayed or drenched enroute.

Conductors will see that this is done from drenching device at Conemaugh and make proper notation on waybills.

D3424. 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.

D3425. 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 empty 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.

D3426. When trains are hauled by two or more engines, the engine next to the train will be designated on the car reports, time cards and train orders as the hauler. All other engines will be designated as helpers.

D3427. Copies of train orders must be preserved by conductors, enginemen and track car drivers receiving them, endorsing on the face of the order their name and occupation and turn them in with their time cards at the end of the trip or day. The yard master, engine dispatcher or other person receiving these orders will forward them daily to Division Operator, Room 308, Pennsylvania Station, Pittsburgh.

Conductors and enginemen of other divisions will endorse their copies of train orders as above, and send them to the Division Operator, Room 308, Pennsylvania Station, Pittsburgh.

D3428. All unnecessary noise must be avoided when operating between Pennsylvania Station, Pittsburgh and Swissvale and between CM and VI on account hospitals and churches located close to railroad.

If necessary to use the locomotive whistle to call the flagman, to signal for air brake test, or to release brakes, or for any purpose, the whistle must not be sounded any louder than is absolutely necessary, and whenever possible signals should be given by hand or lamp and the use of the whistle avoided. Every precaution possible must be taken to reduce the amount of noise when operating in the territory herein described.

D3429. Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of interlocking, at hand switches in automatic block signal limits and at all other points where there is any interference by switches, frogs, guard rails, road crossings, station platforms or other obstructions.

D3430. 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.

D3431. Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down, in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects and should there be any indication of conditions endangering the train take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such train, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty, and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal	}	By day —Nose held with one hand, with other hand pointed toward track.	
		By night —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.	
Brakes sticking	}	By day —Hands shoved in sliding motion out from body.	
		By night —Lamp raised and held stationary.	
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side Or End of Car, Swinging Car Door Or Any Other Dangerous Conditions.	}		Stop Signal

SPECIAL INSTRUCTIONS

PERTAINING TO THAT PORTION OF ZONE B, MIDDLE DIVISION, USED BY CREWS OPERATING OVER PITTSBURGH DIVISION INTO ALTOONA.

MAIN LINE

Interlocking	Block Station	Dist. between Stations	Dist. from Harrisburg	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
I	B	0.7	124.0	BELLWOOD.....				
I	B	2.1	124.7	BELL.....	BELL			
		1.3	126.8	ANTIS.....	ANTIS			
		2.1	128.1	EAST ALTOONA.....				
I		0.6	130.2	RO.....				
		0.6	130.8	ALTOONA.....				
I	B	0.3	131.1	JK.....	JK			
I	B	0.6	131.7	BO.....	BO			

HOLLIDAYSBURG AND PETERSBURG BRANCH

Interlocking	Block Station	Dist. between Stations	Dist. from Petersburg	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						E	W	Both
	1B	2.5	28.5	FRANKSTOWN.....	FRANK			
	1B	0.3	31.0	JCT. MOR. CV. BR.....	HOLLY			
		0.3	31.3	HOLLIDAYSBURG.....				
I	B	1.1	32.4	WYE.....	WYE			
		3.2	35.6	ELDORADO.....				
I	B	3.0	38.6	JE.....	JK			
		0.3	38.9	ALTOONA.....				

NOTE—Unattended Block Stations controlled by open Block Stations

†—HOLLY | Unattended | Controlled by Wye.

I—Interlocking Station and Plant P—Interlocking Plant.

B—Attended Block Station

HOLLIDAYSBURG & PETERSBURG BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	Arrive	* 750		
HOLLIDAYSBURG.....	\$ 8.38			
JK.....	\$ 8.22			
ALTOONA.....	\$ 8.20			
	Leave	A. M.		
		DAILY		
		EX. SUN.		
		# 750		

Note: No. 750 will not run May 30, July 4, and Sept. 1.

87. ENGINE WHISTLE SIGNALS.

D702. Rule 14 (1) amplified:

Sound ——— o o

This signal will not be prolonged or repeated approaching following crossings:

Altoona—31st Street Crossing.

Eldorado—Crossing at Station.

Hollidaysburg—Crossing at Station.

88. EMERGENCY WHISTLES AND HORN SIGNALS AT INTERLOCKING STATIONS.

D801. Emergency whistle or horn signals in service as follows:

Bell, RO, 4th St. So. Side, 9th St. South Side, 10th St., 14th St., JK, BO.

S10. TRAIN SIGNALS.

S11. USE OF SIGNALS.

D1101. Rule 27 modified:

Reflectors illuminated by headlights are substituted for lighted lamps on switch stands at:

Hollidaysburg & Petersburg Branch:

On facing point switches in main track, Hollidaysburg to Petersburg.

Hollidaysburg:

All main track switches at Holly and between Holly and Wye Block Station.

Spur connecting with J. B. Condon side track.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION	Other Divisions	Zones
Altoona, Passenger Crew Dispatcher's Office	Pittsburgh Williamsport Philadelphia	A, B, C, D, A, B, C A
Altoona, Crew Clerk's Office, RV	Pittsburgh Eastern Conemaugh Monongahela	A, B, C, D, A A, B A, C
East Altoona, Engine Dispatcher's Office	Pittsburgh Eastern Conemaugh Monongahela Williamsport Wilkes-Barre Philadelphia	A, B, C, D, A A, B A, C A, B, C, D A A
East Altoona, Ass't Yard Master's Office, ND	Pittsburgh Williamsport Wilkes-Barre Philadelphia	C, A, B, C, D A A

S14. GENERAL ORDERS.

S14A. Rule 75 amplified.

D1401.

D1402. General Order Zones of this Division are as follows:

ZONE B—Antis, inclusive, to BO, inclusive, and Hollidaysburg and Petersburg Branch.

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Hollidaysburg and Petersburg Branch:
Between JK and Eldorado
Between Holly and Frank

D1502. Track assignment.

On double or more tracks the current of traffic is as follows: Hollidaysburg and Petersburg Branch:

	Eastward	Westward
Between JK and Eldorado	No. 1	No. 2
Between Wye and Holly	Nos. 1 & 3	Nos. 2 & 4
Between Holly and Frauk	No. 1	No. 2

Main Line

EASTWARD PASSENGER	WESTWARD PASSENGER
No. 3 track BO to Antis	No. 4 track Antis to BO
EASTWARD FREIGHT	WESTWARD FREIGHT
No. 1 and A tracks BO to JK	No. 2 track JK to BO

Assigned Running Tracks:

Altoona:	Controlled by
No. 1 Eastward, JK to 4th St.	A.Y.M. 4th St.
4th St. to RV	A.Y.M. GD, Eastbound
No. A Eastward, JK to 4th St.	A.Y.M. 4th St.
No. 2 Westward, RV to JK	A.Y.M. RV
No. 3 Southside power track JK to BO	Signalman JK
No. 9 Southside, JK to BO	Signalman JK
South runner, ND to 4th St.	A.Y.M. 4th St.
Middle runner, ND to 4th St.	A.Y.M. GD and 4th St.
No. 31 track, WJ to RV	A.Y.M. WJ and RV
No. 1 track, RV to RO	A.Y.M. RV Westbound
No. 5 track, GD to 7th St.	Leverman RO

Between GD and RV:

Lead to Pittsburgh Div. cabin tracks East of 300 shanty.	A.Y.M. RV and 4th St.
No. 1 cabin track to RV.	A.Y.M. RV and 4th St.

Hollidaysburg:

Eastward—Running Track Holly to East
End Eastward Classification Yard (No. 12
Track Eastward Receiving Yard and con-
tinuation thereof to junction with No. 2
track.)

Wye.

Westward—Frankstown to Brick Office (No.
6 Track Westward Receiving Yard, No. 14
track Westward Classification Yard.)

Wye.

On assigned Running and Yard Tracks, movements will be made in either direction as directed by Yard Masters, Signalmen, or as indicated by signals. Unless otherwise specified, trains must not exceed a speed of 15 miles per hour, prepared to stop short of train, obstruction, or improperly set switch. At hand operated switches, trains must not enter assigned running tracks without permission of the proper authority, and when leaving must report when clear.

S16. MOVEMENT OF TRAINS.**S16A. Rules 83 and 83a.**

The information required by Rules 83 and 83a must be obtained as indicated below.

D1601. Train dispatchers in charge of train movement located at Altoona.

D1602. Rule 83. That clearance message CT 1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a—In the application of Rule 83a, this information may be given verbally.

S16E. Rules 251, 253, 254.

D1607. Rules 251, 253 and 254 will apply on the Main Line portions of the Division, also on Branches as follows:

Hollidaysburg and Petersburg Branch:
Between JK and Eldorado.
Between Wye and Holly.

D1611. At Altoona passenger station Enginemen of westward trains using No. 1, 2, 3 or 4 track, stopping with engine beyond dwarf signal at west end of train shed will start on receiving communicating signal, provided a hand signal in addition is received from a member of the train crew. The Conductor will be responsible for knowing dwarf signal is in proceed position before starting train.

D1612. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

D1614. Trainmen must not stand on top of engine tenders, box cars or other high cars while passing under signal bridges on Middle Division, and train shed Altoona Passenger Station.

D1624. Normal position of switch at Holly for movement as follows:

From No. 3 track to No. 1 track.

D1660. WYE: Crossover at west leg of wye, will be kept set for movements from Duncansville Branch track to Pittsburgh Division westward main track. Switch lamps will show green light and white target when switch is set for normal movements over crossover.

S18. YARDS AND YARD INSTRUCTIONS.

D1803. Rule 93b in effect as follows: Altoona Yard—between BO and Antis; Tracks Nos. A, 1, 2 and running tracks.

Hollidaysburg and Petersburg Branch—between JK Interlocking and Block Station and Frankstown.

D1808. Westward freight trains dispatched from Altoona Yard, will be governed by the following instructions as to the use of helping engines assisting at the rear:

All helping engines at the rear will assist except that when trains are moving from the Advance Yard at RO, only the engine next to the cabin will use steam while rear of train is moving over the switches at RO.

D1809. Altoona—When any Eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with RO promptly. When any Eastward movement is stopped at 4th Street, a member of the crew must communicate with 4th Street, South Side, promptly.

Cabins on Eastward freight trains will be cut off as cabin is passing under 9th Street Bridge. If cabin should stall, RO must be notified immediately.

Telephones located as follows: On east end of Machine Shop fence, west of 9th Street Bridge and on post on south side, east of 7th Street.

S20. SPEED RESTRICTIONS. Miles Per Hour**D2001. Maximum Speed.**

Hollidaysburg and Petersburg Branch 30

D2002. Speed indicated below must not be exceeded between stations named:

MAIN LINE	Tracks	Miles per hour
Approaching signal located on bracket pole west of JK governing eastward movements	3	15
10th St. Altoona to RO.....	3 & 4	40
Between Antis and RV.....	1 & 2	30

Holidaysburg and Petersburg Branch

	Miles per hour
Crossover Movements from Duncansville Branch track to Pgh. Div.—westward freight track	15
Movements from Main Line to Branch or from Branch to Main Line.....	20
Over Newry Street Crossing	15

CURVES.

Holidaysburg and Petersburg Branch:	Miles Per Hour
Nineteenth Street, Altoona	20

D2004. Maximum speed of L1, I1, M1, M1a and heavier type engines through No. 8 crossover and turnouts—10 miles per hour.

No. 8 crossover and turnout switches located as follows:

Altoona:

24th Street Engine Yard:
All switches south of A track.

JK:

All switches east end of engine yard south of A track.

9th Street

Freight station yard.

RO:

Crossovers and connections between westward freight track and eastward passenger track.

Crossover eastward freight track to westward freight track at 7th Street.

4th Street:

Connections at west end eastward receiving yard.

West end of local yard east of 4th Street.

Connections to M. W. Yard.

Connections to New Transfer yard.

GD:

Crossovers and connections in westward yard east and west of GD.

Connections to power track between GD and RV.

JS:

All switches at west end of eastward classification yard.

Connections at east end of local yard.

Wreck train track and eastbound car repair yard.

RV:

Hill track east of RV.

Slip switch at overhead bridge.

Connection No. 31 track to ladder track.

ND:

Connection to high transfer wharf.

Connections east end of track 25 to 29.

WH:

Connections and crossovers west end loaded receiving yard, except connection in No. 31 track.

Connections and crossovers east end loaded receiving yard.

WJ:

Connections and crossovers west end empty receiving yard.

Connections at east and west ends of car repair yard.

Connections at east and west ends of empty classification yard.

East Altoona:

Connections to coal storage tracks.

All switches in enginehouse territory.

Holidaysburg:

No. 3 track just east of Newry Street Crossing.

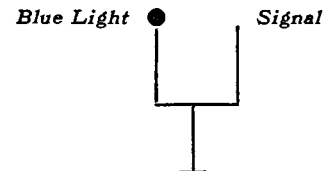
All crossovers and turnouts in main and yard tracks between HOLLY and FRANK.

S21A. SIGNAL ASPECTS.

D2102. SIGNAL ASPECTS NOT STANDARD

"JK" Interlocking—Block Station.

Signal on bracket post, governing Eastward movements on No. 3 track, marked by a Blue light on left hand pole of bracket.



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

Name—Signal Mast Bracket Marker.

S23. MANUAL BLOCK SYSTEM.

D2301. Rule 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a, and 318b, will apply only on portions of the Divisions as specified:

Holidaysburg and Petersburg Branch.

Between Frank and Wye.

D2304. Rule 318b will apply between Frank and Wye.

D2305. Hand signals will be used by Signalman at Wye to give block indication as follows:

Eastward trains on No. 1 track.

Westward trains on No. 2 track enroute from Holidaysburg Yard to Pittsburgh Division.

Westward trains via west leg of wye enroute from Altoona to Pittsburgh Division.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules, Special Instructions, Rules 501 and 505-505b to 514 inclusive, are in effect as follows:

Main Line between Antis and JK, No. 3 and 4 tracks.

Main Line between JK and BO track A and Nos. 1, 2, 3 and 4 tracks.

Running tracks: Antis to RV, Nos. 1 and 2 tracks.

Holidaysburg and Petersburg Branch.

Between JK and Eldorado No. 1 and 2 tracks.

Between Eldorado and Wye Main track.

D2505. Rule 509-b will apply to movements on single track between Eldorado and Wye.

S25A. Rule 505 (a)—

D2508. Rule 505 (a) in effect:

Main Line: Between RO and BO, No. 3 track.

Hollidaysburg and Petersburg Branch: Between Wye and Eldorado.

D2509. Between Wye and Eldorado:

At Gulf Refining Co.'s siding, Atlantic Refining Co.'s siding, Eldorado Milling Co.'s siding, Altoona Packing Co.'s siding, American Oil Co.'s siding and Sun Oil Co.'s siding on Hollidaysburg and Petersburg Branch a train reporting clear must not again enter the block without a train order authorizing it to do so, and in addition thereto, permission from the signalman, neither of which supersedes time table superiority unless the train order specifically so states.

S25B. CAB SIGNAL RULES.

D2510. Cab Signal System in service on main tracks operating with current of traffic:

Eastward—between JK and Antis, No. 3 track.

Westward—between Antis and JK, No. 4 track.

Running tracks:

Eastward—RV to Antis.

Westward—Antis to RV.

Against current of traffic:

Westward—between RO and JK, No. 3 track.

S25C. RULE 511a.

S26. INTERLOCKING RULES.

S26A. Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2602. Rule 362: Clearance Card (Form C), amplified to read:

This card must be used only in case of failure of Block Signal, Interlocking Signal, or Home Signal referred to in Paragraph 3, or when signal cannot be displayed for an engine returning to its train.

D2603. Trains having work at Interlockings, must stop so that the entire train will stand clear of the Interlocking after cars that are picked up have been added to the train, thereby, leaving the switches free to be operated for any movement desired.

D2604. Interlocking Plant: Operated by:
Eldorado Wye

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Signalman, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

ALTOONA:

Passenger Crew Dispatcher's Office.

RV Crew Dispatcher's Office.

Engine House, East Altoona.

D3102. Passenger train crews are required to report for duty as follows:

For Through Trains—Train crews at Altoona must register not more than forty-five and not less than fifteen minutes before their trains are expected to arrive, and must be on the platform to receive train ten minutes before its arrival.

For Trains Originating at Altoona—Train crews must register not more than forty-five and not less than fifteen minutes before leaving time, and must be at train at least ten minutes before leaving time.

When ordered to deadhead on passenger trains passenger trainmen will report and register ten minutes in advance of schedule leaving time of the train on which they are to deadhead.

D3103. At Altoona, Conductors must know whether or not their full crew is on hand at the proper time and report promptly any shortage to the Station Master so that a substitute may be provided.

D3104. All trainmen arriving at or leaving Altoona, whether deadheading or in service, must register personally.

D3107. Passenger engine crews are required to report ready for duty before schedule leaving time of train as follows:

Altoona—Engine Crews receiving engine on storage track 1 hour
Through Engines—

Unless otherwise ordered, crews receiving their engines at Altoona Station will report in person to engine dispatcher thirty (30) minutes in advance of the scheduled leaving time of the train, and must be on the station platform on arrival of train to promptly relieve inbound crews and prepare engine for trip without delay. The inbound enginemen and firemen of through engines will confer with the outbound enginemen and firemen and give them all the necessary information as to the condition of the engines.

East Altoona—Main Line and Branch Service, including East Slope Helping service, and extra crews ordered for through passenger helping service, westward, one hour and 30 minutes, 30 minutes for reporting and preparing engine and one hour for the movement of the engine from East Altoona to Altoona Station.

D3108. Freight engine crews in road service, ordered at Altoona, will report 15 minutes in advance of time crew is ordered for.

S34. MISCELLANEOUS.

D3426. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked passing through Altoona.

D3427. No. 2 track from Wye to Hollidaysburg stored with cars.

D3435. Rule No. 728, amplified.

MP-54 coaches or MPB-54 combined cars must not be hauled between heavier steel cars or between heavier steel cars and the engine.

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD CENTRAL REGION PITTSBURGH DIVISION

Pittsburgh, Pa., April 17, 1941.

GENERAL ORDER NO. 3301, ZONE A
GENERAL ORDER NO. 3301, ZONE B
GENERAL ORDER NO. 3301, ZONE C
GENERAL ORDER NO. 3301, ZONE D

Effective 2:01 A.M., Sunday, April 27, 1941:

Time-table No. 33 takes effect 2:01 A. M., Sunday, April 27, 1941, and contains the necessary instructions issued in General Orders up to and including:

No. 3208, ZONE A
No. 3206, ZONE B
No. 3214, ZONE C

No. 3207, ZONE D., all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 33 to see that his copy is complete, with all schedule pages properly lined and note the changes.

Each employe must turn in old Time-tables to Bulletin Board Attendants after Time-table No. 33 takes effect.

(a) Mule Shoe Sidings:

Eastward Siding out of service.

Westward Siding out of service, except 300 feet of west end may be used for shop cars.

(b) Following Passing Sidings blocked with stored cars:

Munster	Ebensburg Jct.
Nantyglo	Twin Rocks
Hastings Branch Jct.	Hastings
Condron	

(c) BH Block and Interlocking Station Closed:

Present interlocked crossover switches leading from west end of Torrance wye track to No. 4 track changed to hand operated.

Dwarf signals governing reverse movements on Nos. 1, 2, 3 and 4 tracks in service.

Home signals for Nos. 1, 2, 3 and 4 tracks changed to Automatic Block Signals.

(d) New Portage Branch:

The following main track switches temporarily out of service:

Crossover connection Nos. 1 and 2 tracks, 1219 feet west of Mile Post 37.

Switch in No. 1 track leading to Tony Falbo siding (siding No. 5204), 1396 feet west of Mile Post 37.

Switch in No. 2 track leading to east end of Mule Shoe westward siding.

Switch in No. 1 track leading to west end of Mule Shoe eastward siding.

Switch in No. 2 track leading to shop car siding (siding No. 5207), 4607 feet west of Mile Post 40.

Switch in No. 2 track leading to east end of Patch westward siding.

(e) SANG HOLLOW EXTENSION:

No. 6 track, 4160 feet west of SG Block Station, for a distance of 735 feet, out of service.

Controlled Manual Block System on No. 6 track between JD and SG, out of service.

Block signal located on bridge east of JD, governing eastward movement on No. 6 track, out of service.

Block signal No. S16 on No. 6 track, eastward distant signal for SG, out of service.

Facing point switch in No. 5 track leading to No. 6 track, located 4895 feet west of SG Block Station, and dwarf signals located at clearance point of turnout, governing reverse movement on Nos. 5 and 6 tracks, in service.

Dwarf signals must not be passed while in stop position without a train order.

Special Instructions D2401 and D2402, Time Table No. 33, modified accordingly.

(f) PITCAIRN YARD:

Rule 93b in effect between Eastward Home Signal Bridge at SZ and Westward Home Signal at WG on Westward Siding.

F. W. STOOPS,
Superintendent.

**WE ARE ALL
IN THIS BUSINESS**
together



ALL OF US—the men on the trains, on the track, in the shops and in the offices; the management which plans and directs; the investors whose savings provide the tools with which we work—all of us are in this railroad business together.

We all have one interest in common, making a living—and to make a living we must get the business.

Business likes to go where it is well treated—and, nowadays, good treatment means more than good facilities and good schedules. It means more, even, than correct handling according to the letter of the rules. Briefly, good treatment means that there must be, in every transaction, that little extra touch of warmth, of appreciation, of friendliness—the human touch.

Right there—adding the human touch—is the big opportunity for every one of us to better the railroad business—and to better himself.

For only the man—the individual—who serves the customer, can give that human touch which builds good will—and which makes "the pleased customer return to the place where he has been well treated."

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.

